

AIRWAY HEIGHTS PLANNING COMMISSION MEETING

AGENDA

October 12, 2022 6:00 P.M.

Due to COVID 19 Public Meetings and Hearings are being conducted via electronic methods. To participate in this meeting, you may join via Zoom at the following link:

Join Zoom Meeting

<https://us02web.zoom.us/j/85452172063>

Meeting ID: 854 5217 2063

One tap mobile

+12532158782,85452172063# US (Tacoma)

Please note that the microphones will be muted until public comment on the agenda.



- I. Invocation
- II. Call to Order : _____ PM
- III. Roll Call
 - A. Kal Patel, Chair
 - B. Mark Collins, Vice Chair
 - C. Angelena Campobasso
 - D. Vacant
 - E. Vacant
- IV. Pledge of Allegiance
- V. Approval of Agenda
- VI. Approval of Minutes
- VII. Public Comment
- VIII. Presentation
- IX. Public Hearings
- X. Action Items
- XI. Workshops
 - A. 2022 Branding and Website Development Update
 - B. Planning Commission Vacancy Update
 - C. Grant Applications Update
- XII. Commissioner Reports
- XIII. Staff Report
 - A. Next Meeting: Wednesday, November 9, 2022
- XIV. Adjournment: _____p.m



**PLANNING COMMISSION
MEETING MINUTES**

Wednesday, May 11, 2022
Location: Digital Zoom Meeting

I. INVOCATION:

None.

II. CALL TO ORDER:

6:02 pm

III. ROLL CALL:

Chair	Kal Patel, Chair	Absent
	Mark Collins, Vice Chair	Present
	Angelena Campobasso	Absent
	Hank Bynaker	Present
	Stephanie Lamb	Present (joined at 6:24 pm)

Staff Present:

Zachary Becker, Associate Planner
Heather Trautman, Principal Planner

IV. PLEDGE OF ALLEGIANCE: Completed.

V. APPROVAL OF AGENDA: Commissioner Collins moved to approve the agenda, motion was seconded by Commissioner Lamb, motion passed unanimously.

VI. APPROVAL OF MINUTES: Commissioner Lamb moved to approve the minutes for April 13, 2022, motion was seconded by Commissioner Bynaker, motion passed unanimously.

VII. PUBLIC COMMENT: None.

VIII. PRESENTATION: None.

IX. PUBLIC HEARINGS: None.

X. ACTION ITEMS: None.

XI. WORKSHOP:

- a. 2022 Comprehensive Plan- Vision Statement** Principal Planner Heather Trautman presented on 2022 Comprehensive Plan Vision Statement. The presentation included an overview of a community survey that was conducted early on in the visioning process, as well as, the current proposed vision statement. Staff also provided an overview of the potential digital format that the 2022 Comprehensive Plan may take. Commissioners asked general questions. The workshop concluded at 6:33 pm.
- b. Art Ordinance Amendment** Principal Planner Heather Trautman presented on a proposed amendment to the Art Ordinance that would provide for more flexibility in regards to the residency requirement for appointment to the proposed Arts Commission. Commissioners asked general questions. The workshop concluded at 6:40 pm.

XII. COMMISSIONER REPORTS: Commissioner Bynaker provided comments regarding the current crime rate and the availability of water within the City. Commissioners discussed what some of the most important issues for the citizens of Airway Heights are and what can be done to assist in alleviating those issues.

XIII. STAFF REPORTS: Principal Planner Heather Trautman provided updates regarding multiple grant opportunities for the City. Associate Planner Zachary Becker reported on the process of developing a new website, as well as, an update on current projects.

A. Next meeting: June 8, 2022

XIV. ADJOURNMENT:

Chair Collins adjourned the meeting at 6:56 pm

APPROVED:

Mark Collins, Chair

ATTEST:

Heather Trautman, Principal Planner



**PLANNING COMMISSION
MEETING MINUTES**

Wednesday, August 10, 2022
Location: Digital Zoom Meeting

I. INVOCATION:

None.

II. CALL TO ORDER:

6:09 pm

III. ROLL CALL:

	Kal Patel, Chair	Present
Chair	Mark Collins, Vice Chair	Present
	Angelena Campobasso	Absent
	Stephanie Lamb	Absent

Staff Present:

Zachary Becker, Associate Planner
Heather Trautman, Principal Planner

IV. PLEDGE OF ALLEGIANCE: Completed.

V. APPROVAL OF AGENDA: Since there were not enough Commissioners present to form a quorum, the agenda for this meeting was not approved.

VI. APPROVAL OF MINUTES: Since there were not enough Commissioners present to form a quorum, the Meeting Minutes from the May 11, 2022 were not approved.

VII. PUBLIC COMMENT: None.

VIII. PRESENTATION: None.

IX. PUBLIC HEARINGS: None.

X. ACTION ITEMS: None.

XI. WORKSHOP:

- a. Planning Commission Recruitment, Application, and Interview Process**
Associate Planner Zachary Becker announced the resignation of Commissioner Hank Bynaker, who has been appointed to the City Council. Mr. Becker then presented on the recruitment, application, and interview process to fill the vacancy left by Commissioner Bynaker. Commissioners asked general questions, and developed some specific questions they would like to ask of candidates for the position. The workshop concluded at 6:46 pm.
- b. Grant Updates- Craig Road and US-2 Grants**
Principal Planner Heather Trautman presented updates on several transportation grants obtained by the City. These grants include pedestrian improvements along Craig Road and streetscape design along US-2 in the downtown core. Commissioners asked general questions. The workshop concluded at 7:00 pm.

XII. COMMISSIONER REPORTS: Commissioner Patel provided comments regarding the resignation of Hank Bynaker.

XIII. STAFF REPORTS: Associate Planner Zachary Becker reported on the process of developing a new website, as well as, an update on current projects. Principal Planner Heather Trautman provided updates on the 2022 Comprehensive Plan, as well as, a City sponsored project to streamline the permitting process.

A. Next meeting: September 14, 2022

XIV. ADJOURNMENT:

Chair Patel adjourned the meeting at 7:12 pm

APPROVED:

Kal Patel, Chair

ATTEST:

Heather Trautman, Principal Planner

City of Airway Heights

Logo Presentation – Version 1

September 27, 2022

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“SUN & SKY”

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**CITY OF AIRWAY
HEIGHTS**
WASHINGTON

“SUN & SKY”





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City of
**Airway
Heights**

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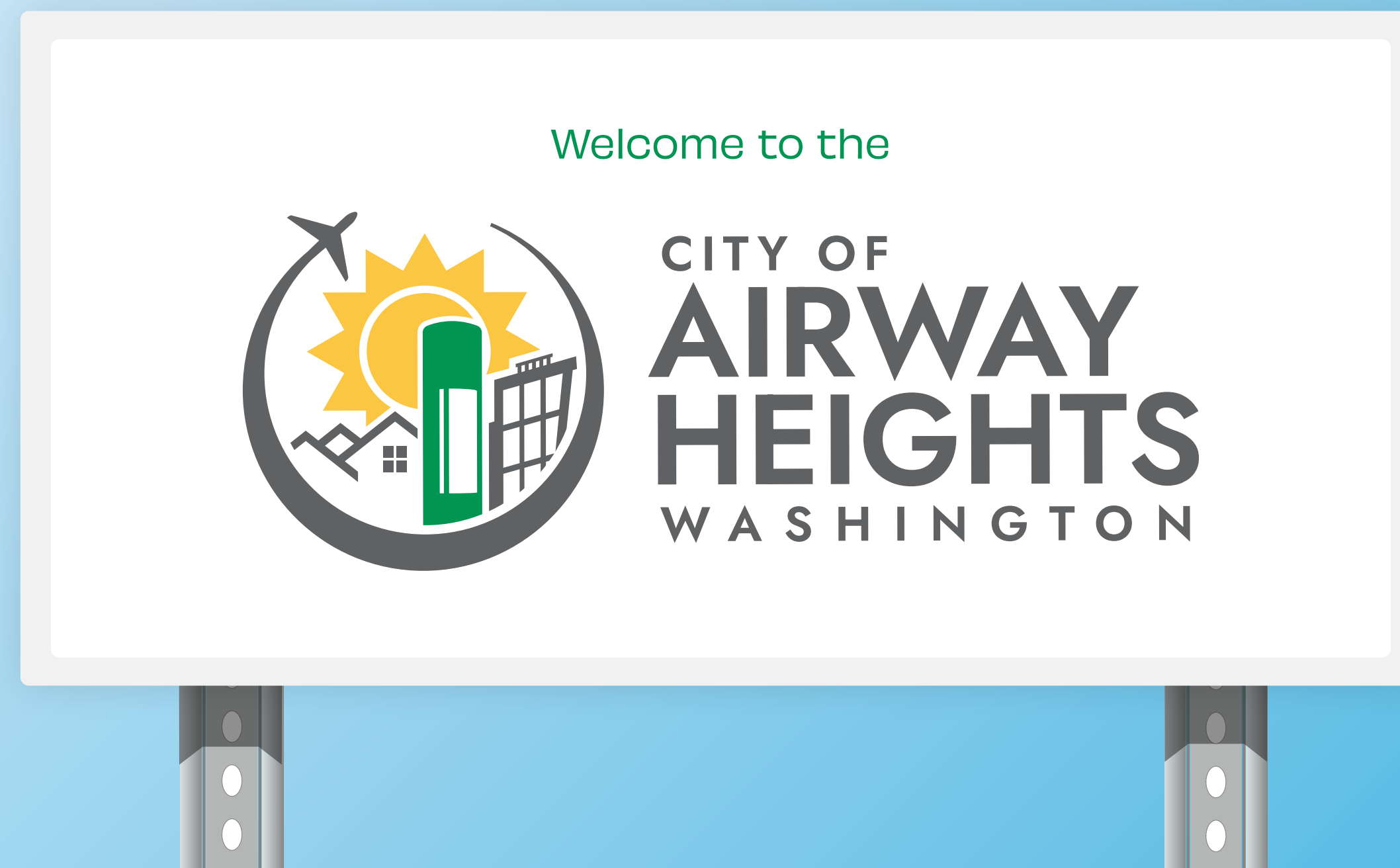
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CITY OF
**AIRWAY
HEIGHTS**
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AIRWAY HEIGHTS

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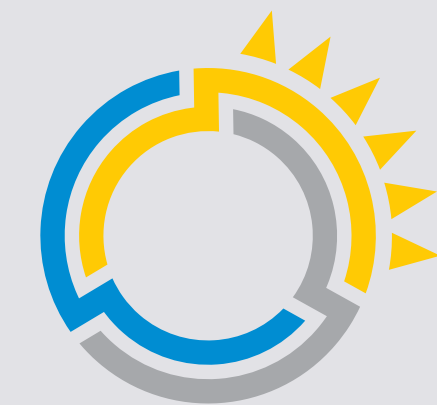
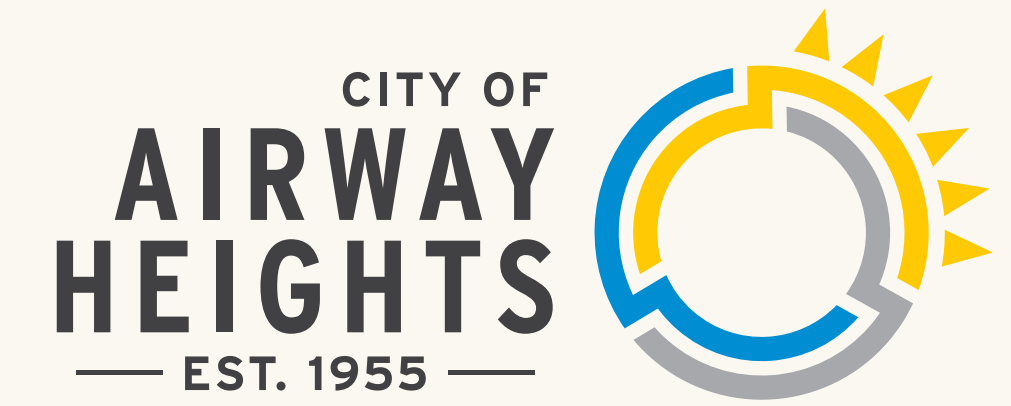
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CITY OF
**AIRWAY
HEIGHTS**
— EST. 1955 —



“CONNECTIONS”





“GOLDEN HOUR”

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**AIRWAY
HEIGHTS**
WASHINGTON

“GOLDEN HOUR”





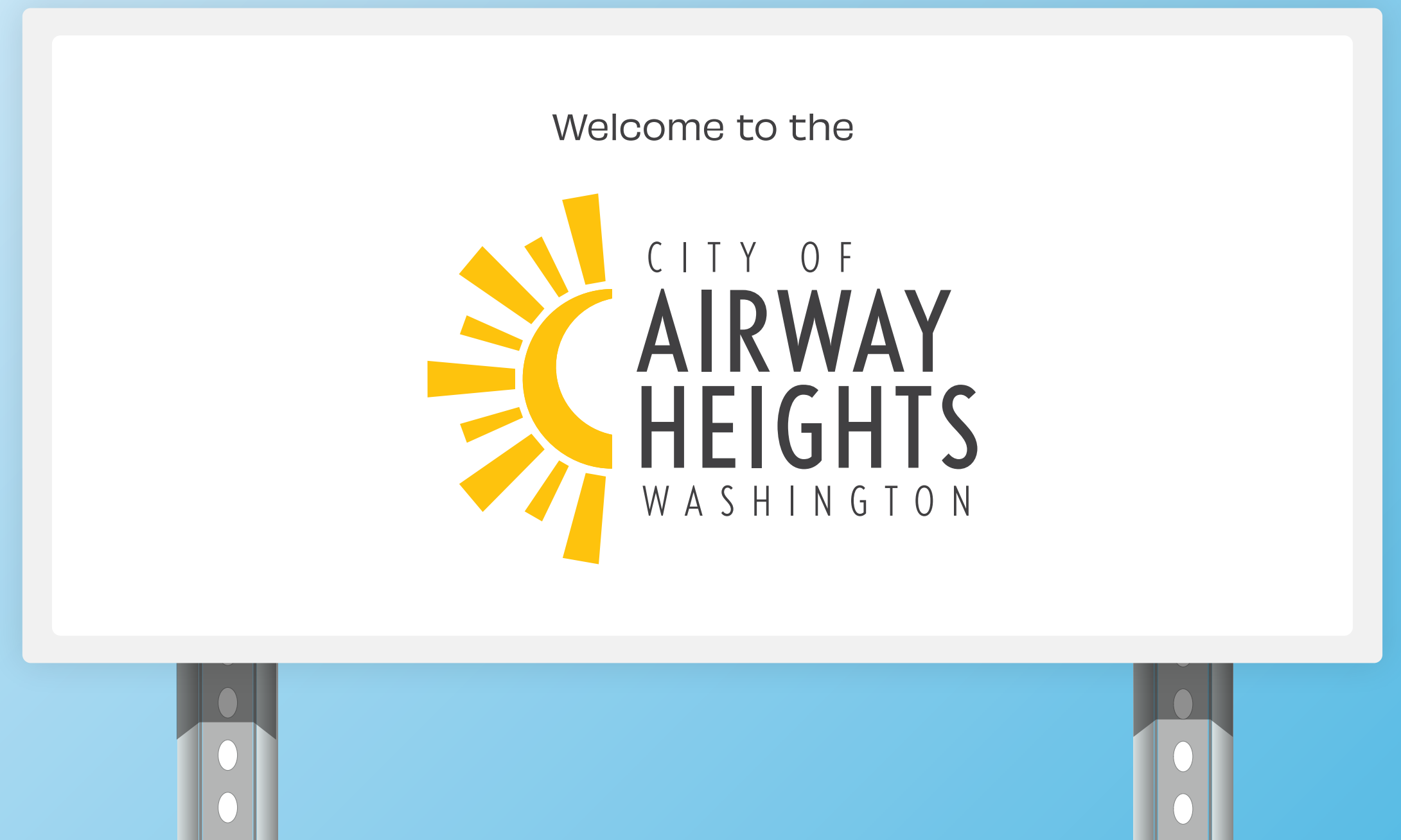
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Thank You!

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BACKGROUND INFORMATION

City of Airway Heights City Council, Commission, Committee, or Board Position

Name: C. SHARON Coble

Mailing Address: 10620 W. 12th Ave #285, Spokane, WA 99224

Physical Address: Same

Home Phone: 831-402-4272 Work Phone: RETIRED

Email address: SHRN Coble@Yahoo.com

Length of Airway Heights Residency: 7 Years 0 Months Registered Voter? Yes No

What Committee or Commission are you applying for? PLANNING

Please list any elected, appointed or volunteer positions you now or formerly held: Aglow AREA

PRESIDENT - 2 YEARS, NATIONAL Co-director FOR AgLOW
CONFERENCE, VOLUNTEER AT THE HEIGHTS CHURCH - BIBLE
STUDY LEADER, MANAGED & RESTORED 15 ROOM INN, MANAGED

Experience relevant to the position you are seeking: I LOVE RESTORATION, PROBLEMS
SOLVING IN PRACTICAL WAYS - I'VE RESTORED HOMES,
BUSINESSES, FURNITURE, ETC

Memberships in professional/civic organizations (include offices held and dates of terms):

Aglow AREA PRESIDENT, SILICON VALLEY, CA 7 YRS, Co-CHAIR
OF NATIONAL CONFERENCE, ORGANIZED 600 VOLUNTEERS - 1 YEAR

Have you served on any City of Airway Heights committees? If so, please list: _____

No - my first time

Other comments: I LOVE OUR COMMUNITY & ENJOY TEAM
EFFORTS TO IMPROVE OUR AREA - AS THERE ARE

MILLIONS OF WAYS TO DO SAME THING - SEE HOW OUR AREA
GROW TO ACCOMMODATE THE NEEDS OF LOCALS AS WELL AS VISITORS

By acceptance of this appointment and in the fulfillment of duties, you agree to: (a) abide by the IS WORTH
Washington State Code of Ethics for Municipal Officers (RCW Chapter 42.23), ordinances and policies of
the City; (b) act in the best interest of the City and its residents; and (c) avoid using this appointment to
obtain personal financial gain or interest. OUR EFFORTS

I certify that my answers are true and complete to the best of my knowledge.

Signature of Applicant: C. Sharon Coble

Date: 3-4-22



Washington State Department of **Commerce**

2022-2023

Defense Community Compatibility Account (DCCA) Application Form

This form must be submitted along with all other required application documentation to be considered complete. Please see the DCCA Program Application Instructions for more information on required elements.

Program contact information:

Genevieve Dial

gen.dial@commerce.wa.gov

509-675-5508

For more information, visit the Defense Community Compatibility Account [webpage](#).

Application Guidelines

1. Review the Defense Community Compatibility Account (DCCA) program application instructions document for complete submittal instructions, example forms, more detailed information about the program, evaluation categories and process, and the scoring matrix.
2. Please complete all fields provided in the form and supply requested supplemental documents.
3. Use the DCCA Program Application Checklist (found in the application instructions) to ensure all required supplemental documents are provided. Additional documents should be scanned and attached in the same order as presented in the Checklist.
4. Save the document with this file name structure: Name of Submitting Entity_DCCA_APP
5. Upon completion of the form, attach it with all supplemental required documents as one pdf and submit via email to: gmsgrants@commerce.wa.gov. Please make the subject line: <Name of Submitting Entity>_DCCA APP PKG

The Application must be received by 5:00 PM (PST) on Thursday, September 15, 2022.

Application Form

1. Applicant Information	
Applicant/Organization Name:	City of Airway Heights
Applicant Mailing Address:	1208 S Lundstrom Street, Airway Heights, WA 99001
Applicant Website:	www.cawh.org
Applicant Phone:	(509) 244-5578
Organization Official's Name and Title:	Heather Trautman, Principal Planner
Email:	HTrautman@cawh.org
Phone:	(509) 244-2552
Statewide Vendor Number:	329 005 587
Unified Business Identifier (UBI)# (if applicable)	SWV0013865-00
2. Applicant Eligibility	
The applicant is which of the following:	
<input checked="" type="checkbox"/> Local Government, Federally recognized Indian tribe; or	
<input type="checkbox"/> Other entity entered into an agreement with a Washington military installation under the US Department of Defense Readiness and Environmental Protection Integration Program	
Non-governmental organizations must provide documentation of their 501 C3 status by submitting a 501cs determination letter and proof of registration with the state of Washington as a nonprofit organization.	
Determination letter or proof of registration attached? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

3. General Project Information

Project Title:	Downtown Business Empowerment Program
Estimated project start date (MM/DD/YYYY):	06/05/2023
Estimated project completion date (MM/DD/YYYY):	08/30/2024
Project Physical Address:	Along US-2 between S Lundstrom and S Lawson St Airway Heights, WA 99001
Project Contact Name:	Heather Trautman
Email:	HTrautman@cawh.org
Phone:	(509) 244-2552
Brief project description:	The City of Airway Heights plans to engage in a business development and empowerment program to foster a vibrant business community in downtown Airway Heights. This program will help existing businesses prosper in the new downtown environment by providing incentives to improve façades, creating assistance programs for improving buildings and street fronts, and connecting businesses with opportunities to support them through the changes that will occur in downtown. This program may also attract new businesses wishing to take advantage of the prosperous, opportunity filled downtown and the new US 2 improvements about to be designed. This project will improve downtown's appearance and business capacity, enhancing and nurturing economic activity not entirely dependent on the Air Force base.
Will this project include the following (select all that apply)	
<input type="checkbox"/> Acquisition of real property or real property interests to eliminate an existing incompatible use.	
<input type="checkbox"/> Projects to jointly assist in the recovery or protection of endangered species dependent on military installation property for habitat.	
<input type="checkbox"/> Projects or programs to increase the availability of housing affordable to enlisted military personnel and nonmilitary residents in the local community.	

Projects to retrofit existing uses to increase their compatibility with existing or future military operations.

Projects to enable local communities heavily dependent on a nearby military installation to diversify the local economy so as to reduce the economic dependence on the military base.

Projects that aid communities to replace jobs lost in the event of a reduction of the military presence.

Projects that improve or enhance aspects of the local economy, environment, or quality of life impacted by the presence of military activities.

Evaluation Category 1: Project Scope: Up to 10 pts

The project application will be evaluated for the quality of the project scope, considering feasibility of the work plan and project milestone worksheet, description of activities, and the associated timeline.
**Use as much space as needed.*

Project Scope Description: Please include a thorough project description, including all essential project components. If the project is meant to be conducted in phases, describe the phase elements and approach:

**Phase 1: Outreach, open application, and design assistance.
June – September 2023.**

The City of Airway Heights and consultants will conduct outreach with businesses within the project area, sharing information about the program and offering design consultation. This “design assistance” portion of the program will offer a full-day design studio for business design consultation and several one-on-one conversations with individual businesses to consider façade design options. The City will develop grant materials and open the grant application period during this phase, supporting potential applicants with technical assistance to understand and complete grant applications.

**Phase 2: Awarding funds.
September – December 2023.**

The City will review applications, award grants and complete award contracts and façade easements during this portion of the project. Grants will be awarded on a first-come-first-served basis, requiring 50% applicant match. The City will also conduct a second design studio for awardees to learn more about other façade improvements taking place in the downtown and to see how their proposals begin to relate to the emerging US-2 street designs.

**Phase 3: Businesses complete improvements.
January – December 2024.**

Businesses will have a full year to complete their façade improvements, providing time to finalize designs, secure contractors, and finish construction. This time span will also facilitate coordination with the US-2 design team, and the City is prepared to contribute additional design funds to ensure the interface between the new storefronts and US-2 streetscape is considered and optimized in the process.

To ensure that these grants cannot be taken as unrestricted gifts to private parties, the façade improvements will be subject to a 3-year façade easement to the City – meaning that the improvements cannot be changed by the building owner or tenants for the first three years of their life.

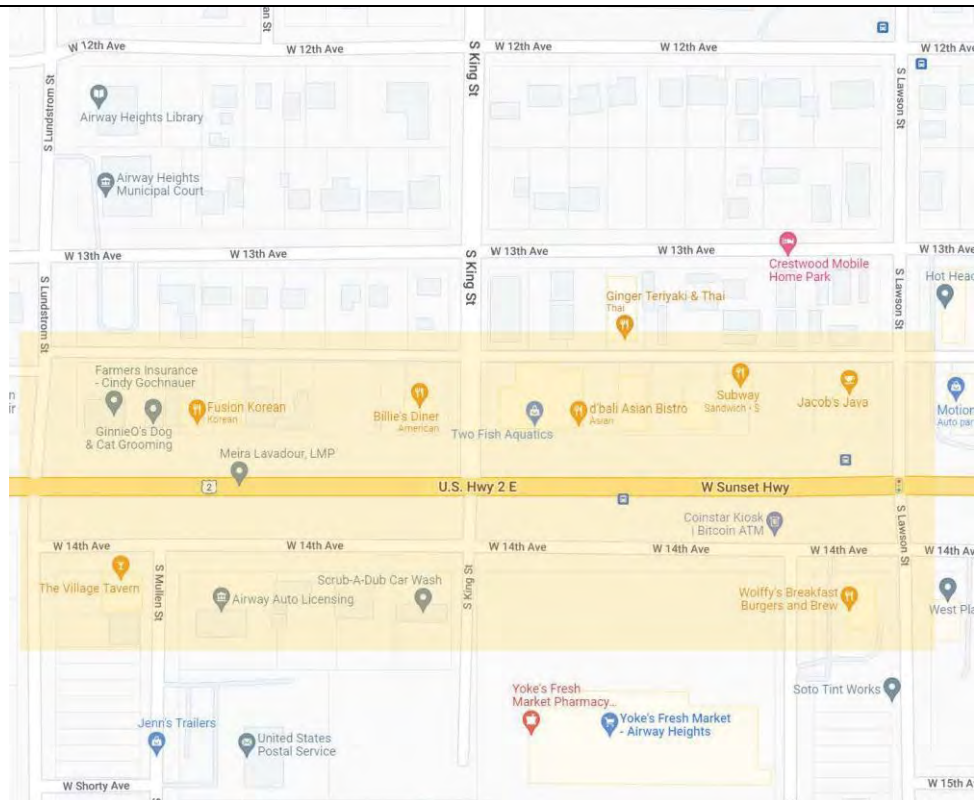
Project Work Schedule/Work Plan and Project Milestone Worksheet: Provide a work plan and project milestone worksheet describing proposed activities, timeline, and project milestones, necessary to accomplish the scope of the project. See example provided.

Work Schedule/plan and project milestone worksheet attached? Yes No

The project will proceed in three phases. The first develops the program, announces it to local businesses, and supports business design imagination with a design studio. The second issues the grant applications, reviews them, awards grants, and hosts another design studio to facilitate business-to-business conversation about upcoming changes. The third captures the façade design process, with design assistance, contracting, and construction.

Map of Project Area: Provide a map of the project area and define the service area, project site, or proposed project location.

Maps attached? Yes No





Representative image of existing storefronts

Work Schedule/Plan & Project Milestone Worksheet

Instructions: Please use this form as a template to list project activities and associated dates and responsible parties. Example activities are provided in the DCCA guideline packet. Please use this form as a reference guide for completing a work plan associated with your project.

Activities	Responsible Party	Start Date (MM/YYYY)	End Date (MM/YYYY)
Grant program creation	City/Applicants	June 2023	Sept 2023
Grant award and contracting	City/Applicants	Sept 2023	Dec 2023
Façade improvements	City/Awardees	Jan 2024	Dec 2024

Describe project milestones, indicating when major elements of the project will be conducted and completed.

Milestones	Anticipated Completion Date (MM/YYYY)
Grant application packet and easement completion	September 2023
Grant program applications issued	September 2023
Design studio	October 2023
Grants awarded	December 2023
First contract/easement signed	February 2024
First project begins	April 2024
Grant cycle ends	December 2024

Evaluation Category 2: Leveraged Funds: Up to 10 pts

The project application will be evaluated based on the following funding-based categories. There is not a limit or required percentage of local or federal funds; however, projects are scored on total amount of leveraged funds available.

Total Estimated Project Cost:	Up to \$665,000
Dollar Amount of DCCA Funding Requested:	\$405,000
Are Federal Funds Available? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Dollar Amount of Federal Funds Available for the Project:	n/a
Are Applicant/Local Funds Available? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Dollar Amount of other Local Funds Available for the Project:	\$100,000, derived from a combination of franchise fees on solid waste and local economic development funds
Total Non-state Funds Committed to the Project:	There may be up to \$305,000 in private business and local agency matching funds.
Project Budget: Include a project budget, detailing all funding sources available for the project, reflecting the total funds available to support the project. Supportive documents, such as a third party cost estimate may be included to support budget assumptions. See sample project budget.	
Project budget, budget assumption narrative and supportive documents attached? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	

Project Budget

Businesses in Project Area	Estimated DCCA Funding	Match Funding	Total Invested
Airway Auto Licensing	10,000	10,000	20,000
Billie's Diner	10,000	10,000	20,000
Cleone's Closet	10,000	10,000	20,000
d'bali Asian Bistro	10,000	10,000	20,000
Farmers Insurance	10,000	10,000	20,000
Fusion Korean	10,000	10,000	20,000
GinnieO's Dog & Cat Grooming	10,000	10,000	20,000
Grease Monkey	10,000	10,000	20,000
International Beauty Education Center	10,000	10,000	20,000
Jacob's Java	10,000	10,000	20,000
Kelowna Instrucments USA Limited	10,000	10,000	20,000
Sala Thai	10,000	10,000	20,000
Scrub-A-Dub Car Wash	10,000	10,000	20,000
Subway	10,000	10,000	20,000
The Village Tavern	10,000	10,000	20,000
Two Fish Aquatics	10,000	10,000	20,000
Wolffy's Breakfast Burgers & Brew	10,000	10,000	20,000
Yoke's Fresh Market	10,000	10,000	20,000
Other Existing or Potential Businesses	80,000	80,000	160,000
Total façade program	260,000	260,000	520,000
Design studios	\$25,000		25,000
Design consultation	15,000		15,000
Program outreach	5,000		5,000
Design enhancement		100,000	100,000
Total empowerment program			665,000

Project Budget Assumptions

Budget Assumption Narrative:

The budget lists each existing business in the project area between S Lundstrom Street and S Lawson Street.

This grant application requests \$10,000 per business, anticipating full 50% match from all eligible participating businesses. This creates an opportunity for a total of \$360,000 to be invested into façade improvements in downtown Airway Heights.

Within the budget there is a category for “Other Existing or Potential Businesses”. This includes funding for eight businesses that may not be included on the existing list or who might move their business into the area between now and June 2023, when the program would begin. This funding might not be used, but it is important to consider how the grant program, once in motion, may prompt others to participate. The additional \$160,000 investment, of which \$80,000 would be from private match, allows for this.

The budget also includes allowances for the two design studios, individualized design assistance, and program outreach to support businesses in their façade improvements.

Finally, the budget includes an additional \$100,000 provided by the City to manage and optimize the interface between the new storefronts and the emerging streetscape design of US-2.

Leveraged Funding: Describe how the project leverages other funding sources and opportunities. Provide evidence of funding secured with offer letters, award letters, funding agreements, etc. List other resources your efforts bring to the project, including other grants, loans, in-kind services, planning and design, equipment, and property resources:

This project leverages other funding sources by providing incentive for businesses to invest in their own façade, where each business has “skin in the game.”

This program also could be expanded further to the east, from S Lawson Street to S Garfield Road, based on a new grant being applied for, called the Connecting Community Grant. This would provide for engineering on this next segment. Based on the success the City of Spokane has had with its façade improvement program on North Monroe, the City’s investment in roadway design will likely stimulate increased private interest in façade improvements and in additional capital investment.

A major source of leveraging is the upcoming work to redesign US-2 to implement the US-2 corridor plan and downtown plan. The City will invest \$1 million in design to enhance US-2, improving public safety and the storefront retail experience. This design effort will clarify the extent of public rights of

way, propose sidewalk designs and treatments, resolve drainage issues, and address on-street parking. These issues have all been barriers to façade investment in the past, and their resolution will establish a solid foundation for business investment in façade improvements.

Both the US-2 corridor plan and the downtown plan have offered schematic visions of what the downtown US-2 segment can look like, and the City’s investment in those recent planning efforts have elevated community awareness of downtown’s possibilities. By preparing those plans, the City has leveraged that momentum into this project, readying businesses and property owners for façade improvements.

Project Match: Describe other funding sources applied for to support this project. If the applicant is in the process of applying for other grants, include descriptions of funding sources, timeline for potential awards, and total funds requested:

The Downtown Empowerment Program may receive a match of \$100,000 from Airway Heights City funds, focusing on design strategies to ensure the new storefronts work well with the emerging designs for the US-2 streetscape. This complements the City’s \$1 million investment (from STIP grant) and can expand the design effort to include the remaining downtown transition areas to improve multimodal access and connect downtown to the adjoining residential neighborhoods.

Secured funding documents attached? Yes No

Evaluation Category 3: Need and Priority: Up to 10 pts

The project application will be evaluated for demonstrated need and priority based on the following evaluation categories.

Urgency: Describe the urgency of the project:

What makes this project urgent is the goal of having this Business Empowerment Program align with the timing of the US-2 Highway Improvements, set to be in design in 2023. The Business Empowerment Program would see greater success and the community would notice the improvements more if we are able to align these two projects.

Local Conditions: Describe relevant local conditions resulting in the need:

US Highway 2 splits Airway Heights, with numerous businesses lining the roadway. Many of these buildings predate the City's 1952 incorporation. It is a busy roadway, accessing Fairchild Air Force Base and connecting Spokane with destinations to the west. The retail character has evolved to match the highway's character, generally reliant on autos for access and not particularly friendly to pedestrians, cyclists, or transit users. The City has recently adopted plans to reshape the US-2 corridor to make it more of a community-oriented space downtown, slowing traffic and enhancing the streetscape experience while still providing suitable access to Fairchild. Airway Heights will soon begin a redesign of US-2 downtown, implementing its corridor and downtown plans. This effort is entirely consistent with recent changes in Airway Heights, where an increasing population longs for an identifiable, accessible, and diverse downtown shopping and civic experience. The 2021 downtown plan calls for mixed-use development, higher residential densities, and supporting multimodal facilities which will rely on these local businesses for their daily needs.

In the past decade, Airway Heights has increased its population by 64%. Another 55% population increase is expected by 2040, indicating that, while the growth rate may be slower than the previous decade, growth will still be a significant force in Airway Heights.

Need addressed: Describe how/if the project will take care of all or part of the need? As a result of the project, how long will the need be addressed:

These facade improvements will have a substantial impact by creating a recognizable and unique downtown area for Airway Heights, attracting people to the area for local businesses. The Business Empowerment Program – paired with the planned street improvements on US-2 – will contribute to the City of Airway Heights' goals and needs for a vibrant downtown area. These improvements will increase the area's desirability, boosting businesses interest in façade improvements and inspiring future potential businesses to follow suit.

Community Need: Describe the community and service area affected:

Airway Heights developed initially as a “bedroom community” to Fairchild, Spokane Valley, and the City of Spokane, with a highway-oriented retail district featuring restaurants and auto repair facilities. The community has since grown, with its own residential population who both work outside the area and in the community’s expanding commercial and industrial districts. While the community mix has evolved, the atmosphere and function of the highway has generally continued its focus on high-speed, efficient mobility, failing to create an atmosphere consistent with the community’s desire for an attractive, identity-rich core downtown area.

The community is now able to support the type of downtown it hopes for, and the façade improvement program will help market the core to the community’s own residents. The service area for downtown is much larger, however, including those who travel along US-2, the residents and staff of Fairchild, and the entire West Plains. The economics are in place to support a revitalized downtown, nurturing a commercial district less reliant on Fairchild and more diverse to address wide-ranging, pent-up demand.

Need and Priority Documentation: Provide evidence of the project meeting local priorities. Describe how relevant plans, studies or reports are in alignment with project goals and indicate where in these documents the project is consistent with local goals or recommendations. (Examples include: Comprehensive plan goals, surveys, public outreach efforts, regional and local planning efforts, capital facilities plans, data or other relevant reports).

The downtown plan, US-2 corridor plan, and comprehensive plan (attached) all point to investment in improving the appearance and function of the downtown US-2 corridor. The City is also investing in a major design initiative to reconfigure US-2 downtown, implementing these plans by designing a roadway intended to fulfill community design, land use, and economic development objectives. This façade improvement program is an effective and necessary companion, ensuring there is support for complementary investment on the private property bordering the new highway.

Supporting documents attached? Yes No

Local Priority: Describe how the public and key stakeholders were involved in identifying and prioritizing the need:

The Airway Heights Comprehensive Plan, downtown plan, US-2 corridor plan, and the public art strategy processes all involved extensive community, business, and stakeholder participation. The consensus call in all of these processes has been to improve the appearance and function of the downtown US-2 segment. Hundreds of individuals, institutions and agencies have collaborated on these planning efforts, unified in their recommendations for improving public safety, creating a unique and identifiable downtown, and establishing the type of diverse downtown environment positioned for a resilient level of prosperity.

Evaluation Category 4: Project Readiness: Up to 10 pts

The project will be evaluated for its demonstration of readiness to proceed for a timely and successful completion. Due to the wide-range of eligible projects, evidence of project readiness will vary. Provide descriptions and documentation that best supports the type of project submitted. Applicant to include all applicable and supportive documentation.

Risk Assessment and Expediency: Include a statement describing the due diligence applied to identify issues, consider options, and ensure project success. Statement must also demonstrate an ability to complete the project expediently. For example, is the project ready to proceed? If not, what else must be done? What obstacles/risks might affect the timely and successful completion of this project? Describe your plan for addressing or overcoming these obstacles.

The City is about to begin its US-2 design project, and the façade improvement effort described in this grant application is a fitting and necessary complement. The City also recently adopted its downtown plan, promising the community quick attention to downtown’s needs and establishing its own capacity to handle projects like this one. Local officials and staff are ready to implement the program, and local businesses are ready to take advantage of it.

If applicable, feasibility studies, topographical surveys, design schematics, or other relevant documents attached? Yes N/A

Project Site Control: If applicable, provide documents demonstrating that the project site is under control, or evidence that it will be before contract closing, should the project receive funding. If the project includes water rights or easements, include documents to demonstrate their completion or process. If you do not already have site control, describe how and when it will be secured. Describe where in the acquisition process the project resides. If applicable, provide evidence of property owner’s interest to sell, or a property deed. If none of the above are applicable, please indicate below and include any other relevant documents or details to support the projects readiness and site control.

N/A

Supporting site control documents attached? Yes N/A

Environmental and Cultural Resources Review: If applicable, provide documentation showing the status of any required environmental or cultural consultations and permits. List any permits needed and your status in applying for and obtaining them. Is the project in accordance with Executive Order 21-02?

Describe how your work plan addresses the timing of permit acquisition and any environmental or cultural review issues.

There are no known environmental or cultural resources in the vicinity of this project.

Supporting documents attached? Yes N/A

Permits and Zoning: If applicable, zoning must be appropriate for the proposed project, or the applicant must provide evidence that it will before contract closing should the project receive funding. Include excerpt from zoning code showing zoning code supports project use. If project permits have been identified or obtained, please describe or provide.

Permit and Zoning information attached? Yes N/A

The City recently adopted a downtown plan and immediately implemented it by adopting new commercial and mixed-use zoning standards. The downtown plan is attached.

Project Phases: If applicable, include a description of prior work conducted and/or project phases completed:

The City is positioned to begin design work on US-2 through downtown, intending to implement this program simultaneously.

Evaluation Category 5: Organizational Capacity: Up to 10 pts

The project application is evaluated on the applicant's capacity to complete and maintain all project components. The applicant must demonstrate capacity to perform and manage the proposed activities – both during the completion of development and ongoing operations of the project.

Project Sustainability: Explain strategy for long-term success of the project:

The West Plains Chamber supports this project precisely because it sets up the local businesses for long-term prosperity, giving them a boost to the type of investment necessary to take advantage of new street investments along US-2. City staff also has capacity to implement this program and envisions this type of public/private partnership may stimulate more, similar investment elsewhere along the US-2 corridor.

Program Management Capacity: 1. List who will be responsible for managing the project and keeping the project on schedule. 2. Further describe how strategic partnerships crucial to project implementation will be managed and the strategy for maintaining resources necessary to carryout the project activities. 3. If this project is in partnership with any other organizations, identify the partner(s) and describe roles of each partner.

The City of Airway Heights will have jurisdictional authority for this project, managed via the City's community development department. The City will also partner with WSDOT to ensure designs for US-2 meet federal and state standards while also satisfying the community's larger policy objectives. The business community and individual business owners will also be crucial partners, making their own private investment – both in treasure and in time – to maximize project benefit.

Process Management: Describe the operational, technological, staffing, and other resource assets or needs associated with the project:

The City's community development director will manage this project, overseeing legal and design services as appropriate to deliver on grant commitments.

Evaluation Bonus Category: Up to 15 pts

In addition to meeting the five evaluation categories above, applicants may be awarded an additional five bonus points for meeting priorities stated in SSB 5748, The Defense Community Compatibility Account.

BRAC, CUP/JLUS, REPI Recommendation: Include documents demonstrating recommendations of the recent US Department of Defense (DoD) base Realignment and Closure (BRAC) processes, Compatible Use Study (CUP)/Joint Land Use Study (JLUS) or other federally initiated land use processes, including the US DoD Readiness and Environmental Protection Integration Program (REPI).

Supporting documents attached? Yes N/A

The City, Fairchild, Spokane County, and the City of Spokane all participated in a series of land use compatibility studies and plans, recognizing the need for Airway Heights to have a prosperous downtown serving as a suitable and identity-rich commercial district. This façade improvement and business empowerment program is consistent with plan recommendations, promoting investment in land use types consistent with base compatibility and with community aspirations for a more robust downtown.

Mission Viability: Include documentation indicating whether a branch of the US Armed Forces has identified the project as increasing the viability of military installations for current or future missions.

Supporting documents attached? Yes N/A

Community Support: Include letters of support from the nonprofit community or neighborhood-based organizations, public development authorities, federally recognized Indian tribes on the State, or other community partners.

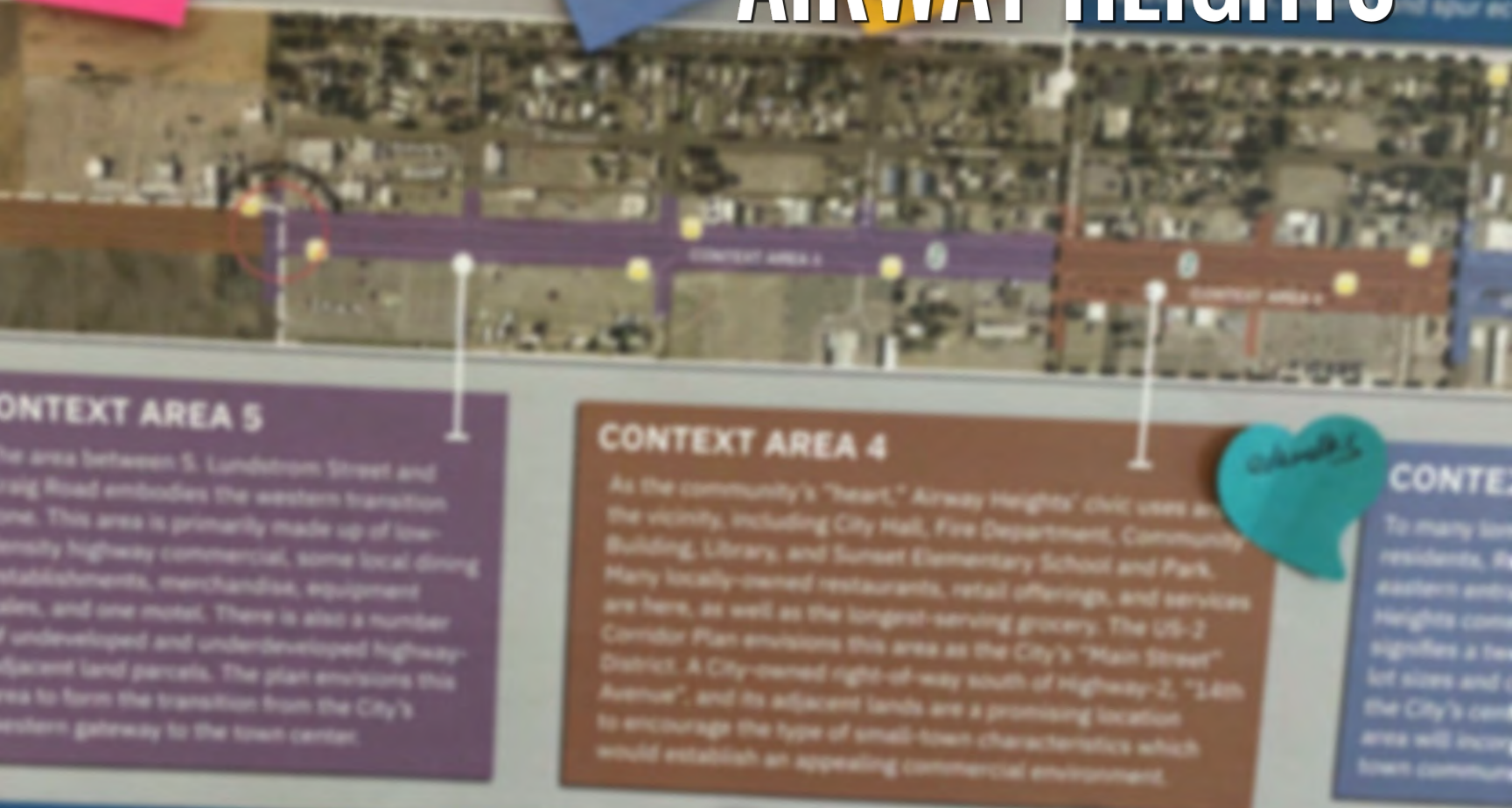
Letter of support attached? Yes N/A

Additional Materials

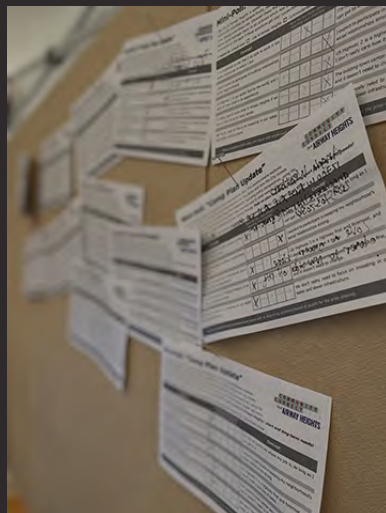
Included:

- Airway Heights Comprehensive Plan
- Airway Heights Downtown Plan
- US-2 Corridor Plan
- Letter of Support
- Examples from the City of Spokane's Façade Improvements
 - o Program Information Guidelines and Requirements
 - o Frequently Asked Questions
 - o Program Application
 - o Package Content
 - o Minor Contract Summary
 - o Example Concept Designs
 - o Example After Images

City of
AIRWAY HEIGHTS



Comprehensive Plan





Introduction

Policy choices, particularly accompanied by the pace of change Airway Heights is now experiencing, have the potential to dramatically alter the city's character and quality of life. This Comprehensive Plan for Airway Heights is a valuable tool to help evaluate policy options and bring about the change the community desires. This plan rests on the belief that it is wise to look ahead, anticipate change, and manage the future. It covers decisions regarding Airway Heights' growth that are best coordinated with nearly all City services and functions, optimizing the effectiveness and value of its actions. Such decisions include issues such as: overall land use patterns, provision of adequate housing, investments in streets, sewer and water facilities, and protection of natural resources. Because this plan presents policy-level guidance, it provides ample room for discretion as implementation opportunities emerge.

This Comprehensive Plan is designed to satisfy the Washington State Growth Management Act (GMA), primarily codified under Chapter 36.70A RCW. It is also coordinated with Spokane County's Countywide Planning Policies. The various objectives articulated here were developed through and reflect community input over the course of many years, and are adopted by elected leadership.

This plan is intended to guide future revisions to zoning and subdivision ordinances, identify and help direct necessary capital improvements, inform budgeting, and guide development of all regulations that may shape the physical community. Such legal instruments are required to implement this plan and are required by statute to remain consistent with it. In some cases, additional, more detailed plans may be necessary to implement this document, such as a transportation plan, a parks and recreation plan, capital facilities planning, and plans for specific areas like downtown ("subarea plans").

Using the Comprehensive Plan

Towns and cities generally employ two types of instruments to guide and enact legislation. Though each is intentionally distinct, they must be well-coordinated and complementary:

Policy Documents – Such as this comprehensive plan, to set direction;

Regulatory Documents – Such as zoning or development regulations, to implement objectives.

As a policy document, this plan does not hold legal sway over City activities or automatically extend into land-use regulation. Instead, it provides a first comprehensive, coordinated step towards a large variety of community goals. Additional steps may be essential, including development of implementing studies, plans, simple inventories, or updates to create consistency between the comprehensive plan and regulatory documents.

Goal and policy statements are typically expressed in written form, but may also exist as maps or diagrams, such as in land use mapping. Other charts and supporting information are provided to show conditions or projections that shaped plan objectives.

For purposes of this plan, the terms “Goal”, “Policy”, and “Action” are defined as:

Goal – Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter, an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed;

Policy – An objective is a topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan’s goals, reflecting topical nuance as well as an assessment of conditions;

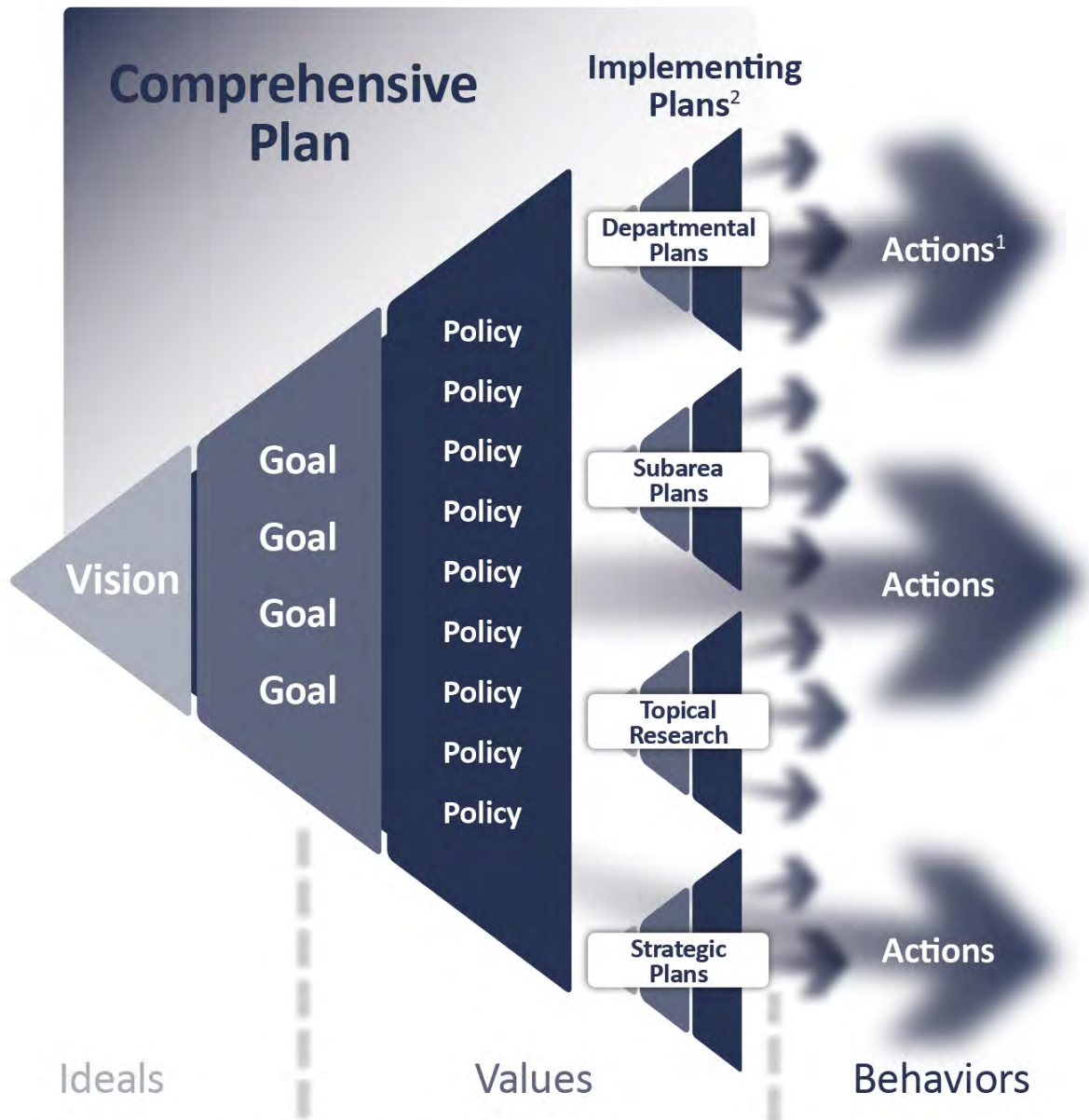
Action – Actions are budgetable steps envisioned or undertaken to implement plan policies. Actions may include the development of more detailed and localized plans, work to implement policies, formal agreements, regulations or other strategies.

Figure 1.1 illustrates how the above features are related, flowing from vision through increasingly defined goals, policies and various types of implementing plans and actions the City may undertake.

Organization

The following is a list of the elements (chapters) included in the Airway Heights Comprehensive Plan. Each features a topical focus; articulates conditions and key objectives the community intends to address and references related goals and policies from the full policy framework. In this plan, action items are not copied into related elements. Instead, these exist only in the Goal and Policy Framework (Appendix A).

- 1 • Introduction** – Providing an overview of the plan, its intent, and the community’s long-term vision.
 - 2 • Community Profile** – Summarizing physical and demographic conditions to which the plan relates.
 - 3 • Land Use Element** – Summarizing existing and forecast land use conditions, and expressing goals and policies including the Future Land Use Map.
 - 4 • Transportation Element** – Expressing existing and forecast transportation conditions, and providing goals and policies including level of service standards.
 - 5 • Housing Element** – Summarizing existing housing conditions, future needs and providing housing-related goals and policies.
 - 6 • Parks & Recreation Element** – Summarizing existing parks, recreation and associated conditions, plus related goals and policies.
 - 7 • Economic Development Element** – Outlining the City’s economic development conditions and objectives, followed by related goals and policies from the comprehensive framework.
 - 8 • Capital Facilities Element** – Providing an overview of city infrastructure, followed by a listing of related goals and policies.
 - 9 • Utilities Element** – Presenting a summary of current and expected utilities conditions in Airway Heights, followed by a listing of related policies.
- Appendix A** – Providing a table containing this plan’s entire goal, policy and actions framework.
- Appendix B** – Listing State planning requirements, including Essential Facilities siting.



¹ Actions include programs, capital investments, regulations, etc.

² Examples only. Implementing plans may include a wide variety of plan types

Figure 1.1- Conceptual diagram, policy hierarchy and implementation.

Airway Heights Vision

As is common for plans, a vision statement has been developed for Airway Heights’ comprehensive plan, providing an over-arching theme for the entire policy framework. Just as individuals choose a route of travel toward a specific destination, the vision is the city’s hoped-for “destination” – and the policies in the comprehensive plan establish the route of travel to get it there. If, twenty years from now, visitors were to come to Airway Heights, how would they describe the city to others after they returned home? If the plan is carried out successfully, their answer should resemble very closely the image that Vision 2039 describes.

Vision 2039

The City of Airway Heights is a proud community that is clean, safe and family oriented. It offers a full range of services while maintaining positive community spirit and small-town character. There are pedestrian-friendly neighborhoods with well-maintained public roads and an attractive central business district. The City’s facilities, parks and services are cost-effective, efficient, well-maintained, and available to all.



Introduction

The purpose of this comprehensive plan is to present the community’s goals and policies guiding future development and growth. For Airway Heights, such policies are especially important due to the large amount of growth experienced in recent years – and which is expected to continue well into the future. Since 2000, the city’s population has doubled¹, driving demand for improved capital facilities, utility services, and improved land use oversight. This plan provides, in effect, a “blueprint” for managing these issues in a way that addresses short-term needs while gradually helping the City achieve its long-term vision.

This Community Profile section articulates past and current characteristics of the community, as well as forecast conditions. It includes information regarding the history and geography of the City, along with key characteristics like demographic composition and population trends. This helps establish an understanding of where the City has been, where it is now, and where it hopes to go in the future – setting the foundations for many if not all of the policies expressed elsewhere in this plan. Whenever possible, data for Airway Heights is compared with data from Spokane County or the State of Washington as a whole, illuminating ways in which Airway Heights is similar to – or differs from – peer communities.

Community Setting

The City of Airway Heights is a small urban city approximately 4.9 square miles in size located eight miles west of Spokane, the largest metropolitan center in Eastern Washington. Airway Heights, along with nine other small cities, lie within the boundaries of Spokane County. Because of the close proximity of Airway Heights to the City of Spokane, the City of Airway Heights both influences, and is influenced by, growth in Spokane.

The city lies on US Highway 2 just north of Interstate 90. The city is greatly impacted by US-2, which effectively divides it into separate districts north and south of the highway.

The city is also located in the “West Plains” area of Spokane County, so named as the topography is relatively flat, with elevation changes of less than 100 feet. Many areas of the West Plains include thin topsoils and exposed basalt outcrop areas. Surface soils are primarily silty loam; the subsurface water table varies between six and eight feet below the surface.

¹ See Table 2.1, this chapter.

One of the most important features of Airway Heights is its location between Fairchild Air Force Base (FAFB) and Spokane International Airport. FAFB lies just to the west of the city, while Spokane International Airport is located immediately to the east. Both facilities have a strong influence on the economic climate of the city and its population.

History of Airway Heights

Historically, the West Plains area was slow to develop, primarily due to the poor suitability of the area for agricultural uses and a lack of surface water. Other areas such as the “Spokane valley” east of Spokane and the Palouse region to the south were much more conducive to development. The need for a city located on the West Plains grew, however, when two military airports were developed.

In 1940, the former Sunset Field airport was taken by the United States War Department and transformed into Geiger Air Base for the purpose of training bomber pilots. By 1941, the City of Spokane had purchased and donated land in the West Plains area to the war department for an air corps depot. Geiger Air Base eventually became the Spokane International Airport, and the air corps depot became Fairchild Air Force Base.

In 1942, Carl and Flora Lundstrom, residents of Electric City, Washington, purchased a section of land for \$6.00 per acre on the north side of Sunset Highway near the air corps depot. Officials from the depot approved, as they saw a need for housing and businesses in the area. In 1946, with World War II coming to an end, three subdivisions were filed: Airway Heights Addition, Airway Heights First Addition, and Airway Heights Second Addition.

The area’s first gas station and post office opened on July 15, 1948, located at Hayford Road and US Highway 2. On May 15, 1951, the Lundstrom family donated land for the construction of a school. In a few months’ time, the “Sunset School” opened and was incorporated into the nearby Cheney School District. Social gatherings and church services, which had been held in a nearby highway building, moved to the Sunset School and continued until 1954 when the Lundstrom family donated additional land for the Airway Evangelical Free Church.

In 1953, Carl Lundstrom announced plans to incorporate one square mile of the West Plains into the City of Airway Heights. At the time the area had around 400 residents, a service station, cafe, furniture store, barber shop, and a lumber yard. On April 15, 1955, by a 50 to eight vote, the City became incorporated. The first city council meeting was held on May 3, 1955 with Mr. Lundstrom presiding as Mayor.

Looking Forward

Even by western US standards, the City of Airway Heights is a young city, and is very much still evolving. As demonstrated in Table 2.1 and Figure 2.1, the City’s historic growth has been sporadic, but recent patterns have been significant and more consistent. Matching growth with services will present challenges for Airway Heights, underscoring the need for the City to manage its investments in concert with long-term objectives. The presence of FAFB, and in recent years, the addition of two tribal trust-land casinos make planning for the City’s future an exciting – if somewhat challenging – task. Airway Heights’ days as a sleepy service hub for servicemembers are over. The city is now a growing, rapidly transforming community.

Community Characteristics

The following summarize some of the demographic and economic characteristics of Airway Heights. These and other community characteristics are covered in greater detail in the Land Use element (Chapter 3) and the Economic Development element (Chapter 7).

Population Trends

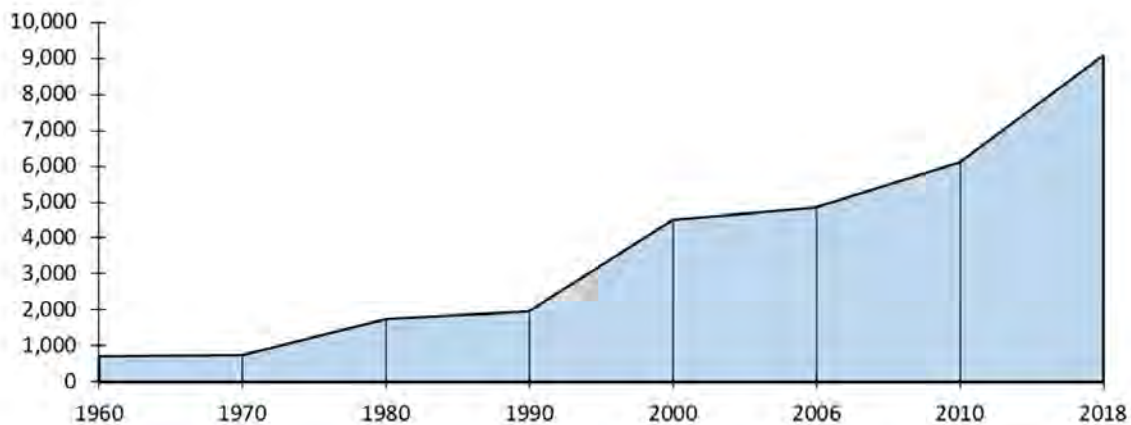
Historically, the City’s growth patterns have related to FAFB and the opening of the Airway Heights Corrections Center. But more recent gains are those reflecting growth in Spokane County as a whole, mirroring an influx of residents seeking lower-cost housing and jobs associated with nearby industries. From 4,500 persons recorded in the year 2000 to today’s estimates in excess of 9,000, as demonstrated in Table 2.1 and Figure 2.1, the City’s rate of growth has more than doubled, averaging approximately 5.7% per year.²

Table 2.1 – Airway Heights population trends, 1960 to 2018

Year	Population	%	Year	Population	%	Year	Population	%	Year	Population	%
1960	708	-	1980	1,730	13.3	2000	4,500	12.8	2018	9,085**	4.8
1970	744	0.5	1990	1,971	1.4	2010	6,114	3.6			

Sources: U.S. Census Bureau and Washington State Office of Financial Management (OFM), 2018
 Notes: (%) = Annual growth rate; (**) = Official estimate from OFM

Figure 2.1 – Airway Heights population trends, 1960 to 2018



Significant growth is forecast for Airway Heights. Beginning with numbers issued by the State of Washington’s Office of Financial Management (OFM) and subsequent review and adoption by Spokane County, approximately 5,227 additional persons are expected to reside in Airway Heights by the year 2037 – growing the city’s population from 9,071 in 2017 to 14,298 in 2037.

Recent growth in Airway Heights is somewhat reflective of the growth which has been occurring throughout Spokane County. Since 2000, the total Spokane County population has increased by approximately 21.5 percent, or 1.2 percent per year. While this pace is significant, the rate of growth has

² U.S. Census Bureau and Washington State Office of Financial Management (OFM), 2018.

been higher for Airway Heights. Consequently, the city has increasingly represented a larger percentage of the total County population. As shown in Table 2.2, Airway Heights represented 1.1 percent of the County’s population in 2000, but today, 1.8 percent of County residents live in Airway Heights. Looking forward, this type of growth is expected due to the City’s abundance of undeveloped land, economic growth on the West Plains, and relatively affordable housing stock.

Table 2.2 - Percent of County Population

	1990	1995	2000	2005	2010	2015	2018
Airway Heights Population	1,971	2,910	4,500	4,640	6,114	8,385	9,085
Spokane County Population	361,333	401,200	417,939	436,300	471,221	488,310	507,950
% of County Population	0.5	0.7	1.1	1.1	1.3	1.7	1.8

Sources: U.S. Census Bureau & Washington State Office of Financial Management (OFM), 2018

Racial Distribution

The racial distribution for Airway Heights and Spokane County is presented in Table 2.3. Overall, the “White alone” classification comprises over 69 percent of the total population of Airway Heights, making it by far the largest race classification within the City. The next closest group is the “Hispanic or Latino” classification, which accounts for 12.8 percent of the City’s population. Compared to Spokane County, the city is more culturally diverse, with significantly greater numbers of African American, American Indian and Hispanic residents than the County as a whole. While economic factors may play some role in these differences, the presence of FAFB, and to a lesser degree the tribal casinos, is a primary contributor.

Table 2.3 - Racial Distribution, 2010

Race	% Airway Heights	% Spokane County
White alone *	69.5	89.3
Black or African American alone *	6.8	2.0
American Indian and Alaska Native alone *	5.1	1.8
Asian alone *	3.5	2.4
Native Hawaiian and other Pacific Islander alone *	0.0	0.6
Two or more races	10.3	4.0
Hispanic or Latino **	12.8	5.7
White alone, not Hispanic or Latino	64.4	84.6

Source: U.S. Census Bureau. (*) Includes persons reporting only one race; (**) Hispanics may be of any race, so also are included in applicable race categories

Age

The age distribution for Airway Heights as shown in Table 2.4 demonstrates the number of persons within the City by age group. From this table, it is evident that a large percentage of the City’s population is between 20 and 54 years of age, giving the city a relatively youthful profile. Within this range, the largest age group within the City is the 25 to 29 age group, which represents approximately 15.2 percent of the City’s total population, followed by those between the ages of 30-34, representing 12.2 percent of the population. As with its racial diversity, FAFB is considered a prime factor in Airway Heights’ younger age profile.

Table 2.4 - Age distribution, 2017

Age Group	Persons	Percent
< 5	330	4.1
5 to 9	451	5.6
10 to 14	310	3.9
15 to 19	196	2.4
20 to 24	737	9.2
25 to 29	1,218	15.2
30 to 34	975	12.2
35 to 39	747	9.3
40 to 44	679	8.5
45 to 49	621	7.7
50 to 54	543	6.8
55 to 59	333	4.2
60 to 64	244	3.0
65 to 69	327	4.1
70 to 74	176	2.2
75 to 79	80	1.0
80 to 84	13	0.2
85+	37	0.5
Total	6,523	100

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Education

School Enrollment

The school enrollment numbers as shown in Table 2.5 indicate that a somewhat larger percentage of very young (nursery school, preschool) persons and those enrolled in college in Airway Heights as compared to Spokane County (5.9% versus 5.7%, and 42.0% versus 31.0%, respectively). Conversely, the city’s enrollment rates were lower compared to Spokane County in all other educational tiers. These suggest some correlation with the city’s demographic data, namely, larger numbers of persons either with very young children or persons enrolled in college. The comparative drop in enrollment from kindergarten through high school suggests families may move elsewhere as their children reach primary school.

Table 2.5 - School Enrollment, 2017

Type of School	Airway Heights		Spokane County (%)
	Persons	Percent	
3 years and over enrolled in school	1,825	–	–
Nursery school, preschool	108	5.9	5.7
Kindergarten	44	2.4	5.0
Elementary school (grades 1-8)	601	32.9	38.7
High school (grades 9-12)	305	16.7	19.6
College or graduate school	767	42.0	31.0

Source: U.S. Census 2013-2017 American Community Survey, 5-Year Estimates

Educational Attainment

Educational attainment as presented in Table 2.6 indicates the highest level of education an individual has attained. Therefore, those persons who have graduated from high school include not only those listed in the high school graduate category, but also those with a higher level of educational attainment such as those with associate or college degrees. Comparing data versus Spokane County, Airway Heights residents have lower rates of attainment, with high school and “some college” rates in excess of County rates but significantly fewer residents having received a college degree.

Table 2.6 - Educational Attainment, 2017

Educational Attainment	Airway Heights		Spokane County (%)
	Persons	Percent	
Less than 9th grade	240	4.0	1.9
9th to 12th grade, no diploma	423	7.1	4.8
High school graduate (includes GED)	2,007	33.5	24.7

Some college, no degree	2,099	35.0	26.7
Associate degree	687	11.5	12.6
Bachelor's degree	426	7.1	18.5
Graduate or professional degree	111	1.9	10.9
High school graduate or higher (%)	–	88.9	93.4
Bachelor's degree or higher (%)	–	9.0	29.4

Source: U.S. Census 2013-2017 American Community Survey, 5-Year Estimates

Income & Wages

As shown in Table 2.7, households in Airway Heights have a median annual income of \$49,844, which is less than the United States median or among entities in the City's regional context (other than nearby Cheney, which likely skews lower due to a high percentage of college-age residents). Related to median income, education and occupation figures cited elsewhere, 16.4% of the population for whom poverty status is determined in Airway Heights live below the poverty line. This figure is higher than in Spokane County as a whole (15.2%) or the national average (13.4%). The largest demographic living in poverty is Female 25-34, followed by Male 25-34 and then Male 18-24.

Table 2.7 – Median Household Income, 2017

Airway Heights	Washington	Spokane County	Spokane Metro	Cheney	United States
\$49,844	\$66,174	\$52,159	\$53,321	\$34,103	\$57,652

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates



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 7.2 square miles. This planning area consists of all land within the City limits (approximately 5.8 square miles) and land within the UGA and JPA areas 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.

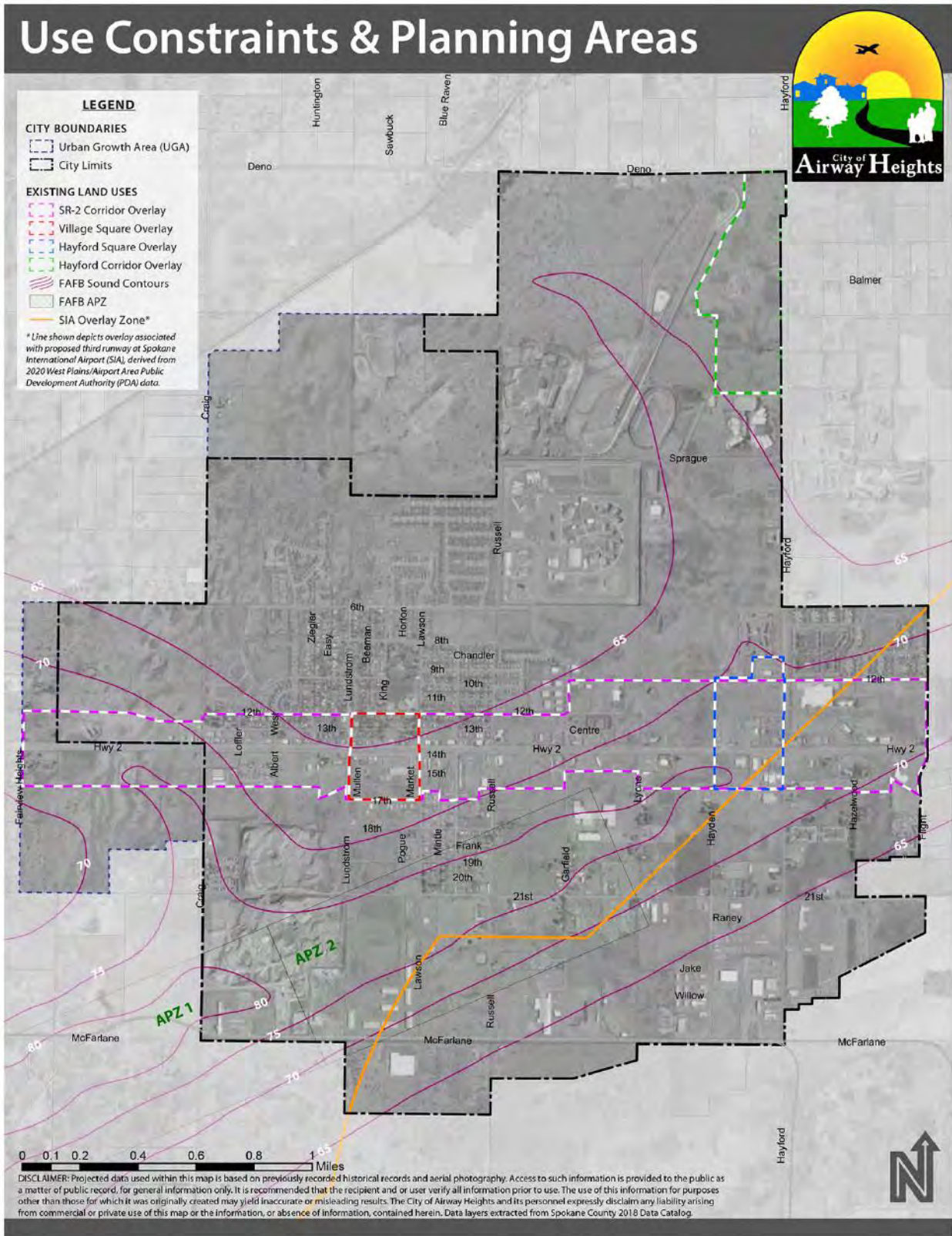
Hayford Road Overlay – Supporting auto-oriented commercial development along the eastern edge of the city.

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.

The Air Force does not require the City to adopt regulations that protect long-term base operations. Regardless, the City maintains a Memorandum of Understanding (MOU) with FAFB that pledges ongoing coordination regarding base operations and city planning, zoning and development activities.

Airway Heights is committed to supporting FAFB operations. But should the base ever close, the City would seek to maintain the facility’s continued use as an airport, leveraging existing land use patterns and infrastructure.

Tribal Holdings

Airway Heights’ land use pattern is also strongly influenced by two tribe-controlled areas, each home to casinos that access U.S. Highway 2. Together, these tribal lands total 497.5 acres, 456.32 of these existing within City limits.

Kalispel Tribe

The Kalispel Tribe of Indians, based on reservation land in Usk, Washington, owns 352.5 acres of Tribal Trust land within Airway Heights. The Tribe operates its Northern Quest 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.

The Kalispel casino relies on City infrastructure and public services. To foster use and development of 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.

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 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 casino.

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. This area is now 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, by 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 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” 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.

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.

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 3.4 presents the number of acres currently associated with each of Airway Heights’ residential zoning categories, and the number of potential dwelling units. Table 3.5 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 3.4 - 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 3.5 - 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.

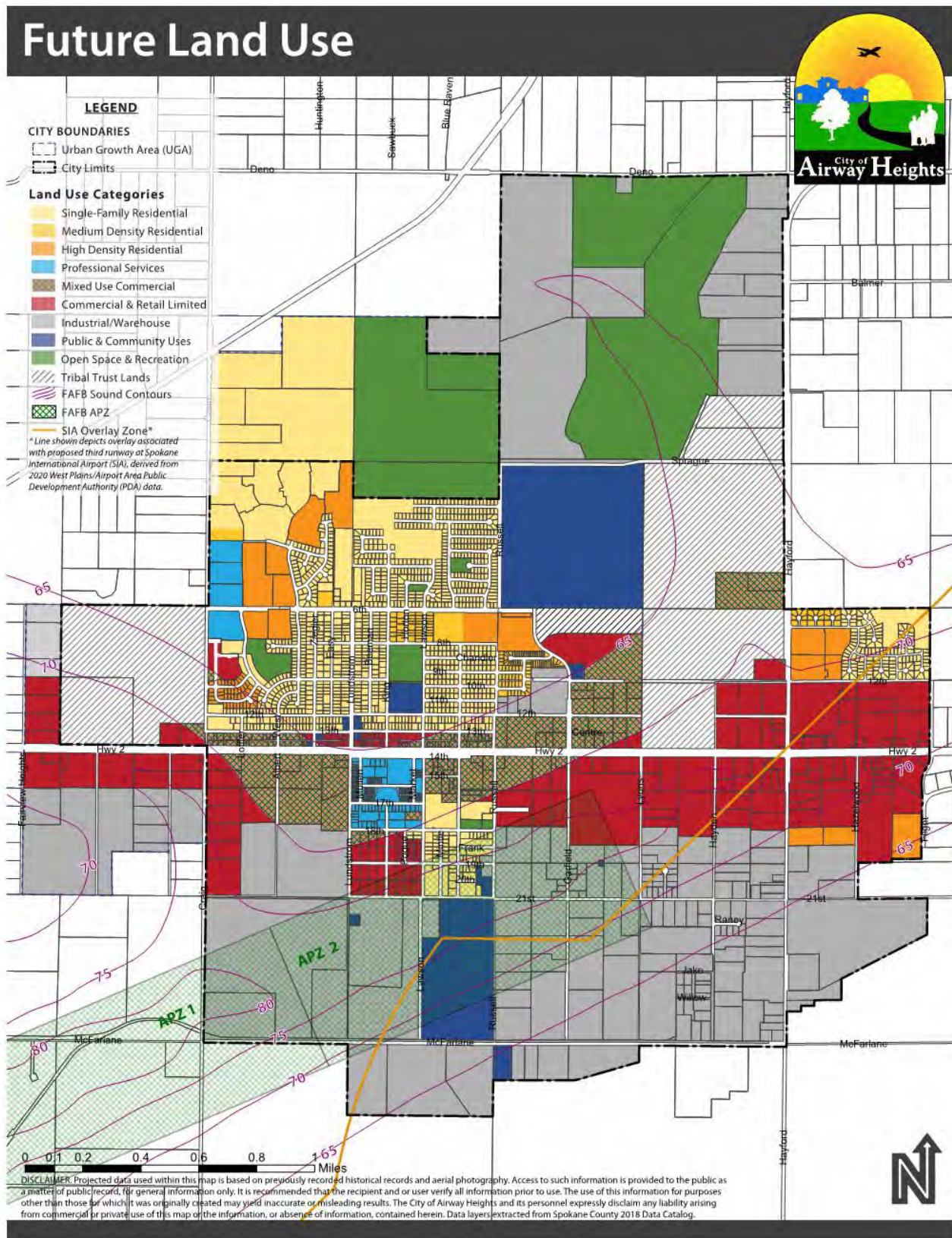
It is currently implemented by the P zone in Airway Heights Municipal Code.

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, 456.32 acres, or 12.68% of the total within City limits, exist on tribal-controlled lands. 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 3.3.

Figure 3.2 - Future Land Use Map



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.



Introduction

This Transportation Element addresses the motorized and non-motorized transportation needs of the City of Airway Heights. It presents the community's policies regarding projected transportation needs (current and future); locations and conditions of the existing circulation system; the cause, scope and nature of transportation issues; presents level of service standards, street classifications, and associated transportation problems the City must address regarding projected growth.

As specified in Washington State's Growth Management Act (GMA), new development is prohibited unless transportation improvements - or strategies to accommodate such impacts - are made concurrent with the development. Such improvements and strategies must be in place or financially planned for within six years of development use.

The type and availability of transportation resources are major factors in shaping land use patterns, while conversely, the way land is used strongly influences the need for transportation facilities. For this reason, land use and transportation facilities planning must be closely coordinated. Now and over time, the City intends to correlate existing uses, future uses and desired characteristics with its transportation planning.

Existing Conditions

Access to Airway Heights by vehicular traffic from Spokane is by Highway 2, which passes directly through the center of the City. Fairchild Air Force Base (FAFB), which is located just one mile from Airway Heights, can be accessed from the City by traveling westbound on Highway 2. Access to the nearby City of Medical Lake is by West and North Brooks Road, which connect to Highway 2. The Airway Heights Corrections Center - a major traffic generator within the City - may be accessed by traveling north on Hayford Road from its intersection with Highway 2 near the east end of the City, or from the west along Garfield Road.

Functional Classifications

The Washington State Department of Transportation (WSDOT) has developed a Functional Classification System which all municipalities in the state use as a guideline for designation of streets. This classification system was developed to ensure consistent determinations of street types throughout the state. The classifications of streets in Airway Heights was developed by the Spokane Regional Transportation Council (SRTC) which is the designated Metropolitan Planning Organization (MPO) for all of Spokane County. A listing of principal, minor, and collector streets is presented in Table 4.1 and are

shown in Figure 4.1, with traffic volumes associated with these classifications shown in Table 4.2. The following street classifications are applied in Airway Heights:

Principal Arterials

Principal arterials are streets or roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. Along principal arterials, it is desirable to limit direct access to abutting property.

The Principal Arterial in Airway Heights is Highway 2.

Minor Arterials

Minor arterials are streets and roadways connecting community centers with principal arterials. In general, minor arterials serve strips of moderate length. Access is partially controlled with infrequent access by abutting property.

Minor Arterials in Airway Heights are: Sprague Road, 6th Avenue, 21st Avenue, and Lawson Street.

Collector Streets

Collector streets are streets and roadways connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector streets and through traffic service is a lower priority.

Collector streets in the city of Airway Heights are: 12th Avenue, 18th Avenue, Lyons Road, Garfield Road, Lundstrom Street, Russell Street, and Hayden Road.

Access Streets

Access streets have a variety of functions to perform with the principle purpose to provide vehicular and pedestrian access to property abutting the public right-of-way. Moving traffic is a secondary function of access streets. Land service is the primary function, and being such, these streets should not carry through-traffic. Buses and heavy trucks should be excluded from access streets except where the access street is in a commercial or industrial district of the City. Access streets also serve as an easement for utilities, open spaces between buildings and as an element of the urban landscape.

Table 4.1 - Street Classification

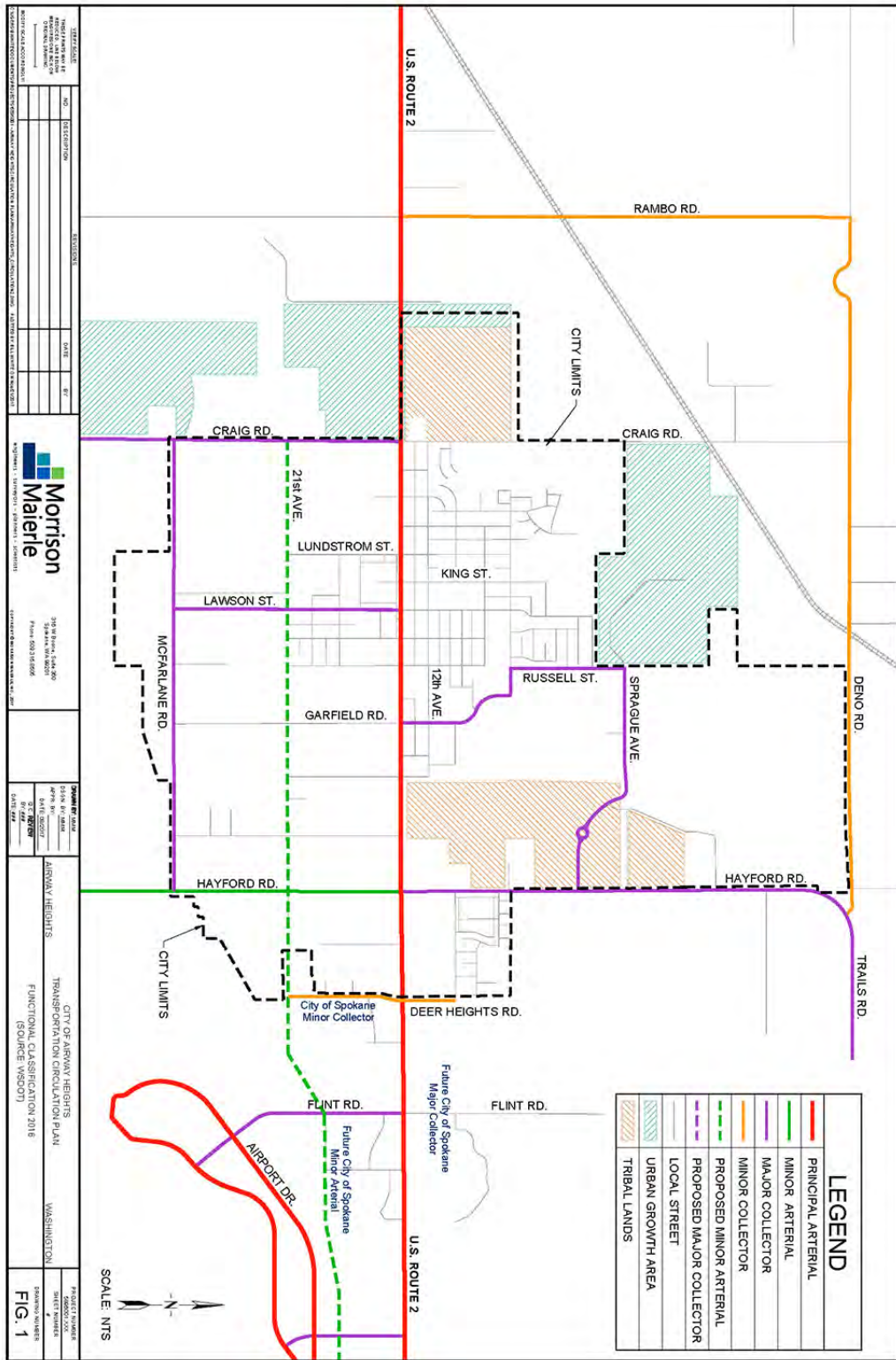
Street Section	Segment	No. of Lanes
Principal Arterial Sections		
US-2	E of Craig Road	5
US-2	W of Garfield Road	5
US-2	E of Garfield Road	5
US-2	W of Hayford Road	5
US-2	E/of Hayford Road	5
Minor Arterial Sections (Assumes Hayford Road as an Arterial)		
Hayford Road	S of Deno Road	2

Street Section	Segment	No. of Lanes
Hayford Road	N of US-2	5
Hayford Road	S of US-2	5
Hayford Road	S of McFarlane Road	2
Major Collector Sections		
Craig Road	N of US-2	2
Craig Road	S of US-2	2
Lawson Street	N of US-2	2
Lawson Street	S of US-2	2
Garfield Road	N of US-2	2
Garfield Road	S of US-2	2
Sprague Avenue	W of Hayford Road	5
McFarlane Road	W of Hayford Road	2
Deno Road	W of Hayford Road	2
Other Street Sections		
Northern Quest	W of Hayford Road	2
12 th Avenue	E of Hayford Road	2
21 st Avenue	W of Hayford Road	2

Table 4.2 - Street Classification and traffic volumes

Street Classification	Daily Traffic Volumes
Access Street	0 - 500
Collector Street	501 - 2,000
Minor Arterial	2,001 - 5,000
Principal Arterial	5,001 or more

Figure 4.1 - Functional Street Classification (2017)



Facilities & Level of Service Standards

Vehicular

Vehicular Level of Service (LOS) standards, which principal and collector streets are measured against, allow the City to determine if a roadway or segment of a roadway is operating at an acceptable level. When a street or a segment of a street falls below the LOS standard assigned to that classification of street, it is an indication that traffic volume exceeds design capacity of the street, or that features such as stop signs, turning lanes, or traveling lanes are in some way insufficient. Multiple factors may ultimately influence driver perception including road condition, aesthetic impressions, relative speed, perceived safety as well as actual transit time. Regardless, the standards used by Airway Heights allow the City to measure roadway performance as part of its combined network, to provide a first-level assessment of performance, and to evaluate impacts of development proposals. In addition to roadway performance, LOS standards are also applied at key Airway Heights intersections.

Other types of transportation, particularly non-motorized forms, are assigned other LOS standards.

Unless otherwise noted, Airway Heights utilizes Washington State Department of Transportation (WSDOT) LOS peak-level LOS standards for its roadways. Specifically, Airway Heights adopts LOS D as the standard for its principal and minor arterials and collector streets, with LOS C applied to local access streets except where such streets abut a principal, minor or collector street - in which case the LOS may be "D" at the intersection. These correlate with WSDOT LOS standards applicable to US-2, a Highway of Statewide Significance (HSS), necessary to facilitate coordination between City-generated six-year transportation programs and WSDOT's ten- year investment program.¹ Roads operating at LOS D are generally considered to be operating at their capacity.

Per WSDOT data, Airway Heights' main principal arterial (SR 2) is presently operating at LOS A. Descriptions for WSDOT's LOS categories are provided in Table 4.3.

Table 4.3 – LOS Descriptions

LOS Category	Description
A	A condition of free flow in which there is little or no restriction on speed or maneuverability caused by the presence of other vehicles.
B	A condition of stable flow in which operating speed is beginning to be restricted by other traffic.
C	A condition of stable flow in which the volume and density levels are beginning to restrict drivers in their freedom to select speed, change lanes, or pass.
D	A condition approaching unstable flow in which tolerable average operating speeds are maintained but are subject to sudden variations.
E	A condition of unstable flow in which operating speeds are lower with some momentary stoppages. The upper limit of this LOS is the capacity of the facility.

¹ The City's LOS D minimum for principal arterials also correlates with countywide standards adopted by the Spokane Regional Transportation Council (SRTC).

F	A condition of forced flow in which speed and rate of flow are low with frequent stoppages occurring for short or long periods of time; with density continuing to increase causing the highway to act as a storage area.
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Source: WSDOT 2007-2026 Highway System Plan

Existing levels of service for principal arterials, minor arterials and intersections in Airway Heights is mapped in Figure 4.2, reflecting 2017 traffic volumes. In general, the levels of service values are relatively high, reflecting congestion free travel.

LOS for intersections are defined in terms of the average delay experienced by all vehicles at the intersection, measured over a specific period such as a peak hour. Table 4.4 provides LOS criteria for signalized and unsignalized intersections, which vary because driver tolerances for delay are higher at signalized versus unsignalized intersections. LOS D is the desired threshold for intersections within the city, with LOS E allowed situationally for unsignalized intersections.

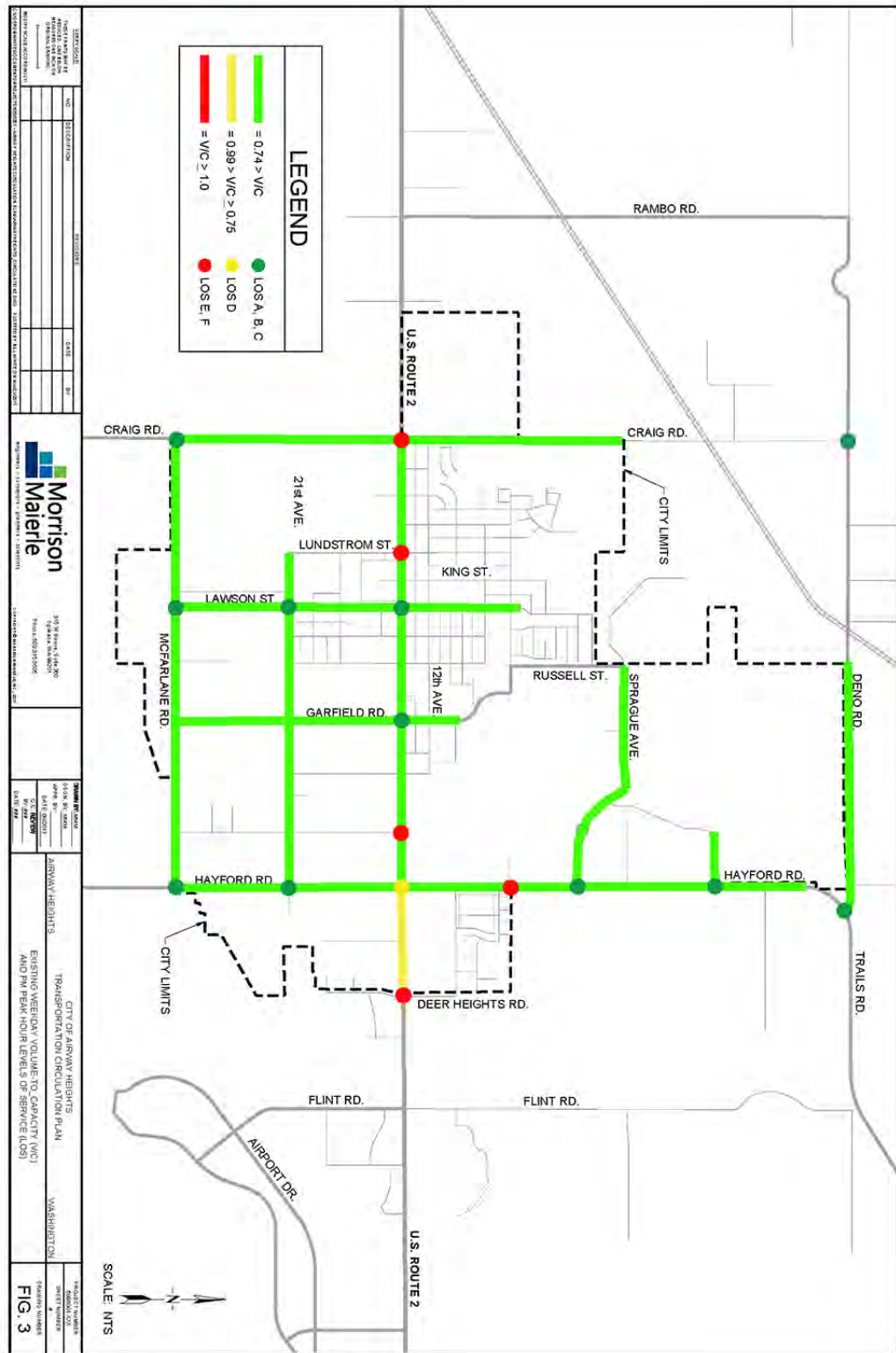
Table 4.4 – Intersection Delay, LOS Thresholds

LOS Category	Signalized Control Delay (sec/veh)	Unsignalized Control Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10–20	> 10–15
C	> 20–35	> 12–25
D	> 35–55	> 25–35
E	> 55–80	> 35–50
F	> 80	> 50

Source: Highway Capacity Manual, 2010

Further analysis of LOS conditions may be found in the 2017 City of Airway Heights Transportation Circulation Plan.

Figure 4.2 - Weekday Volume to Capacity (V/C) & PM Peak Hour Levels of Service (2017)



Public Transportation

Transit in Airway Heights is operated by Spokane Transit Authority (STA) originating from the downtown Spokane hub. At present, a single route operates between Airway Heights and Spokane; this circulates through the City, and beyond western City limits to Fairchild Air Force Base (FAFB).

Specifically, STA Route 61 stops at various sites along U.S. Route 2 and Hayford Road, including Northern Quest Casino, the Department of Corrections, the West Plains Industrial Park, and FAFB. On weekdays, Route 61 operates on a 30-minute rotation from about 5:35 AM until 9:30 PM. Rotation times shift to an hourly schedule on weekends and holidays.

The Airway Heights Park & Ride facility is one of the busiest stops in the City, with an average of 65 persons boarding per weekday.² Figure 4.3 depicts Route 61 stops.

In addition, the West Plains Transit Center, proposed off the Medical Lake Interchange on I-90, will provide a hub and transfer station allowing Airway Heights residents to more quickly access other areas of Spokane County in addition to downtown Spokane.

² *Spokane Transit Authority (STA) Annual Performance Report – Passenger Facilities (2016).*

Truck Routes & Rail Transportation

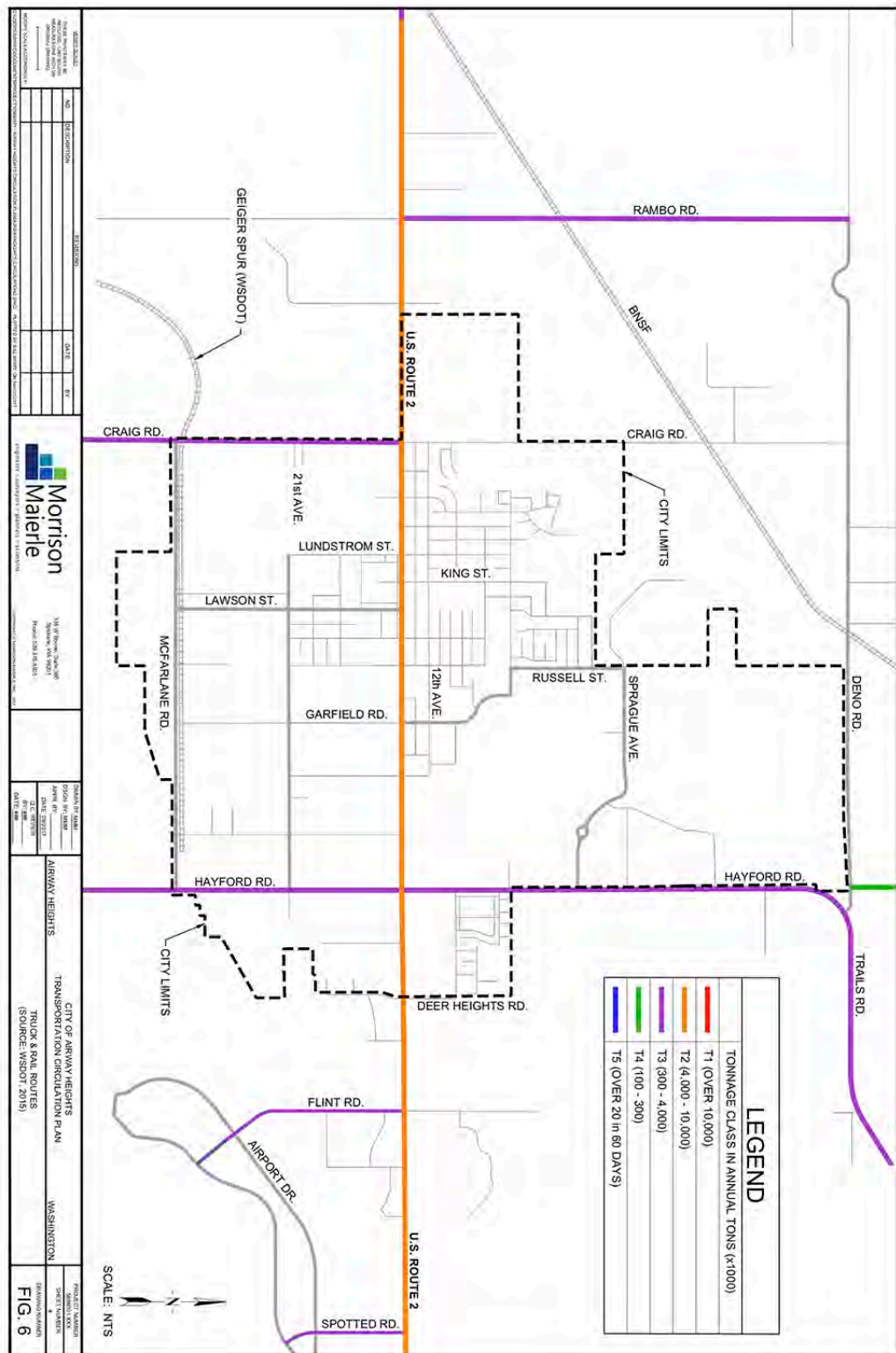
Trucking to and through Airway Heights is an important component of the City's transportation future. Currently, major truck routes through the city are classified from "T1" to "T5" according to estimated annual cargo tonnage. The following lists key routes and their respective classifications:

- U.S. Route 2 – T2 (4,000,000 to 10,000,000 tons/year)
- Hayford Road – T3 (300,000 to 4,000,000 tons/year)
- Craig Road – T3 (300,000 to 4,000,000 tons/year)
- Rambo Road – T3 (300,000 to 4,000,000 tons/year)
- Flint Road – T3 (300,000 to 4,000,000 tons/year)

There are two rail lines in the Airway Heights vicinity. One is owned by Burlington Northern-Santa Fe (BNSF) and runs just outside the northwest limits of the City. The other is part of the Eastern Washington Gateway line (Geiger Spur) and is owned by WSDOT. This spur parallels the southern limits of the City and provides rail access to the industrial businesses along McFarlane Road. Figure 4.4 depicts truck and rail routes within Airway Heights.

The Geiger Spur is currently being reviewed for its potential in shaping industrial and other types of land use development in association with the Spokane International Airport (GEG) and Interstate 90 to the south. Though these efforts are being led by Spokane County and Greater Spokane Incorporated (GSI), the policy implications related to truck, rail and air transportation are seen as very significant.

Figure 4.4 - Truck & Rail Routes



Air Transportation

The City of Airway Heights is located between two major airport facilities. Spokane International Airport (GEG), located just east of the city, serves as the regional center for civilian air travel. FAFB, located to the west of the City, serves as a military center for both air-refueling operations and training.³

As detailed in other elements, the presence of FAFB has a profound effect on City land use, transportation, housing, economic development and other policy considerations. The policy impacts of GEG are also significant (see Truck & Rail Routes section above).

Pedestrian Infrastructure

Many areas in Airway Heights – particularly in older sections of the city - lack adequate sidewalks, marked crossings or other pedestrian infrastructure. Other, more recently-developed areas include these features but the arterials they abut do not, effectively isolating them from neighboring attractions.

US 2 is recognized as a barrier for pedestrian activity between the north and south halves of the city. Regardless, striped crossings are currently located at the signalized Lawson Street, Garfield Road, and Hayford Road intersections. Mid-block crossings are aligned east of Ziegler Street, King Street, and Campbell Street, respectively.

There are about 33 striped crosswalks in Airway Heights along City streets. There are also several crosswalks located along local streets, especially near Sunset Elementary and newer residential developments in the northern areas of the City.

One pedestrian-bike facility of note is a shared use path aligned along portions of US Route 2. Constructed from Garfield Road to nearly Deer Heights Road, it is the intention of the City and the City of Spokane to extend the route to connect both cities, greatly improving east-west pedestrian and bike mobility.

Figure 4.5 maps Airway Heights’ existing (primary) pedestrian and bicycle facilities.

Bicycle Facilities

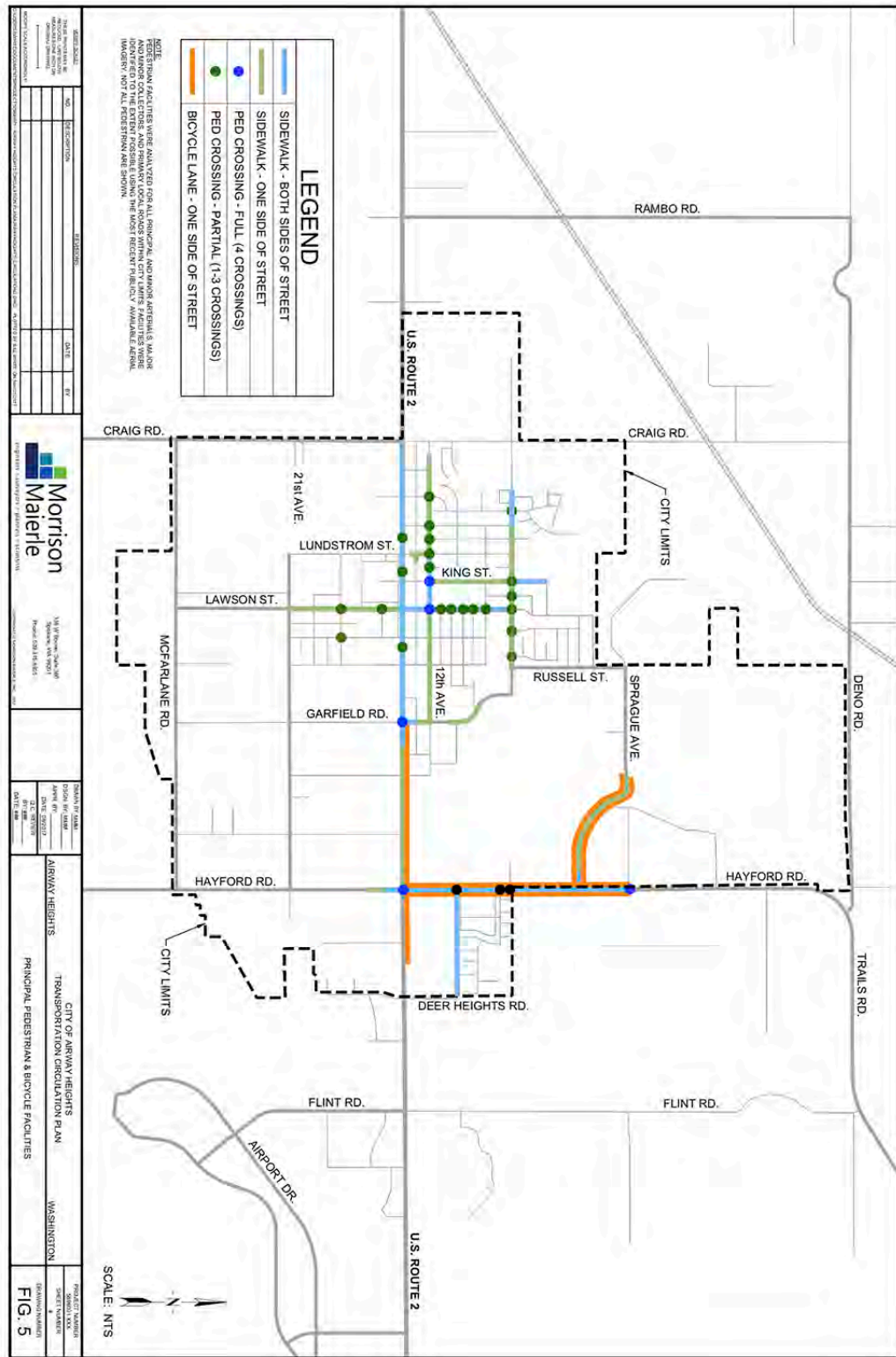
At present, Airway Heights has a limited number of bicycle-specific features or facilities. Some newly-developed areas, such as along Hayford Road and Sprague Avenue, and along an adjacent portion of US 2 enjoy designated bike lanes, but most roadways require shared bicycle and motorized travel. Despite this, residents support polices to improve bicycle infrastructure throughout the city, helping make cycling a safe, enjoyable means of transportation and recreation.

This plan’s policy response directs the City to address this, and the 2017 Transportation Circulation Plan identifies a range of future improvements based on AASHTO guidelines. These are summarized in later portions of this element.

Figure 4.5 maps Airway Heights’ existing (primary) pedestrian and bicycle facilities.

³ Additional details on FAFB are included in Chapter 2.

Figure 4.5 - Principal Pedestrian & Bicycle Facilities



Recommended Improvements

Vehicular

The City has an estimated resident population of 9,071 as of 2017. Per US Census data and Washington State Office of Financial Management (OFM) projections, City population has been increasing at rates between 3.1 and 8.7 percent annually since year 1990 as measured in ten-year increments (4.8 percent annually overall). As indicated elsewhere, population growth is expected to continue in Airway Heights, with a population of up to 14,294 persons anticipated by year 2037.

Continued growth will inevitably spur traffic growth. Airway Heights anticipates the bulk of its increased traffic will be associated with local land use development, for the most part impacting major arterials and minor collectors. However, moderate traffic growth is anticipated from factors such as through-traffic associated with development outside the City, related to casino activity, and growth of FAFB.

The City's 2017 Transportation Circulation Plan applied a 0.5 percent baseline annual growth rate to traffic volumes to forecast future LOS conditions. Extended to 2040, this rate projects approximately 13 percent growth by year 2040, calculating to between 900 to 1,100 Average Daily Trip (ADT) growth along U.S. Route 2 by year 2024 and 3,600 to 4,900 ADT by year 2040, depending upon location.

These forecast volumes identified a number of locations in Airway Heights with failing LOS by 2040, including the signalized Hayford Road/US 2 intersection, all unsignalized intersections along US 2, and the Hayford Road/12th Avenue intersection. Apart from these areas, roadways and intersections in the city are forecast to remain at or above LOS C.

In response, the Transportation Circulation Plan provides a number of improvements to arterials, collectors, and access streets. These improvements are generally informed by the following conditions:

- Arterial and collector roads needed to serve northern expansion areas are mostly in place and adequate for the size and types of land uses envisioned there;
- Local access streets in expansion areas are the responsibility of land developers, but development to the north will require extending collector streets and reconfiguring existing collectors into minor arterials;
- Increased traffic in areas that now experience low traffic volumes may require re-classification and upgrades;
- Additional signalization or traffic controls will be needed to address traffic flow between the northern and southern sides of the City, particularly around the downtown commercial area;
- In addition to developer build-out, funding is expected to come from state and local sources, with state funds being the primary source for the larger projects.

See Figure 4.6 for a mapped overview of recommended roadway and intersection improvements.

Pedestrian Infrastructure

As part of its 2017 Transportation Circulation Plan, Airway Heights mapped existing principal pedestrian and bicycle facilities in the city, followed by an analysis and set of recommendations guided by AASHTO's 2004 A Guide for the Planning, Design, and Operation of Pedestrian Facilities.

Beginning with a map of essential community facilities and services in Airway Heights, ¼-mile radius circles were inscribed around each. The adequacy of facilities within these areas were then examined, looking for missing features such as sidewalks or paved paths, safe crossing elements or other features leading to each essential facility or service. For this effort, "essential community facilities" included schools, parks, the community center, City Hall, primary shopping areas, and transit hubs.

In addition, marked pedestrian crossings of minor arterials and major collectors were mapped. Crossings were then recommended between primary land uses along these roadways on a ¼-mile basis.

Bicycle Facilities

Regarding bicycle facilities, the Transportation Circulation Plan includes a number of recommendations developed in coordination with City engineering staff and using the 2012 AASHTO A Guide for the Development of Bicycle Facilities, which suggests types of bicycle facilities that can be developed given data such as street width and traffic volume measurements. Further, the City’s 2017 US 2 Corridor plan identifies and promotes the completion of a contiguous pedestrian and bike shared-use path along the southern side of the corridor, with similar and complementary elements to the north.

See Figure 4.7 for a copy of the Transportation Circulation Plan’s map of pedestrian improvements, and Figure 4.8 for recommended bicycle network projects.

Figure 4.6 - Roadway & Intersection Improvement Recommendations

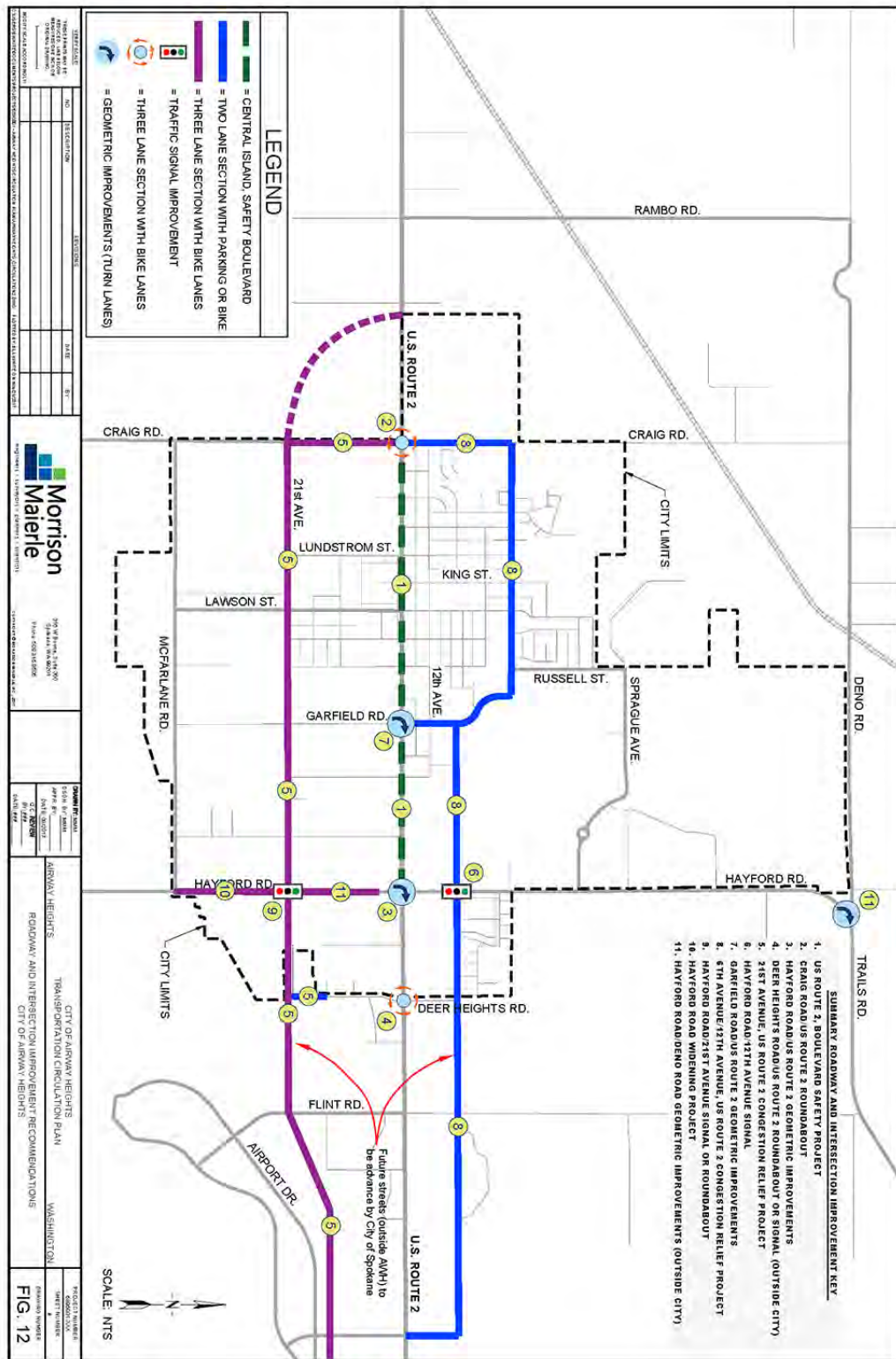
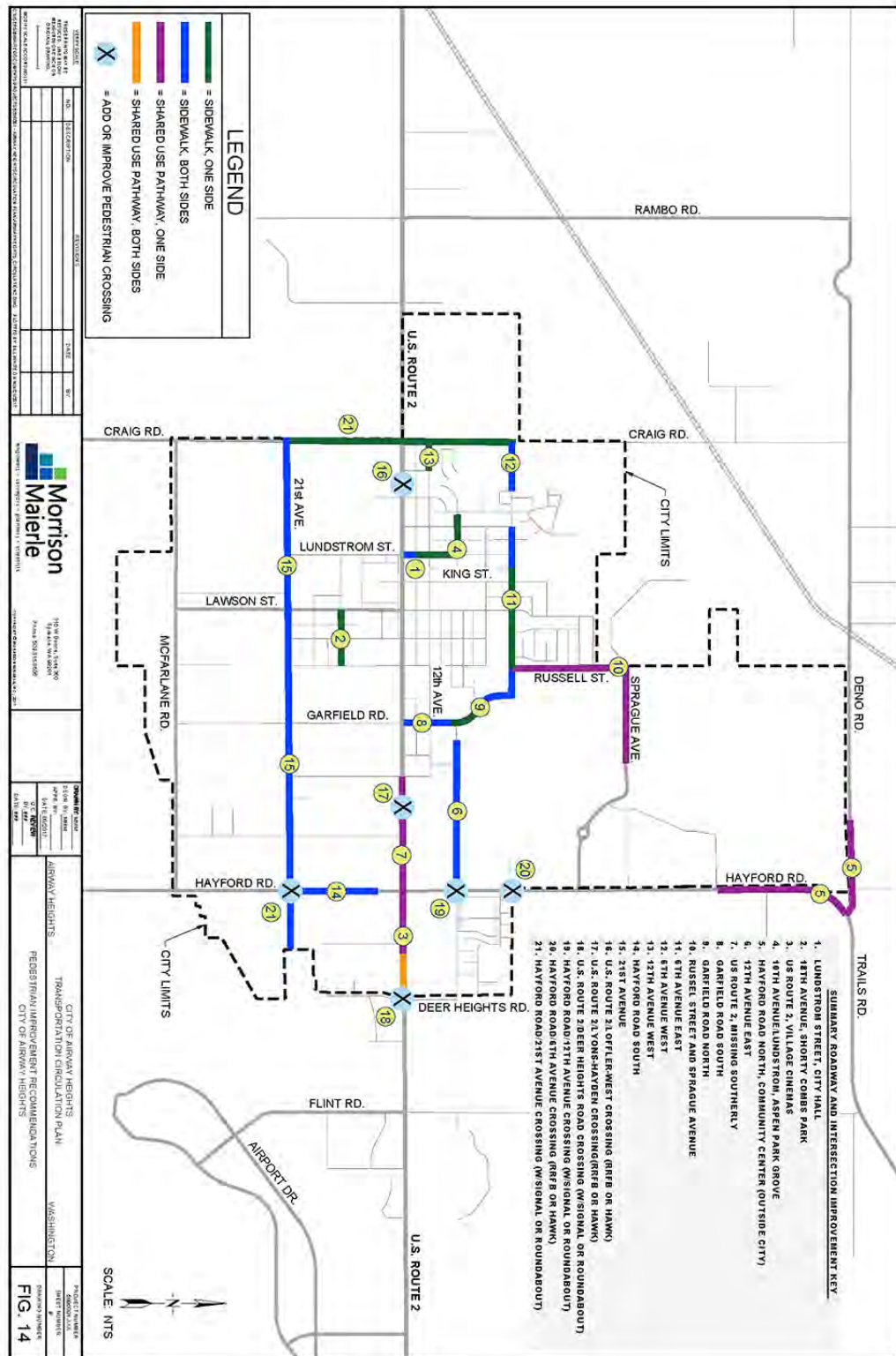


Figure 4.7 - Pedestrian Improvement Recommendations



Transportation Concurrency

The State of Washington's Growth Management Act (GMA) requires that a jurisdiction's transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs, funding resources and include a multi-year financing plan. The purpose of this is to ensure that each jurisdiction's transportation plan is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. These requirements are met by the City's 2017 Transportation Circulation Plan, referenced by this element.

Per policy and in concert with GMA requirements, in the event the City is unable to fund proposed transportation projects supporting growth, the City Council should instruct staff to re-evaluate the land use element with the possibility of withdrawing proposed expansion areas.

The following provides an overview of funding types likely suited to Airway Heights' transportation needs.

Impact Fees

Impact fees are authorized by the state to allow cities to charge new development for public facilities needed to serve new growth and maintain GMA concurrency. Such fees are intended to be part of a city's overall financing approach for public facilities, balancing fees and other sources of public funds.

Currently, Airway Heights collects impact fees for parks and streets but not for fire, general services or school facilities.⁴

WSDOT

Funds at the disposal of Washington State Department of Transportation are funds generally tied to improvements for the state highway system. In Airway Heights, WSDOT funding is essentially limited to the SR-2 corridor.

The Urban Arterial Transportation Account (UATA)

These funds are at the disposal of the Washington State Transportation Improvements Board (TIB). UATA funds require a 20 percent local match.

PPF - Pedestrian Facility Program

The funds are aimed at promoting pedestrian mobility and safety. Funds are limited to \$100,000 per project and are administered by the Spokane Regional Transportation Council.

Transportation Demand Management

The objective of Transportation Demand Management (TDM) is to provide incentives for commuter trip reduction to reduce single occupant auto travel to and from work. Incentives may range from bus fare subsidies to employer-provided vans, preferential parking for car pools to working at home. City policy encourages major employers to adopt formal TDM programs.

⁴ See Chapter 12, Chapter 16 of Airway Heights Municipal Code

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 Transportation 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.

Transportation 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.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.

Transportation 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.05 Encourage development patterns that provide suitably-scaled, daily needs services within ¼ 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.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.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.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.19** Maintain safe and efficient, multi-modal traffic flows throughout Airway Heights, measured and monitored using adopted Level of Service (LOS) standards.

- P.20** Develop and enhance a transportation system in Airway Heights that:
 - Facilitates the safe, efficient movement of people, goods and services;
 - Supports non-motorized and recreational needs;
 - Supports land use objectives;
 - Promotes livable neighborhoods;
 - Improves safe pedestrian and bike routes to schools.

- P.21** Improve year-round access, safety, utility, convenience and service levels for alternative modes of transportation, including:
 - Walking;
 - Bicycling;
 - Public transit services;
 - Rideshare/carpooling.

- P.22** Maintain and improve the continuity of sidewalks, trails, and bicycle paths in Airway Heights.

- P.23** Work to improve street and trail connectivity in all areas of Airway Heights, improving walkability, public health and safety, and transportation efficiency.

- P.24** Coordinate transportation planning and provision efforts with the Washington State Department of Transportation (WSDOT), Spokane Regional Transportation Council (SRTC), Spokane County, the City of Spokane, and other nearby cities.

- P.25** Participate and coordinate Airway Heights objectives with inter-jurisdictional and regional planning for commercial air travel and air freight services.

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

P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

P.28 On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- Population growth;
- Demographic trends;
- Building permit trends;
- Regional facility improvements and projections.

P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

P.34 Sustain and enhance the city’s fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.

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.



Purpose & Intent

The purpose of this chapter is to identify and aid provision of housing in Airway Heights according to type, location and quantity, serving projected needs. For this, this element presents a brief analysis of today's housing supply, including condition, characteristics, occupancy and affordability.

Of course, housing carries greater potential than simple provision of shelter. Attractive, affordable, suitable and safe housing is a vital ingredient to the success of any community. The Washington State Growth Management Act (GMA) recognizes this, as reflected in the following GMA goal for housing:

“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”

Accordingly, a key objective for Airway Heights is to support the provision of housing as coordinated with a broad range of goals and policies unique to the city, in addition to those required by the GMA. These housing-related goals and policies are provided at the end of this element, showing how the City intends to meet its requirements as well as advance its long-term vision.

Methodology

Policies in this element were developed in view of data that showcase existing and forecast conditions likely to emerge over a 20-year horizon. Topics considered include population counts and projections, household characteristics, unit types, available land quantities and more. Material published elsewhere in the comprehensive plan may at times be referenced, helping minimize overlap and the overall size of the plan.

Existing Conditions

To understand the future of housing opportunities in Airway Heights, it is important to review existing conditions.

The tables in this section examine information from City records, the Washington State Office of Financial Management (OFM) and the US Census. These help illustrate existing conditions in Airway Heights, and how such findings have been used to shape the City's overall housing strategy.

City Population

As detailed in the Land Use Element (Chapter 3), Airway Heights had a total estimated population of 9,085 residents in 2018.¹ Over the next 20 years, Airway Heights expects its population to grow to as many as 14,298 residents in 2037 – adding 5,227 persons at a pace of approximately 261 individuals per year, or 2.9% growth. The methodology used to establish these projections comply with Spokane Countywide Planning Policies (CWPP) and Washington State Office of Financial Management (OFM) guidelines.²

Information provided to the City indicates the Airway Heights Corrections Center is at maximum capacity with no plans for expansion. For this reason, the City has chosen to establish housing and land use policies supporting a relatively static inmate population.

Housing Number & Type

The City of Airway Heights has experienced considerable growth in its housing stock. Figures displayed in Table 5.1 from the Washington State Office of Financial Management (OFM) illustrate the following trends:

Growth was relatively modest between 1980 and 2010, but unit counts grew dramatically between 2010 and 2018, nearly doubling counts in that eight-year span.³

The number of duplex and multi-family units has led all recent growth, from 318 units in 2010 to an estimated 1,630 units in 2018 – a 512 percent increase that boosted the city’s ratio of multi-family housing from 18 percent in 2010 to 48 percent in 2018.

Airway Heights has a relatively high percentage of mobile home units, ranging between 31 and 48 percent of all units between 1980 and 2010.⁴ This ratio dropped to 16 percent of the total by 2018, due primarily to dramatic growth in both single-family and multi-family categories (tracked as “1-unit” and “2 or more” by OFM).

¹ Washington State Office of Financial Management (OFM) official population estimate, 2018.

² See this plan’s Land Use Element (Chapter 3) for additional details on the City’s population projections and associated policies regarding residential land uses.

³ Much of this growth came as a result of a 2012 annexation, bringing 838 units and 1,420 residents into the city.

⁴ In 2000, mobile homes and single-family homes were nearly tied as the leading housing type in Airway Heights, with 41.8 percent in mobile homes and 41.6 percent in single-family housing.

Table 5.1 – Housing by Units in Structure, Mobile Homes

Year	Total Units	1-unit		2 or more		Mobile home*	
		No.	%	No.	%	No.	%
2018	3,389	1,228	36	1,630	48	531	16
2010	1,727	881	51	318	18	528	31
2000	1,095	455	42	179	16	461	42
1990	896	274	31	194	22	428	48
1980	762	300	39	184	24	278	36

Source: WA Office of Financial Management (OFM), Postcensal Estimates of April 1 Housing Units, 1980, 1990 to Present. * = Category listed as “Mobile Home and Special Housing Units.”

Table 5.2 utilizes US Census data (American Community Survey (ACS) five-year estimates) for its unit counts, comparing percentages of Airway Heights housing types with those in Spokane County and Washington State as a whole. Findings in Table 5.2 include:

From 2000 to today, the City’s single-family housing stock percentage has varied widely, increasing from 41.6 to 49 percent between 2000 and 2010, then dropping to 40 percent in 2017. Percentages have been and remain considerably lower than Spokane County or Washington State norms, recorded at 70.3 and 67.2 percent, respectively.

Mobile home percentages in Airway Heights have dropped over time, from 41.8 percent in 2000, to 33 percent in 2010, to just 14 percent in 2017. Regardless, ratios were much lower in Spokane County and Washington state, recorded at 5.4 and 6.6 percent in 2017.

The drop in mobile home shares between 2010 and 2017 seems to have been absorbed by multi-family units, which grew from 11 percent to 41 percent of the total.

The ratio of duplex units in Airway Heights dropped somewhat between 2010 and 2017, from 7.0 percent to 5.4 percent. Regardless, rates remain roughly double the rates seen in Spokane County or Washington State.

Unit counts estimated by the 2017 ACS and the 2018 OFM vary significantly, with 2,255 listed by the ACS and 3,389 listed by OFM.⁵

Table 5.2 - Housing Units, by Type

Housing Units, by type	2000			2010			2017				
	Airway Heights		Spokane County	Airway Heights		Spokane County	WA State	Airway Heights		Spokane County	WA State
	#	%	#	%		#	%		#	%	
Single-Family	453	41.6	68.9	781	49	68.9	65.4	895	39.7	70.3	67.2

⁵ For purposes of this plan, Airway Heights elects to reference OFM unit count estimates.

Two-Family/Duplex	53	4.9	3.6	106	7	3.6	2.8	121	5.4	2.4	2.5
Multiple-Family	124	11.4	20.5	176	11	20.5	22.8	920	40.9	21.8	23.5
Mobile Home	455	41.8	6.9	514	33	6.9	8.5	319	14.1	5.4	6.6
Boat/RV/Van	4	0.4	0.1	4	0.4	0.1	0.5	0	0	0.1	0.2
Total Units	1,089	100		1,581	100.0			2,255	100		

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Housing Occupancy

Table 5.3 details the ACS estimated number of units and occupancy characteristics for housing in Airway Heights, Spokane County and Washington as a whole in the years 2000, 2010 and 2017. Figures are also represented as percentages of unit totals. Key findings include:

Estimated vacancy rates in Airway Heights shrunk from 12.5 percent in 2000 to 10.0 percent in 2017, but remain higher than Spokane County or statewide percentages, recorded at 7.6 and 8.9 percent respectively, in 2017.

Rates of owner-occupied housing are generally far lower in Airway Heights than in Spokane County or Washington as a whole. In 2017, owner-occupied housing accounted for just 38.0 percent of units, compared to 62.4 percent in Spokane County and 62.7 percent across the State of Washington.

Table 5.3 - Housing Units, by Occupancy

Housing Units	2000			2010				2017			
	Airway Heights		Spokane County	Airway Heights		Spokane County	WA State	Airway Heights		Spokane County	WA State
	#	%	%	#	%		#	%			
Occupied	958	87.5	93.5	1,367	86.4	93.3	91.1	2,029	90.0	92.4	91.1
Vacant	137	12.5	6.5	215	13.6	6.7	8.9	226	10.0	7.6	8.9
Total Units	1,095	100.0		1,582	100.0			2,255	100.0		
Owner-Occupied	536	55.9	65.5	624	45.6	65.0	64.8	772	38.0	62.4	62.7
Renter-Occupied	422	44.1	34.5	743	54.4	35.0	35.2	1,257	62.0	37.6	37.3
Total Occupied	958	100.0		1,367	100.0			2,029	100.0		

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Unit Build Counts & Age

Table 5.4 illustrates Airway Heights’ growth by housing unit build counts. Key findings include:

From 1940-1999, approximately 451 housing units were built, developed as a mix of single-family, mobile-home, duplex, and multi-family units. Between 2000 and 2010, an additional 610 units were built or annexed into the city – more than doubling the build unit stock. Between 2010 and 2014 (the latest estimates from ACS), the number increased by an additional 291 units.

Examined as yearly average, housing unit development occurred at a pace of 106 units/year between 2000 and 2009, but dropped to 51 units/year between 2010 and 2013. This slowed pace was likely attributable to the 2008 recession, with the City noting permits for single-family units slowing in 2010.

Examined as a percentage of overall unit counts, growth in Airway Heights lagged well behind development in Spokane County through 1989. From 1990 onwards, the pace of unit development in the city has far outstripped that of the County – most notably between 2000 and 2009 when units built added 47.1 percent to the city’s stock compared to a 14.5 percent increase in Spokane County as a whole.

A majority of units in Airway Heights have been constructed in the last 18 years or so, with records showing 60 percent of the city total built since the year 2000.

Table 5.4 - Number & Age of Residential Units

Year	Units Built		
	Airway Heights		Spokane County
	#	% of stock	
2014 or later	86	3.8	1.1
2010 to 2013	205	9.1	2.5
2000 to 2009	1,061	47.1	14.5
1990 to 1999	451	20.0	14.2
1980 to 1989	73	3.2	9.0
1970 to 1979	174	7.7	18.3
1960 to 1969	85	3.8	7.0
1950 to 1959	54	2.4	11.0
1940 to 1949	66	2.9	6.7
pre-1939	0	0.0	15.8
Total	2,255	100.0	

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Housing Tenure

Table 5.5 documents the relative tenure of householders in the city. Key observations include:

Residents of Airway Heights are typically newer to their homes than those in Spokane County, with approximately 90 percent of city residents having moved there since 2000, compared to 74.3 percent of county residents over the same timeframe.

Table 5.5 – Year Householder Moved into Unit

Year	Airway Heights		Spokane County
	#	% of stock	
2015 or later	466	23.0	13.1
2010 to 2014	892	44.0	32.8
2000 to 2009	466	23.0	28.5
1990 to 1999	133	6.6	13.5
1980 to 1989	59	2.9	5.9
1979 and earlier	13	0.6	6.2
Occupied Units	2,029	100.0	

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Household Characteristics

Table 5.6 presents an overview of household characteristics in Airway Heights including comparison figures from Spokane County and Washington state. In summary:

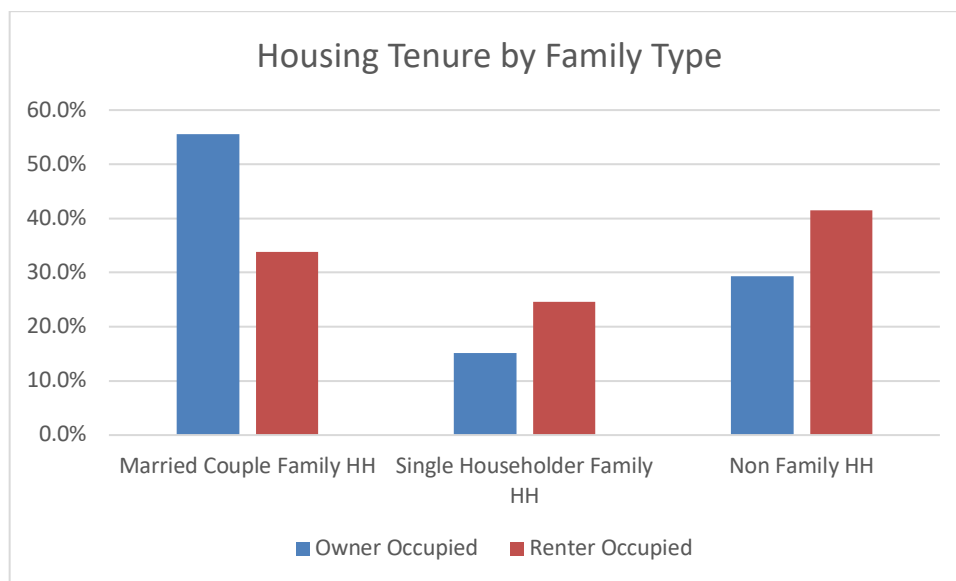
Estimates place the average household size for Airway Heights at 2.54 persons, identical to figures from 2010 and nearly so from 2000. The city’s figures range slightly higher than Spokane County and are nearly identical to statewide averages.

Household size averages for owner-occupied units have remained constant from 2010 to 2017 at 2.57 persons.

Household size averages for renter-occupied units have remained constant from 2010 to 2017 at 2.51 persons.

Figure 5.1 shows the split of owner- and renter-occupied housing units by family type. The majority (55.6%) of owner-occupied units are occupied by married couple families. Whereas non-family households make up the largest family type share for renter-occupied units.

Figure 5.1 – Housing Tenure by Family Type



Renter occupied units are more common for nonfamily and single householder families. Owner occupied units are more common among married couple families. Nonfamily households had the highest share of the renter occupied units, and single householder family households had the lowest share of owner-occupied units.

According to Table 5.6, the percentage of non-family households has been slowly increasing since 2000. If this trend continues, it may indicate that rental units are in greater need than before.

Table 5.6 - Household Characteristics Comparison

Households, by type	2000			2010			2017				
	Airway Heights		Spokane County	Airway Heights		Spokane County	WA State	Airway Heights		Spokane County	WA State
	#	%	#	%		#	%				
Families	656	68.5	64.8	951	69.6	63.8	64.6	1,281	63.1	63.4	64.7
Non-Families	302	31.5	35.2	416	30.4	36.2	35.4	748	36.9	36.6	35.3
Total Households	958	100.0		1,367	100.0			2,029	100.0		
Average Household Size ¹	2.55		2.46	2.54		2.44	2.51	2.54		2.43	2.55
Average Family Size ¹	3.02		3.02	3.01		2.99	3.06	3.01		N/A	N/A
Average Household Size, Owner-Occupied ¹	2.50		2.61	2.57		2.56	2.61	2.57		N/A	N/A

Average Household Size, Renter-Occupied ¹	2.61	2.19	2.51	2.22	2.35	2.51	N/A	N/A
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Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates; US Census Summary File

Permit Activity

Concurrent with population growth, Airway Heights has experienced significant housing growth. By year, permits were issued for the number of housing units shown in Table 5.7. Notably:

Between 2006 and 2018, the City issued permits for 1,156 residential units. An additional 216 units were built on Kalispel tribal trust land not subject to permitting by the City. In 13 years, more than 1,370 units were built in Airway Heights.

Table 5.7 - Number of Units Permitted in Airway Heights, by Year

2006	2007	2008	2009	2010	2011	2012	2013	2014*	2015	2016	2017	2018	Total
34	123	86	69	46	43	11	43	39	51	299	128	184	545

*Does not include 216 multi-family units built on Kalispel Tribe lands.

Property Values

Table 5.8 below provides figure estimates regarding property value ranges for owner-occupied units in Airway Heights, comparing these with related figures for Spokane County and Washington state. For each range, unit numbers and the percentage of total units is provided for Airway Heights. Data is limited to percentage figures for each price range for Spokane County and Washington. Findings from this table include:

The median housing unit value in Airway Heights grew from \$143,900 in 2010 to \$160,900 in 2017. Despite this, values were considerably lower than those in Spokane County or the state as a whole (\$195,500 and \$286,800 respectively, 2017).

Airway Heights has an unusually high percentage of properties valued below \$50,000 (12.6% in 2017) versus County or State figures (4.4% and 4.8% respectively, 2017). Many of these low-value properties are thought to be associated with existing mobile homes and locations within the FAFB flight line, which include use restrictions that limit development value.

The most common valuations for properties in Airway Heights are those between \$150,000 and \$200,000 (34.3% of properties) and between \$200,000 and \$300,000 (23.6% of properties). These values track more closely with those of Spokane County, which recorded 22.3% of its properties as between \$150,000 and \$200,000 and 27.3% of its properties between \$200,000 and \$300,000 in value.

Table 5.8 – Property Values, Owner-occupied Units

Unit value	2010				2017			
	Airway Heights		Spokane County	WA State	Airway Heights		Spokane County	WA State
	#	%	%	%	#	%	%	%
Less than \$50K	169	27.1	4.5	4.2	97	12.6	4.4	4.8
\$50K to \$100K	27	4.3	7.8	4.3	74	9.6	7.6	3.9
\$100K to \$150K	148	23.7	20.8	7.8	140	18.1	17.6	7.7
\$150K to \$200K	174	27.9	21.7	11.5	265	34.3	22.3	12.2
\$200K to \$300K	45	7.2	25.5	25.6	182	23.6	27.3	24.5
\$300K to \$500K	15	2.4	14.3	29.4	14	1.8	15.7	27.6
\$500K to \$1M	32	5.1	4.6	14.5	0	0	4.6	16.0
\$1M or more	14	2.2	0.7	2.7	0	0	0.6	3.2
Units	624	100.0			772	100.0		
Median (dollars)	143,900		187,900	285,400	160,900		195,500	286,800

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Household Income

Airway Heights income data is based on median household income figures from 2013-2017 U.S. Census estimates, as presented in Table 7.4 in this plan’s Economic Development element (Chapter 7). Observations from this data include:

The largest group of households within the City, 23.1 percent, fell into the annual household income bracket of \$50,000 to \$74,999. The largest income group for Spokane County and Washington state was also \$50,000 to \$74,999, though reporting lower figures at 18.6 and 18.1 percent, respectively.

Median incomes in Airway Heights were lower than comparison areas, with \$49,844 estimated in Airway Heights, \$52,159 in Spokane County and \$66,174 in Washington state.

Those in income categories between \$10,000 and \$75,000 were generally more numerous, on a percentage basis, than in Spokane County or Washington state. Below and above these categories, percentages in Airway Heights were lower than comparison areas, particularly among top-earning households (\$150,000 per year or more).

Existing Conditions Summary

Key findings from data presented in this section indicates:

Airway Heights is projected to grow at an accelerated pace over the next decade or more, accommodating more than 14,000 residents – 5,227 more than today – by the year 2037.

As a percentage of its overall stock, the city has seen substantial growth in the number of multi-family housing units, rising from 18 percent in 2010 to 48 percent in 2018. As a result, the city’s percentage of single-family units, at just 36 percent, is lower than in Spokane County (70.3%) or in Washington state (67.2%).

The percentage of mobile homes in the city (14%) have dropped in recent years, but remain higher than in Spokane County (5.4%) and Washington state (6.6%).

Rates of owner-occupied housing are generally far lower in Airway Heights than in Spokane County or Washington as a whole. In 2017, owner-occupied housing accounted for just 38.0 percent of units in Airway Heights, compared to 62.4 percent in Spokane County and 62.7 percent across the State of Washington.

From 1990 onwards, the pace of unit development in the city has far outstripped that of the County – most notably between 2000 and 2009 when units built added 47.1 percent to the city’s stock compared to a 14.5 percent increase in Spokane County as a whole.

A majority of units in Airway Heights have been constructed in the last 18 years or so, with records showing 60 percent of the city total built since the year 2000.

The average household size for Airway Heights is currently estimated at 2.54 persons, nearly identical to figures recorded over the past two decades. The city’s figures range slightly higher than Spokane County and are nearly identical to statewide averages.

Some housing development on Kalispel tribal trust land has already occurred, with additional units reported to be envisioned. Because the City has limited influence on trust land development, and as both Kalispel and Spokane tribal-controlled properties are expected to remain focused on casino (non-residential) development, unit counts on tribal land are not included in this plan update.

Median housing unit values in Airway Heights are considerably lower than those in Spokane County or the state as a whole (\$160,900, versus \$195,500 and \$286,800 respectively).

Airway Heights has an unusually high percentage of properties valued below \$50,000, mainly due to existing mobile homes and units located within the FAFB flight line, which limit development value.

Affordable Housing

Washington House Bill 1923 defines affordable housing as:

“...residential housing whose monthly costs, including utilities other than telephone, do not exceed 30% of the monthly income of a household.”

The bill draws further distinctions between what is affordable for renters and what is affordable for owners. It targets housing that is affordable to renters with a monthly income level of 60% of the county median household income or below. For owners the level is 80% of the county median household income or below, once adjusted for household size.

Guidelines established by the U.S. Department of Housing and urban Development (HUD) assess housing affordability using the following three income groups:

Very low-income households – are those with household incomes below 50 percent of the area’s median household income;

Low-income households – are those with household incomes between 50 and 80 percent of the area’s median household income;

Moderate-income households – are those with household incomes between 80 and 95 percent of the area’s median household income.

According to estimates presented in the Household Income section above (and in Table 7.4 in the Economic Development element), the median annual household income in Airway Heights is \$49,844 and the average household size is 2.54. Accordingly, household income ranges for the groups described above are as follows, assuming an average household size of 2.54:

- Very low-income Less than \$24,922 per year;
- Low-income Between \$24,922 and \$39,875 per year;
- Moderate-income Between \$39,875 and \$47,352 per year.

For households of different sizes, HUD provides adjusted home income limits for very-low and low-income categories. HUD lists these limits for the Spokane Metro Area for household sizes ranging from 1 to 8 people.

Households by Income Category

The number of households in the city sorted according to HUD income categories are presented in Table 5.9, based on the current housing supply and projected over the 20-year planning period.

Table 5.9 - Households by Income Category

	Monthly Gross Income (2017 dollars)	30% of Cash Income (2017 dollars)	Percentage of Households by Category	Projected Number of Households by Category			
				2023	2028	2033	2037
Very Low-Income (<\$24,922)	Less than \$2,076	\$623 or less	22.8%	890	1,007	1,124	1,218
Low-Income (\$24,922 - \$39,875)	\$2,076 - \$3,323	\$623 - \$997	8.4%	328	371	414	449
Moderate-Income (\$39,875 - \$47,352)	\$3,323 - \$3,946	\$997 - \$1,184	18.9%	738	835	932	1,010
Remaining (>\$47,352)	More than \$3,946	\$1,184 or more	49.9%	1,948	2,205	2,461	2,667
Total Households			100.0%	3,903	4,418	4,932	5,344

Affordable Housing Needs Assessment

Forecasts for the number of households in each income category (shown in Table 5.9) indicate a high demand for very low-income housing. In 2018, an estimated 23 percent of households were in the very low-income range. Projected over the 20-year planning period, this percentage puts an estimated 1,218 households in the very low-income range by 2037.

HUD guidelines further indicate that no more than 30 percent of a household’s income should be spent on housing, including utilities for rental units. Using this guideline, an assessment of monthly housing costs as a percentage of household income is presented in Table 5.10 below. This assessment indicates that 14 percent of occupied housing units currently have a household income of an income of less than \$20,000 (which would fall into the very low-income range) and spend 30 percent or more of their income on housing costs. Looking at renter-occupied units only, the percentage of households in this category rises to nearly 19 percent. Overall, a full 40 percent of the city’s households spend 30 percent or more of their income on housing costs (36.6 percent of owner-occupied households; 45 percent of renter-occupied households). Together with the data presented in Table 5.9, this assessment indicates that there are deficiencies in the existing housing stock across all affordable housing income categories. As the City continues to grow, additional affordable housing units are needed; in particular, there is a significant need for additional housing units to serve the very low-income population.

Table 5.10 – Monthly Housing Costs as a Percentage of Household Income

		All occupied units	Owner-occupied units	Renter-occupied units
Households with income less than \$20,000 (%)		15.5%	9.2%	19.3%
Monthly income spent on housing (%)	Less than 20%	0.2%	0.6%	0.0%
	20-29%	1.2%	2.3%	0.5%
	30% or more	14.0%	6.2%	18.9%
Households with income of \$20,000-\$34,999 (%)		14.7%	9.8%	17.7%
Monthly income spent on housing (%)	Less than 20%	1.2%	0.8%	1.4%
	20-29%	2.9%	2.5%	3.2%
	30% or more	10.6%	6.6%	13.0%
Households with income of \$35,000-\$49,999 (%)		18.9%	17.2%	20.0%
Monthly income spent on housing (%)	Less than 20%	3.1%	4.9%	1.9%
	20-29%	6.8%	4.5%	8.2%
	30% or more	9.1%	7.8%	9.9%
Households with income of \$50,000-\$74,999 (%)		23.1%	29.3%	19.3%
om e spent on	Less than 20%	6.1%	4.1%	7.3%

	20-29%	11.0%	14.6%	8.8%
	30% or more	6.0%	10.5%	3.2%
Households with income of \$75,000 or more (%)		26.9%	34.5%	22.2%
Monthly income spent on housing (%)	Less than 20%	23.8%	29.0%	20.6%
	20-29%	2.8%	4.7%	1.6%
	30% or more	0.3%	0.8%	0.0%
Households with zero or negative income (%)		1.0%	0.0%	1.6%

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Affordable Housing Strategies

The City of Airway Heights' ability to address affordable housing needs are generally limited to the following strategies:

Ensure adequate land is available for housing;

Support land use policies that encourage a broad spectrum of residential development, including single-family homes, duplex units, apartments, condominiums, townhomes, cottage housing, accessory dwelling units, and mobile homes;

Ensure areas designated for residential development are adequately serviced with utilities and street facilities;

Ensure development regulations encourage affordable housing development;

Work with affordable housing agencies and service providers to facilitate and spur creation of needed housing.

This element lists the City's policy approaches to each of the above listed strategies, with various other elements including Land Use (Chapter 3) and Capital Facilities (Chapter 8) providing additional detail. Updates to the City's zoning regulations are included in this update's program recommendations, listed in Appendix B.

Affordable Housing Agencies

Information regarding affordable housing agencies that operate in Spokane County are provided below.

Department of Housing and Urban Development

The Department of Housing and Urban Development (HUD) is a federal agency which operates affordable housing programs throughout the country. At the time of this plan's adoption, three HUD Low Income Housing Tax Credit Properties were listed within Airway Heights. In exchange for HUD tax credits, owners supply a set percentage of affordable housing to tenants that qualify based on income guidelines.

Spokane Housing Authority

Created in 1972 by the City of Spokane, the Spokane Housing Authority (SHA) serves Spokane, Lincoln, Pend Oreille, Stevens, Ferry, and Whitman counties. The agency provides housing assistance to low income families through a combination of tenant-based rental assistance, project-based rental assistance, SHA-managed apartment communities, and scattered-site housing. At the time of this plan’s adoption, no SHA-related properties were listed in Airway Heights.

Spokane Neighborhood Action Program

Spokane Neighborhood Action Program (SNAP) works with Airway Heights to provide housing including single family and multi-family low-income housing. The agency also provides a wide range of services including:

- Pre-purchase counseling and grants for low-income housing;
- Provision of SNAP-owned/operated rental housing units for low-income households;
- Programs which assist with minor home repairs, single and multi-family home weatherization;
- Single-family housing rehabilitation grants and loans;
- Assistance with heating costs for low-income households (HUD-funded program).

Spokane Housing Ventures

Spokane Housing Ventures (SHV) is a private, non-profit community housing development organization created to provide affordable housing options in Spokane, Lincoln, Yakima, Grant, Klickitat, Okanagan, Jefferson, Pierce, Clallam, and Kitsap counties. SHV offers a broad range of housing solutions; supportive housing for the homeless; apartments and houses for large families; retirement communities for senior citizens; accessible housing for those living with disabilities, and workforce housing for those earning wages at or just above Washington’s minimum.

Demand & Needs Assessment

As detailed under the existing conditions section and in Chapter 3, Airway Heights had a total estimated population of 9,085 residents in 2018, with projections of as many as 14,298 residents living in the city by 2037 – adding 5,227 persons at a pace of approximately 261 individuals per year.⁶

Per Census and OFM estimates, 3,389 residential units existed within City limits in 2018, with an average of 2.54 persons per unit. At this density, the community will need to accommodate another 2,058 units to house projected growth. See Table 5.9 for projected need of different types levels of affordable housing⁷

Per the land use quantity analysis (see Chapter 3), the city has sufficient land to accommodate the number of housing units required to service projected growth.

Data also indicates strong demand for alternative housing types including duplexes, townhouses, cottage housing and accessory dwelling units. Such housing is also likely to aid provision of affordable housing, meeting the goals of the GMA as well as a number of policies expressed in this comprehensive plan.

⁶ 2037 population forecast and resulting figures are calculated using a 2017 resident baseline of 9,071. Because this plan incorporates 2018 OFM population estimate (cited above) into the 2037 OFM forecast, minor count discrepancies may occur.

⁷ 14,298 forecast population minus 9,085 residents in 2018 = 5,227 persons housed at 2.54 persons per unit = 2,057.8 units.

Housing Unit Forecasts

The 20-year projected population increase will require a substantial increase in the City’s housing stock. In order to meet the demands created by the forecasted population, the City is projected to need 5,344 housing units by the year 2037, an increase of 1,955 units over today’s total. Forecasts for housing units by type of housing through 2037 are presented in Table 5.11. These estimates were provided by OFM, and the trends show the share of single-family housing rising from 36.2% of total housing to 38.8%. The multi-family housing share rises from 48.1% to 50%, and the mobile home housing share decreases from 15.7% to 11.3%.

Table 5.11 - Housing Forecasts, by Unit Type*

Year	Total Housing	Single Family	Multi-Family	Mobile Home
2018	3,389	1,228	1,630	531
2019	3,492	1,272	1,685	535
2020	3,595	1,317	1,739	539
2021	3,698	1,361	1,794	542
2022	3,801	1,406	1,849	546
2023	3,903	1,450	1,904	550
2024	4,006	1,495	1,958	554
2025	4,109	1,539	2,013	557
2026	4,212	1,583	2,068	561
2027	4,315	1,628	2,122	565
2028	4,418	1,672	2,177	569
2029	4,521	1,717	2,232	572
2030	4,624	1,761	2,287	576
2031	4,727	1,806	2,341	580
2032	4,830	1,850	2,396	584
2033	4,932	1,894	2,451	587
2034	5,035	1,939	2,505	591
2035	5,138	1,983	2,560	595
2036	5,241	2,028	2,615	599
2037	5,344	2,072	2,670	602

Year	Total Housing	Single Family	Multi-Family	Mobile Home
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Source: Washington State Office of Financial Management (OFM) 2018 housing estimate and population projections

** = Forecasts for each unit type were projected based on the amount of available land in each residential zone as identified in the residential land capacity analysis in Table 3.5, with zones R-1 and R-2 accommodating single-family growth, zones R-3 and C-1/C-2 accommodating multi-family growth, and zone MH accommodating mobile home growth.*

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 housing considerations. For this reason, the goals and policies that follow may “skip” numeric sequence. See Appendix AX for the complete Airway Heights comprehensive plan goal and policy set.

Housing Goals

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.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.

Housing 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.05 Encourage development patterns that provide suitably-scaled, daily needs services within ¼ 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.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.14 Encourage maintenance of housing in an attractive, safe and sanitary condition, helping extend the service life of housing and enhancing the general appearance of the city and its neighborhoods.

P.15 Encourage the preservation and rehabilitation of older housing stock throughout the community.

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.20 Develop and enhance a transportation system in Airway Heights that:

- Facilitates the safe, efficient movement of people, goods and services;
- Supports non-motorized and recreational needs;
- Supports land use objectives;
- Promotes livable neighborhoods;
- Improves safe pedestrian and bike routes to schools.



Introduction

This Parks and Recreation element serves to summarize the community’s objectives, needs and priorities for recreation planning, coordinating these objectives with other planning considerations. In all communities, recreation serves an important function for residents and visitors alike, providing places for exercise, sports, children’s play, relaxation and community gatherings. Parks and recreation areas also enhance the aesthetic quality of the city, adding value to surrounding neighborhoods and commercial areas.

As with other facilities and services that the City provides, parks and recreation planning must take place to advance community goals and address population growth. Adequate land must be set aside for these purposes, and capital funds must be secured to develop and maintain the facilities. In addition to more detailed parks planning, this element helps ensure the future of recreational facilities in Airway Heights, improving the quality of life for the community as a whole.

Department Organization

Parks and recreational facility needs in Airway Heights are overseen by a five-member, mayor-appointed Parks Advisory Board. Board activities are also influenced by two six-member panels in the form of a Senior Advisory Commission and a Youth Advisory Commission.

Board oversight and direction is carried out by a staff-level Parks, Recreation & Community Services Director, a Parks, Recreation & Community Services Deputy Director, a group of supervisors for the Fitness, Aquatics, Guest Services, Parks and Facilities and the Recreation divisions of the department, with Coordinators supplementing in the Parks and Aquatics Divisions and Technicians supplementing in the Facilities and Parks divisions. All divisions are also supported by part time employees. Key objectives listed for Airway Heights’ parks include:

- Strengthen community image and “sense of place”;
- Support economic development;
- Improve resident safety and security;
- Promote health and wellness;
- Foster social, intellectual, physical and emotional development;
- Increase cultural unity;
- Protect environmental resources;
- Provide recreational experiences;

- Facilitate community problem solving.

Inventory

Airway Heights' parks system currently includes a total of five parks plus a newly-opened recreation complex, encompassing 33.11 acres, and a citywide trail network. The City also has approximately 50 acres of undeveloped property at the recreation complex site that is planned for eventual recreational use. The following inventory provides the basis for a system-wide assessment of necessary features and their locations, allowing comparison of facilities with adopted level of service standards. Non-City features are also listed, providing additional context regarding features generally available to residents. Finally, City-led recreation programs are listed, providing a general sense of offerings.

City Recreation Facilities

Sunset Park

This City-owned, 9.6-acre park is located just north of Sunset Elementary School near the center of town. Sunset Park includes:

- One baseball/softball field (Martella Field) serving adult and junior leagues, as well as youth t-ball;
- One unlit basketball court;
- Three covered picnic areas with tables and barbecue pits, available for rental and utilized for family picnics and social gatherings;
- A variety of picnic tables and benches throughout the park;
- A skate park;
- One sand volleyball court;
- Walking trails, generally surrounding the park circumference;
- Two playground areas;
- A splash pad;
- Bathroom facilities, open during the summer months;
- Maintenance storage facilities.

Many of the park's features may be reserved at nominal cost for special group events. The park is ADA-accessible.

Shorty Combs Park

This two-acre park, located at Campbell Street and 18th Avenue, is the only such facility located south of US-2 in Airway Heights. Shorty Combs Park includes:

- One unlit basketball court;
- A small playground area;
- One youth soccer field;
- One t-ball field;
- Bathroom facilities, open during the summer months;
- Maintenance storage facilities.

Cleveland Park

Cleveland Park is just over two acres in size and is located in the Sunset Crossing subdivision just north of 6th Avenue along Campbell Avenue. Park elements include:

- Playgrounds for pre-kindergarten and grade school age children;
- Park benches;
- A paved pathway that bisects the park;
- Large, grassy open play areas.

Traditions Park

Traditions Park is approximately one acre in size, located in the Traditions subdivision just north of 6th Avenue at 4th and Lawson Street. Park elements include:

- One playground facility;
- A paved pathway and surrounding sidewalk;
- A large, grassy play area.

Landreth Park

This 8.5-acre facility, located in the northwest corner of the city at 10th Avenue and Aspen Street, was originally set aside for stormwater retention purposes as part of an agreement with a private developer. The park currently includes substantial open grassy areas suitable for casual play, surrounded by a 0.3-mile paved loop pathway.

Airway Heights Recreation Complex

Responding to increased demand for recreational facilities, Airway Heights voters approved funding for construction of a 45,000 square foot facility fronting Deno Road just west of Hayford Road near the Northern Quest Casino. Opened in May 2019, the recreation center includes a gymnasium, a banquet room with kitchen facilities, a child watch area, an open community living room area and a natatorium featuring an indoor lap pool, recreation pool, hot tub and sauna. A second floor includes a fitness center with one side dedicated to free weights, one side dedicated to cardio and plate loaded equipment and a studio space for group exercise classes. The recreation center occupies approximately ten acres of a 70-acre parcel acquired by the City in 2010. The development of the Recreation Center also kicked off phase one of the outdoor field space encompassing approximately ten acres, elements include:

- One unlit basketball court;
- One covered picnic shelter;
- One soccer/football field;
- One softball/baseball field;
- Bathroom facilities, open during summer months.

The remaining 50 acres of the parcel is planned for future development of additional recreational facilities in multiple phases. The complex is expected to become one of Airway Heights' most transformative features, improving recreational offerings for many years to come.

Trail Network (Citywide)

Airway Heights is currently working to improve its non-motorized (active) trail network, allowing residents to safely navigate the entire city on-foot or by bicycle. Components of this system already in place include:

- Dedicated bike lanes and sidewalks along both sides of Hayford Road between US-2 and Northern Quest Drive;
- Dedicated bike lanes and sidewalks along both sides of Sprague Avenue between Hayford Road and Industry Drive;

- A shared-use trail along the north edge of US-2, roughly fronting the Walmart center, and west as far as Garfield Road;
- Segments of shared-use trail along the south edge of US-2 near the Hayford intersection and fronting the Village Center Cinemas.

The City’s 2017 US-2 Corridor plan identifies and promotes the completion of a contiguous pedestrian and bike shared-use path along the southern side of the corridor, with similar and complementary elements to the north.

See this plan’s Transportation Element for maps of the above features, and for improvements recommended by the City’s 2017 Transportation Circulation Plan.

Undeveloped City Park Properties

Airway Heights Recreation Complex (Future Phases)

The recently-opened recreation complex sits on a 70-acre parcel, of which approximately 50 acres is currently still undeveloped. Construction of the recreation center and development of approximately ten acres of outdoor fields comprised Phase 1 of a multi-phase master plan for the parcel that is intended to be implemented over time, with development driven by community need and funding opportunities.

City Recreation Programs

The City of Airway Heights offers a wide range of programs for residents, generally grouped by age category including youth, teen, adult and senior life offerings. For youth, the City leads seasonal sports programming, “adventure” programs held at the community center, and “drop-in” programs designed for all-day and after-school participation. For teens, the City offers late night activities at the community center and gymnasium, and periodic field trips. Adult programs include group sports, fitness activities such as a running club, and various instructional classes. Senior life offerings include a lunch program, a movie club and numerous trips to nearby attractions.

Other Recreation Facilities

Sunset Elementary School

Sunset Elementary School is located just south of Sunset Park and covers approximately two acres. This facility is part of the Cheney School District, but within the boundaries of Airway Heights City Limits. The school facilities include:

- A small playground facility;
- An asphalt play area;
- An unlit basketball court;
- Field space for soccer/flag football;
- Two indoor gymnasiums.

Spokane County Off-Road Vehicle (ORV) Park

Located north of Sprague Avenue at Russell Street, the Spokane County Off-Road Vehicle (ORV) Park contains 183 acres of courses and tracks for go-karts, motocross, and other ORV activities. The facility is operated and managed by a private operator, with regular events organized by various clubs and

organizations. In addition to two separate courses for motorcycle racing, the ORV park is home to a small 1/5-mile dirt oval track.

Spokane Raceway Park

Located just west of the Northern Quest Casino along Sprague Avenue, Spokane Raceway Park is a County-owned facility hosting a wide range of motorsport activities. The raceway includes a quarter-mile drag strip, a 2.3-mile road course, and a half-mile oval track. In addition to periodic National Hot Rod Association (NHRA) events, the facility is used for driving schools and for marque-specific events. Day-to-day operations are managed under private contract.

Fairchild Air Force Base (FAFB)

Recreational facilities and programs associated with FAFB are not included in this element.

Demand & Needs Assessment

A highly simplified parks demand assessment was completed for this plan update by comparing population counts to Level of Service (LOS) standards for the City, currently established at ten acres per 1,000 persons. Facility needs are being re-evaluated in the next comprehensive plan update.

Per Capita Requirements

In this and in prior plans, the City has established a level of service standard of ten acres per 1,000 people. The future demand for additional park facilities necessary to maintain this level of service standard is presented in Table 6.1. Unless otherwise noted, population numbers used do not include Airway Heights Corrections Center inmates.

Analysis of Table 6.1 shows that the City is not currently meeting its LOS goal of ten acres per 1,000 people. In order to achieve this LOS goal, additional park facilities must be developed. An additional 50 acres of undeveloped land is planned for future recreation use, which would bring the City’s park facilities to 83.11 acres. Even once these currently undeveloped lands are included, however, population forecasts indicate that by the year 2028, the demand for parks will still exceed the supply. Over time, the City should plan to acquire additional lands for recreational purposes. By the year 2038, an additional 6.79 acres of park land (beyond the 83.11 acres already owned by the City) will be required to meet level of service standards.

Table 6.1 - Forecast of Future Park Demand

Year	Resident Population*	Demand (acres)	Surplus/Deficit (acres)
2017	6,813	68.13	-35.02
2018	7,074	70.74	-37.64
2019	7,336	73.36	-40.25
2020	7,597	75.97	-45.47
2021	7,858	78.58	-45.47
2022	8,120	81.20	-48.09
2023	8,381	83.81	-50.70
2024	8,642	86.42	-53.31
2025	8,904	89.04	-55.93
2026	9,165	91.65	-58.54
2027	9,427	94.27	-61.16
2028	9,688	96.88	-63.77
2029	9,949	99.49	-66.38
2030	10,211	102.11	-69.00

Year	Resident Population*	Demand (acres)	Surplus/Deficit (acres)
2031	10,472	104.72	-71.61
2032	10,733	107.33	-74.22
2033	10,995	109.95	-76.84
2034	11,256	112.56	-79.45
2035	11,517	115.17	-82.06
2036	11,779	117.79	-84.68
2037	12,040	120.40	-87.29
2038	12,301	123.01	-89.90

**Because incarcerated persons do not have an impact on recreational facilities, resident population was calculated by subtracting current at-capacity population of Airway Heights Corrections Center (2,258) from the City's 20-year population projections.*

Source: Washington State Office of Financial Management (OFM), 2017; Spokane County resolution 16-0553, August 3, 2016 (population projections/allocations).

Accessibility Requirements

The City's 2015 Parks and Recreation Master Plan identifies areas of the community that are not currently being served by specific parks and recreation facilities. The findings of this analysis were intended to serve as a guide for future site locations and facilities. Physical boundaries, such as highways, were identified as hazards or barriers to site accessibility. See the 2015 Parks and Recreation Master Plan for maps of the existing recreation facilities and their service areas.

Guidelines laid out by the National Recreation & Park Association recommend a service area of a half-mile radius for neighborhood parks (parks five to ten acres in size), and a quarter-mile radius for mini parks (those less than five acres). Sunset Park and Aspen Grove Park serve the majority of the residential community, though the south side remains on the edge of the service limits and Highway 2 limits access. As development continues to occur the City will place a high priority on acquiring land for park development that will provide service to most of the residences in the eastern annexation area north of the Walmart shopping complex. On the south side of Highway 2, most residential units are served by Shorty Combs Park, the sole recreational facility south of the highway. Still, with Shorty Combs classified as a mini park, there are no neighborhood parks on the south side. While a number of striped crossings are provided across US 2, the highway is still recognized as a barrier for pedestrian activity between the north and south sides of the city. As development occurs, the City should pursue the acquisition of land for a neighborhood-scale facility to serve residences on the south side of the highway, as well as the design of additional safe highway crossings to link the City to all available resources.

Improvement Strategies

The demand and needs assessment demonstrate a need for additional parks and recreation facilities within the City – both in terms of access and in terms of per capita requirements. Regarding access, US-2, which divides the City in half, inhibits pedestrian travel between the north and south sides of the City.

The divided nature of the City creates a need for additional facilities to improve access to recreational opportunities.

The City’s 2017 US 2 Corridor plan identifies and promotes the completion of a contiguous pedestrian and bike shared-use path along the southern side of the corridor, with similar and complementary elements to the north. The City should support the implementation of these elements, as they will improve access across the highway.

In order to provide an adequate level of service to the existing City population, additional park facilities must be developed over the twenty-year planning period. While 50 acres are currently planned for development as a part of the future phases of the recreation complex, it will be necessary for the City to develop 89.9 additional acres of parkland by the year 2038 in order to reach the desired service level of ten acres per 1,000 people. Consequently, the City will still need to acquire 39.9 acres of land for parks and development over the twenty-year planning period. The City should closely follow future residential development patterns to determine the most appropriate locations for acquisition.

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 Parks & Recreation 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.

Parks & Recreation 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.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.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.10 Sustain and expand Airway Heights’ arts, cultural and civic environment.

Discussion: Residents of Airway Heights value and support local arts, cultural and social organizations, events and facilities. This goal and supporting policies direct the City to help sustain and expand community arts programming, historic and cultural resources - benefitting the civic health, quality of life, and economic vitality of Airway Heights.

Parks & Recreation 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.05 Encourage development patterns that provide suitably-scaled, daily needs services within ¼ mile of residential areas, allowing a measure of independence for those who cannot or choose not to drive.

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.20 Develop and enhance a transportation system in Airway Heights that:

- Facilitates the safe, efficient movement of people, goods and services;
- Supports non-motorized and recreational needs;
- Supports land use objectives;
- Promotes livable neighborhoods;
- Improves safe pedestrian and bike routes to schools.

P.21 Improve year-round access, safety, utility, convenience and service levels for alternative modes of transportation, including:

- Walking;
- Bicycling;
- Public transit services;
- Rideshare/carpooling.

P.22 Maintain and improve the continuity of sidewalks, trails, and bicycle paths in Airway Heights.

P.23 Work to improve street and trail connectivity in all areas of Airway Heights, improving walkability, public health and safety, and transportation efficiency.

P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

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.44 Promote landscaping guidelines that:

- Protect wildlife habitats by maintaining existing trees and vegetative cover;
- Re-vegetate disturbed areas;
- Beautify streets, roadways and surface parking lots;
- Help treat and address stormwater issues.



Introduction

The understanding of economic development patterns and opportunities within a city is an important factor in managing a city’s growth. The reason for this is that the economic status of a city plays such a major role in determining growth. If there are employment or business opportunities within a community, people will be attracted to the area. If there is a lack of these things, people will likely go elsewhere. For planning purposes, those cities where a great number of economic opportunities exist must be prepared to deal with substantial growth. In those areas where few opportunities exist, it is necessary to examine why that is, and what can be done to invigorate the city’s economy.

Planning also plays a major role in facilitating economic growth through land use decisions that are made in the comprehensive plan. It is important to assure that there is ample land designated for commercial and industrial uses to fulfill the demand for these uses. A proper functioning relationship between supply and demand for commercial and industrial lands is vital to maintaining a smooth operating market.

The City of Airway Heights is faced with a unique economic situation. Even though the City itself is small in population, its location allows it to draw business from surrounding areas. As a result, the economic opportunities within the City are much greater than its size would indicate.

Employment

Classifications

As Table 7.1 demonstrates, in Airway Heights, as in Spokane County, the most prevalent class of worker is private for-profit wage and salary workers. In Airway Heights, this group comprises 64.8 percent of all total workers. Airway Heights also exhibits a high percentage of federal government workers relative to Spokane County.

Table 7.1 - Employment Classifications, 2017

Class of Worker	Airway Heights		Spokane County Percent
	Persons	Percent	
Private for-profit wage and salary workers	1,564	64.8	68.9
Private not-for-profit wage and salary workers	94	3.9	9.9

Local government workers	116	4.8	6.0
State government workers	215	8.9	6.5
Federal government workers	369	15.3	2.9
Self-employed and unpaid family workers	55	2.3	5.8

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

In Airway Heights, 15.3 percent of all workers are federal government workers, while in Spokane County, this number is only 2.9 percent. The relatively large percentage of Airway Heights residents classified as federal government workers can largely be explained by the City’s close proximity to Fairchild Air Force Base.

Industry of Employed Persons

As Table 7.2 demonstrates, Accommodation & Food Services is the largest employing industry of City residents, employing 16.1 percent of the workforce. Spokane County as a whole differs from Airway Heights in this respect, as the health care & social assistance industry employs the largest percentage of the County’s workers (17.7 percent).

The health care & social assistance industry is also a major employer in Airway Heights, employing 15.6 percent of the work force, followed by the retail trade industry at 12.7 percent. In Spokane County as a whole, the retail trade industry is the second largest employing industry, employing 12.3 percent of the County’s workforce, followed by the educational services industry at 9.9 percent.

Other industries that employ significant numbers of Airway Heights workers are public administration; administrative/support/waste management services; and arts/entertainment/recreation. Employment in other industries is presented in Table 7.2.

Table 7.2 - Industry of Employed Persons, 2017

Industry	Airway Heights		Spokane County (%)
	Persons	Percent	
Accommodation & Food Services	389	16.1%	7.2%
Health Care & Social Assistance	376	15.6%	17.7%
Retail Trade	306	12.7%	12.3%
Public Administration	258	10.7%	5.0%
Administrative & Support & Waste Management Services	162	6.7%	3.7%
Arts, Entertainment, & Recreation	159	6.6%	2.1%
Educational Services	135	5.6%	9.9%
Construction	126	5.2%	5.5%
Manufacturing	119	4.9%	8.6%

Transportation & Warehousing	102	4.2%	4.5%
Other Services, Except Public Administration	94	3.9%	4.5%
Finance & Insurance	81	3.4%	4.2%
Professional, Scientific, & Technical Services	53	2.2%	4.9%
Utilities	21	0.9%	0.7%
Wholesale Trade	18	0.7%	3.9%
Real Estate & Rental & Leasing	14	0.6%	2.4%

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Occupation of Employed Persons

The most prevalent occupation for workers in both Airway Heights and Spokane County is office & administrative support occupations, which amount to 14.5 percent of the total working population in each entity. The next largest segment of Airway Heights workers, 14.3 percent, is employed in food preparation & serving related occupations; Spokane County as a whole differs from Airway Heights in this respect, as only 5.5 percent of the County's population is employed in similar occupations. Sales & related occupations employ 13.4 percent of the City's population (and 11.5% of the County's population). Other occupations prevalent among Airway Heights workers include building/grounds cleaning & maintenance occupations and personal care & service occupations.

Table 7.3 - Occupation of Employed Persons

Occupation	Airway Heights		Spokane County (%)
	Persons	Percent	
Office & Administrative Support Occupations	350	14.5%	14.5%
Food Preparation & Serving Related Occupations	346	14.3%	5.5%
Sales & Related Occupations	323	13.4%	11.5%
Building & Grounds Cleaning & Maintenance Occupations	198	8.2%	3.3%
Personal Care & Service Occupations	194	8.0%	4.5%
Management Occupations	111	4.6%	10.4%
Construction & Extraction Occupations	111	4.6%	4.6%
Material Moving Occupations	86	3.6%	3.0%
Healthcare Support Occupations	84	3.5%	3.2%
Health Technologists & Technicians	74	3.1%	2.2%
Production Occupations	73	3.0%	4.5%
Law Enforcement Workers Including Supervisors	68	2.8%	0.8%

Transportation Occupations	66	2.7%	4.5%
Education, Training, & Library Occupations	43	1.8%	3.5%
Health Diagnosing & Treating Practitioners & Other Technical Occupations	43	1.8%	5.4%
Community & Social Service Occupations	42	1.7%	2.3%
Installation, Maintenance, & Repair Occupations	38	1.6%	2.6%
Arts, Design, Entertainment, Sports, & Media Occupations	32	1.3%	1.9%
Fire Fighting & Prevention, & Other Protective Service Workers Including Supervisors	30	1.2%	0.3%
Computer & Mathematical Occupations	29	1.2%	1.7%
Business & Financial Operations Occupations	23	1.0%	4.5%
Architecture & Engineering Occupations	17	0.7%	1.6%
Life, Physical, & Social Science Occupations	14	0.6%	1.1%
Farming, Fishing, & Forestry Occupations	11	0.5%	0.7%
Legal Occupations	7	0.3%	1.2%

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Income

Household income for Airway Heights is presented in Table 7.4. The largest group of households within the City, 23.1 percent, fell into the annual household income bracket of \$50,000 to \$74,999. The largest income group for Spokane County was also \$50,000 to \$74,999, although Spokane County showed only 18.6 percent of households falling into this category. On a statewide basis, the household incomes tended to be slightly higher than in the City of Airway Heights. Both the State of Washington and Spokane County also experience greater percentages of households in the highest income categories than does Airway Heights.

Table 7.4 - Percentage of households by income, comparative

Income (\$)	Airway Heights	Spokane County	Washington
< 10,000	4.6	7.3	5.6
10,000 to 14,999	7.2	4.9	3.7
15,000 to 24,999	10.9	10.3	7.9
25,000 to 34,999	8.4	11.3	8.3
35,000 to 49,999	18.9	14.3	12.2
50,000 to 74,999	23.1	18.6	18.1

Income (\$)	Airway Heights	Spokane County	Washington
75,000 to 99,999	16.5	12.9	13.5
100,000 to 149,999	9.0	12.6	16.4
150,000 to 199,999	1.4	4.6	7.1
>200,000	0.0	3.4	7.3
Total	100.0	100.0	100.0
Median Income (\$)	49,844	52,159	66,174

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Capture of Retail Potential

Sales

Not all retail and service purchases by Airway Heights residents are made in Airway Heights. Many purchases take place in the nearby City of Spokane. Likewise, not all retail purchases made within the City are made by residents of the City. Consumers from surrounding areas, particularly Fairchild Air Force Base, have significant impacts upon the total sales within Airway Heights.

Greater Spokane Incorporated, a non-profit organization representing commerce and economic development interests in the greater Spokane area, commissioned a consumer spending report in 2019 that analyzed several aspects of the retail market, both in the overall metropolitan area and within each individual community. The report's analysis of estimated sales by business type in Airway Heights is presented in Table 7.5.

The analysis found that Airway Heights businesses in the Arts, Sports, Entertainment, and Recreation category had the community's greatest share of estimated sales, followed by businesses in the Manufacturing (electronics, furniture, machinery, metal, transportation, misc.) category and then businesses in the Wholesalers category.

Table 7.5 – Airway Heights estimated sales, 2017

Business Type	Total Businesses	Estimated Employees	Estimated Sales
Accommodation and Food Services	23	259	\$28,447,000
Administrative and Support and Waste Management and Remediation Services	1	5	\$296,000
Agriculture, Forestry, Fishing and Hunting	3	7	\$989,000
Arts, Sports, Entertainment, and Recreation	6	2,464	\$184,640,000
Banking, Finance and Insurance	8	33	\$6,627,000
Construction	17	165	\$44,053,000

Business Type	Total Businesses	Estimated Employees	Estimated Sales
Education	2	50	\$484,000
Health Care and Social Services	3	22	\$1,639,000
Information	4	8	\$4,625,000
Manufacturing - Chemical, Fuel, Paper, Plastic, Wood	2	182	\$67,249,000
Manufacturing - Electronics, Furniture, Machinery, Metal, Transportation, Misc.	13	495	\$97,757,000
Manufacturing - Processed Food, Textiles, Clothing	2	6	\$327,000
Other Services - Repair, Personal Care, Laundry, Religious, etc.	31	174	\$11,597,000
Professional, Scientific, and Technical Services	4	75	\$16,598,000
Public Administration	11	75	\$75,000
Real Estate and Rentals	6	21	\$3,550,000
Retail: Hobby, Media, General Merchandise	7	36	\$5,164,000
Retail: Home, Food, Automobiles, Personal Care	18	275	\$87,068,000
Transportation and Warehousing: Couriers and Messengers, Warehousing and Storage	1	3	\$3,000
Transportation and Warehousing: Private and Public Transportation, Oil and Gas Pipelines, Sightseeing	2	60	\$11,546,000
Unclassified	1	1	\$1,000
Wholesalers	11	61	\$67,280,000
Total	176	4,477	\$640,015,000

Source: Greater Spokane Incorporated / Applied Geographic Solutions, 2019

Consumer Expenditures

The 2019 Greater Spokane Incorporated consumer spending report also contains data on major expenditures for households in Airway Heights. As shown in Table 7.6, many of the largest expenditures for Airway Heights households include basic necessities – shelter, transportation, food and beverages, and health care, for example. (The food and beverages category also includes bars, restaurants, and other food service establishments.) Among non-necessities, the largest shares of spending by households in Airway Heights went toward entertainment, apparel, and household furnishings.

Table 7.6 – Airway Heights major household expenditures, 2017

Expenditure Category	Household Spending
Shelter	\$ 17,773,000

Expenditure Category	Household Spending
Transportation	\$ 15,343,000
Food and Beverages	\$ 12,518,000
Health Care	\$ 7,255,000
Utilities	\$ 6,515,000
Entertainment	\$ 4,569,000
Household Operations	\$ 3,181,000
Apparel	\$ 2,883,000
Household Furnishings	\$ 2,848,000
Education	\$ 2,157,000
Gifts	\$ 1,870,000
Miscellaneous Expenses	\$ 1,552,000
Contributions	\$ 1,180,000
Personal Care	\$ 1,116,000
Tobacco	\$ 585,000
Personal Insurance	\$ 251,000
Reading (Newspapers, Magazines, Books)	\$ 179,000
Total	\$ 81,775,000

Source: Greater Spokane Incorporated / Applied Geographic Solutions, 2019

Potential Business Opportunities

By analyzing retail leakage among the various communities in the greater Spokane region, the 2019 consumer spending report also determined the retail potential, both regionally and for each individual locale. Table 7.7 illustrates the market areas in which the analysis determined the greatest retail potential in Airway Heights – that is, the types of businesses with the largest potential for expansion within the City of Airway Heights.

Areas determined to have the greatest potential include gasoline stations without convenience stores, full-service restaurants, and warehouse superstores. These are the areas in which consumers are going outside of Airway Heights to make purchases, meaning there are likely market gaps that exist within the city.

Table 7.7 – Airway Heights retail potential, 2017

Type of Establishment	Retail Potential	Type of Establishment	Retail Potential
Gasoline Stations without Convenience Stores	\$ 5,750,000	Children and Infant Clothing Stores	\$ 154,000
Full Service Restaurants	\$ 5,064,000	Hobby, Toy, and Game Stores	\$ 138,000
Warehouse Superstores	\$ 4,826,000	Gift and Souvenir Stores	\$ 119,000
Mail Order and Catalog Stores	\$ 2,787,000	Other Apparel Stores	\$ 114,000
Department Stores	\$ 1,895,000	Other Health and Personal Care Stores	\$ 107,000
Family Clothing Stores	\$ 937,000	Office and Stationery Stores	\$ 97,000
Other General Merchandise Stores	\$ 724,000	Men's Clothing Stores	\$ 81,000
Special Food Services and Catering	\$ 565,000	Vending Machines	\$ 80,000
Limited Service Restaurants	\$ 500,000	Clothing Accessory Stores	\$ 74,000
Sporting Goods Stores	\$ 452,000	Used Merchandise Stores	\$ 68,000
Pet and Pet Supply Stores	\$ 406,000	Mobile Home Dealers	\$ 59,000
Shoe Stores	\$ 388,000	Sewing and Needlecraft Stores	\$ 42,000
Hotels and Other Travel Accommodations	\$ 357,000	Musical Instrument Stores	\$ 40,000
Women's Clothing Stores	\$ 351,000	Florists	\$ 35,000
Fuel Dealers	\$ 279,000	Art Dealers	\$ 32,000
Other Direct Selling Establishments	\$ 216,000	Luggage Stores	\$ 15,000
Other Miscellaneous Retail Stores	\$ 186,000	RV Parks	\$ 3,000
Jewelry Stores	\$ 174,000	Rooming and Boarding Houses	\$ 3,000
Book Stores	\$ 164,000	Gasoline Stations with Convenience Stores	\$ 0
Drinking Places	\$ 160,000	Record, Tape, and CD Stores	\$ 0
		Total	\$ 27,442,000

Source: Greater Spokane Inc. / Applied Geographic Solutions, 2019

The above statistics and analysis are not intended to lead one to conclude that there is guaranteed success in starting new retail outlets in the areas outlined above showing substantial market leakage. Instead, market analysis and the preparation of a detailed business plan is recommended before commitments are made to start up a new retail operation in Airway Heights.

Land Use

Commercial & Industrial Land Use

Existing land use patterns show the area within the City that is currently being used for commercial and industrial purposes, as well as the location of those activities. The amount of land occupied by each type of land use within the City is presented in Table 3.3, and the location of existing land uses within the City is presented in Figure 3.3 in the Land Use element (Chapter 3).

Commercial Land

Approximately 629 acres of the land within Airway Heights is currently used for commercial purposes (listed in Table 3.3 under the “Commercial & Retail” and “Professional Services” land use categories), accounting for 15.5 percent of the City’s total land use. The majority of commercial land uses are located along Highway 2, Hayford Road, and to the south side of the City. The reason for this is that approximately 75 percent of land in the south side is located within the accident potential zone (APZ) or noise zone of the military base, making it unsuitable for residential use. Consequently, commercial development is encouraged in the south side of the City.

Industrial Land

Industrial land uses (listed in Table 3.3 under the “Industrial/Warehouse” category) currently occupy approximately 569 acres of the land within Airway Heights, representing 14 percent of the City’s total land use. The majority of the City’s industrial land use is found in the southernmost part of the City, along the southern corporate boundary.

Zoning

Airway Heights’ zoning policies direct commercial and industrial development to certain locations within the City. They also determine the amount of land to be allocated for these uses. The amount of land in each zoning category is presented in Table 3.1, in this plan’s Land Use element (Chapter 3). The location of zoning areas is also illustrated the Land Use element, in the Zoning and Future Land Use map (Figure 3.4).

Table 3.1 shows the largest segment of land falls into the heavy industrial zoning classification (I-2), which encompasses nearly 972 acres within the City. General commercial zoning (C-2) accounts for the second largest acreage with 713 total acres, followed by open space & recreation (O) with 477 total acres.

It is interesting to note that the ratios of land zoned for each use varies greatly between the north side and the south side of the City (largely due to the location of the FAFB APZ and noise zones, as previously mentioned). For example, nearly all of the 408 acres of residential R-1 land are located north of US-2, while for the heavy industrial (I-2) zoning classification, 806 of the 972 total acres are located in the south side of the City. These numbers demonstrate the different land use goals that the City has for the north and south sides. The north side has been designated as the area where the City plans to concentrate its residential development, while the south side is the area where industrial uses will be concentrated.

Availability of Commercial & Industrial Lands

As shown in Table 7.8, the City’s commercial zones contain a total of 760.80 acres of land, of which 435.82 acres are currently undeveloped. The industrial zones contain 1,424.53 acres, of which 671.83 acres are currently undeveloped. Of the lands currently zoned for commercial and industrial uses, then, a total of 1,117.55 acres remain undeveloped.

Table 7.8 - Undeveloped Commercial & Industrial Lands

Land Use Type	Total Acres	Current Developed	Vacant/Undeveloped
Commercial	760.80	324.98	435.82

Industrial	1,424.53	742.80	671.83
Total	2,185.34	1,067.79	1,117.55

Although it is not practical to project commercial and industrial need based on population growth, as discussed in this plan’s Land Use element, a crude assessment of availability can still be made based on existing employment conditions in combination with the amount of commercial and industrial land that remains undeveloped.

Of the City’s current population of 9,085¹ persons, 2,413² (26.6 percent) are estimated to be active in the work force. A rough estimate of the City’s future workforce can be obtained by applying the same percentage to the 2037 population forecast, resulting in an estimate of 3,798 workers in 2037, or an additional 1,385 members of the work force.³ Using this estimate with a conservative employment density of 5 workers per acre would yield a future need for 277 acres of commercial and industrial lands. For the purposes of this plan, then, areas currently zoned for commercial and industrial uses are assumed to be sufficient for future growth.

¹ Washington State Office of Financial Management (OFM), 2018 official population estimate

² U.S. Census 2013-2017 American Community Survey, 5-Year Estimates

³ 14,298 forecast population * 26.6 percent = 3,798 persons in workforce

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 Economic Development 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.

Economic Development 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.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 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.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.10** Sustain and expand Airway Heights’ arts, cultural and civic environment.

Discussion: Residents of Airway Heights value and support local arts, cultural and social organizations, events and facilities. This goal and supporting policies direct the City to help sustain and expand community arts programming, historic and cultural resources - benefitting the civic health, quality of life, and economic vitality of Airway Heights.

- G.11** Maintain the City of Airway Heights’ long-term fiscal health.

Discussion: Services that cities provide cannot be sustained without fiscal balance and accountability. This goal serves to anchor the City of Airway Heights’ obligation to sustain its fiscal health - achieved through the gathering of revenue in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.

Economic Development 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.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.20 Develop and enhance a transportation system in Airway Heights that:

- Facilitates the safe, efficient movement of people, goods and services;
- Supports non-motorized and recreational needs;
- Supports land use objectives;
- Promotes livable neighborhoods;
- Improves safe pedestrian and bike routes to schools.

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

P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.



Introduction

This Capital Facilities element provides summary information derived from the most current Airway Heights Capital Facilities Plan (CFP), describing City’s existing public facilities and the need for future facilities to address the requirements of a growing population. In conjunction with the CFP, this element provides guidance for the City to achieve its goal of providing public facilities appropriate and necessary to maintain service levels for residents and businesses.

The CFP is a six-year plan for capital improvements that supports the City’s current and future population and economy. Identified improvements are to be fully funded (i.e., not a “wish list”). One key criterion for identifying CFP improvements are standards for “levels of service” (LOS). Accordingly, the CFP contains LOS standards for each public facility and requires that development be served by adequate facilities consistent with the land use element and concurrent with, or prior to, the impacts of development (i.e., the “concurrency” requirement).

Why Plan for Capital Facilities?

There are at least three reasons to plan for capital facilities:

Growth Management Act (GMA) requirements.

Proactive and fiscally-responsible service provision.

Eligibility for grants and loans.

Growth Management

A CFP is required by Washington State’s Growth Management Act. A capital facilities element, describing the CFP in coordination with other planning considerations, is one of five required elements for all GMA-compliant comprehensive plans.

Capital Facilities elements are required in order to:

- 1) Demonstrate intent and capacity to provide services associated with land development that is envisioned or authorized by the land use element of the comprehensive plan.
- 2) Maintain the quality of life for existing and future residents by establishing and maintaining LOS standards.
- 3) Coordinate and provide consistency among all plans for capital improvements, including:

- Other elements of the comprehensive plan (i.e., land use and transportation elements);
 - Other studies or topical plans led by local government;
 - Plans for capital facilities of state and/or regional significance;
 - Plans of adjacent local agencies or governments, and
 - Special district plans.
- 4) Ensure the timely provision of adequate facilities as required by GMA.
 - 5) Document capital projects and their financing (including projects to be financed by impact fees and/or real estate excise taxes authorized by GMA).

The requirement to fully finance projects identified in the CFP provides a reality check on the goals and objectives set forth in the comprehensive plan. Additionally, the capacity of facilities described in the CFP affects the size and configuration of growth within City limits as well as in its urban growth area (UGA).

Responsible Service Provision

Planning for major capital facilities and their costs enables the City of Airway Heights to:

- 1) Demonstrate the need for capital facilities and the need for revenues to pay for them;
- 2) Estimate eventual operation and maintenance costs of new capital facilities that will impact the budget;
- 3) Take advantage of sources of revenue (i.e., grants, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue; and
- 4) Get better ratings on bond issues when the City borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money).

Eligibility for Grants & Loans

Grants and loans administered by the Washington State Department of Commerce require that local governments have some type of CFP in order to be eligible for loans. Some other grants and loans have similar requirements or give preference to local governments that have a CFP.

Statutory Requirements

The GMA requires the CFP be updated on an annual basis, identifying public facilities that will be required during the six years following adoption. The CFP must include the location and cost of the facilities, and the sources of revenue that will be used to fund the facilities. The CFP must be financially feasible – in other words, dependable revenue sources must equal or exceed anticipated costs. If the costs exceed the revenue, the City must reduce its level of service, reduce costs, or modify the land use element to bring development into balance with available or affordable facilities. For this reason, CFP updates are completed in advance of City budget cycles, allowing incorporation of necessary improvements.

Implementing the CFP may, at times, also require updates to the City’s development regulations. In such a case, the GMA requires regulatory updates be adopted within one year of the initiating CFP’s adoption.

Concurrency

GMA requirements that facilities and service levels provision be planned for and maintained are termed “concurrency” (or “adequate public facilities”). Specifically, maintaining concurrency means that:

Facilities to serve development be in place at the time of development or that a financial commitment is in place to complete the improvements or strategies within a specified time period;¹

Such facilities have sufficient capacity to serve development without decreasing LOS below minimum standards adopted in the comprehensive plan.

Relative to other services, GMA concurrency requirements for transportation are quite specific, and is the only area of concurrency that specifies denial of development if LOS standards cannot be met. Accordingly, Airway Heights’ municipal code specifies specific methods and approaches to transportation concurrency, addressing timely and coordinated provision of other services through regular updates to its comprehensive plan and CFP.

Local jurisdictions may adopt concurrency mechanisms for other public facilities that are deemed necessary for development, such as parks and recreational facilities, sanitary sewer systems, stormwater facilities, and schools.² Airway Heights does not currently have formal concurrency mechanisms beyond that for transportation facilities. For water and sewer systems, the City considers concurrency achieved where the “condition of development” permit includes an agreement by the developer to construct or pay for the construction of water and sewer services.

Impact Fees

Washington State authorizes counties, cities, and towns planning under the GMA to impose impact fees for the following services:

- Public streets and roads;
- Publicly owned parks, open space, and recreation facilities;
- School facilities;
- Fire protection facilities.³

Impact fees may only be imposed for “system improvements”, i.e., public capital facilities in a local government’s capital facilities plan designed to provide service to the community at large (not private facilities); are reasonably related to the new development; and will benefit the new development.

Impact fees cannot exceed a proportionate share of the cost of the system improvements and municipalities must have additional funding sources (may not rely solely on impact fees to fund the improvements). Further, impact fees may not be used to correct existing deficiencies and must be expended or encumbered within 10 years of receipt, unless there is an “extraordinary and compelling reason” for fees to be held longer.

Detailed requirements exist for fees addressing transportation, parks, schools, and fire protection. Additional requirements for fee determination, collection and utilization are listed under RCW 82.02.060, RCW 82.02.070 and RCW 82.02.080.

¹ RCW 36.70A.070(6)(b)

² WAC 365-196-840(2)

³ RCW 82.02.050 - .110 and WAC 365-196-850 RCW 82.02.050 - .110 and WAC 365-196-850

Airway Heights currently administers impact fee programs addressing transportation and park infrastructure needs.

Levels of Service

As noted above, the GMA requires cities to provide and maintain services on-pace with growth, developing and updating Capital Facilities Plans (CFPs) to identify needs and budget accordingly. In most cases, doing so relies on service benchmarks known as Levels of Service (LOS).

Some LOS standards are easy to quantify, such as traffic volume capacity per mile of road, or acres of park per capita. Other LOS standards are more difficult to quantify, in which case cities may elect to adopt regionally-adopted standards or provide guideline-level standards that advise facilities improvements. Regardless, communities have significant latitude in establishing LOS thresholds, allowing cities to address needs in context of other policy objectives, LOS standards in surrounding areas, and other factors.

Table 8.5 below lists adopted LOS standards for Airway Heights’ services. For purposes of comparison, this table also lists LOS minimum standards adopted by the Spokane County Steering Committee.

Table 8.5 - Level of Service Standards

Service	Airway Heights LOS	Countywide Planning Policies
Transportation	LOS C, as applied and directed by Chapter 14.09 of AHMC ²	LOS C
Parks	10 acres / 1,000 population	–
Police	1.6 officers / 1,000 (non-institutional) population	2.2 patrol officers / 1,000 population; 0.3 support personnel / patrol officer; 134 square feet of facility space / personnel
Fire	6-minute average response time and Fire Insurance Rating of 6 or less	Fire Protection Class rate of 6 or better; flow and hydrant distribution in accordance with Uniform Fire Code
Emergency (EMS)	6-minute average response time	BLS within 5 miles and ALS within 6 miles or 10 minutes response time ³
Water	30 residential, 40 psi non-residential; 311 gallons per day per ERU	Coordinated Water System Plan conformance
Sewer	245 gallons per day per ERU ¹	Wastewater collection and transport system per Ecology regulations
Solid Waste	Regional Standard	–
Libraries	.41 square foot per capita per Library District	-

1 = Equivalent Residential Unit, a dwelling with 2.5 persons living in it, or a non-residential development producing equivalent demand; 2 = Generalized LOS minimum per North American Highway Capacity Manual, see transportation element for multi-modal service standards, 3 = BLS is Basic Life Support and ALS is Advanced Life Support

Existing Facility Conditions

The City of Airway Heights owns and manages a variety of capital facilities, including roads, parks, utility systems, fire and police facilities, and administrative buildings. The following provides a high-level summary of facilities, some of which may be detailed in greater depth in other elements of this plan, or in other City-developed master plans such as the Parks & Recreation Master Plan.

Water

The City of Airway Heights provides drinking water within the city limits, sourced from eight City-owned and operated supply wells.⁴ The City's service area is bordered on the east and south by the City of Spokane's service area, and the Fairchild AFB water system borders on the southwest.

In 2017, a Comprehensive Water Plan was prepared for the City of Airway Heights. This plan contains an analysis of the existing system, current consumption levels, and the service area. It examined the future service area the City's water system was expected to cover, and using population projections, provided a forecast for future water system demand. Finally, the plan addressed discrepancies between projected demand and the City's existing capacity, suggesting necessary improvements to meet future demand. The following summarizes findings from that plan, updated with current data, as available.

Sewer

Adequate sewer disposal is necessary to ensure public health is protected and environmental damage is avoided. Two primary methods of disposal within the City of Airway Heights are centralized sanitary sewer systems and septic tanks. The sewer system currently serves only a small percentage of the total wastewater collection within the City. The centralized system serves both sides of the City and includes the Department of Corrections facility. Plans are underway, however, to significantly expand the area serviced by sewer. In 1996, a sewer plan was developed which laid out the preliminary design for extension of sewer services to the south side of the City. In 1997 and 1998 the sewer system was extended to the south side. In 1998 additional north side lateral lines were extended. The city's long-term goal is to extend sewer services to the entire incorporated area.

Parks & Recreation Facilities

Airway Heights' parks system currently includes a total of five parks plus a newly-opened recreation center, and a citywide trail network. The City also has approximately 65 acres of undeveloped property that is planned for eventual recreational use.

The City's adopted level of service for parks is ten acres per 1,000 people. Existing park acreage is 30.11 acres. In order to provide an adequate level of service to the existing City population, additional park facilities must be developed over the twenty-year planning period. The City must develop 92.9 additional acres of parkland, including the 65 acres already planned for development, by the year 2038 in order to reach the desired service level. See the Parks & Recreation element (Chapter 6) and the City's most recently-adopted Parks & Recreation Master Plan for additional information about existing recreation facilities.

Municipal Building

City Hall is located on Lundstrom and 12th adjacent to the fire station. Across Lundstrom and on the corner of 13th Street is the West Plains Community Center which is utilized for public meetings and various programs. A new addition of 4,043 square feet has recently been added to the existing 4,644

⁴ Seven of eight wells are presently active.

square feet for a total of 8,687 square feet. The building is owned and operated by the City. The City does encourage private services such as ECEAP to operate in the Center.

The Building Code Enforcement and Parks Departments are located in a 1,944 square foot building on Lundstrom adjacent to the City Park. Some improvements are necessary through the six-year plan. Finally, the Public Works maintenance building and vehicle storage building are located on Russell Street and 21st. These facilities require improvements for the heating system and paving work.

Law Enforcement

The City's police station is centrally located on the north side of Highway 2. There are seven officers employed by the department which provides a high LOS for Airway Heights. The existing facilities are adequate through the 20-year plan horizon, but upgrades to the station and equipment replacement are necessary.

Fire Department

Airway Heights Fire Department is located on Lundstrom Street, adjacent to City Hall. The station is centrally located, particularly for the residential areas on the north side of Highway 2. Fire response time standard is three minutes, while trauma response average is two to three minutes, which meets state requirements. Current fire insurance rating is currently classified as a "4."

Staffing for the department includes two full-time personnel, five part-time residents, two part-time non-residents and 15 to 25 volunteers. The two full-time members cover the daylight hours while the residents cover most nights and weekends, leaving the volunteers to fill in the gaps. The department has a Chief, Assistant Chief and three Captains with the rest being firefighters/EMT's.

Fire vehicles include two engines, one pumper ladder, two tenders, one brush, one rescue, one command and one utility vehicle. Purchase of a new pumper truck will be necessary in (year) at a capital cost of \$325,000. Generally, fire equipment is replaced on a ten-year cycle, meaning that the cost of replacement fire vehicles will likely total \$1,250,000 over the 20-yr planning period through 2039. A new stand-alone station with the necessary bays, quarters, training and office space is estimated to cost \$1,800,000 and may need to be on line by the end of 2027. However, depending on the City's approach to consolidating services, a new fire station may be located with the City's administrative functions in the future.

Transportation

County roads generally define the corporate limits and the Urban Growth Boundary. South is McFarlane Road and on the north is Deno Road. To the east is Hayford Road and on the west is Craig Road. The relatively flat topography and the linear grid pattern of the existing streets provide good access in all areas of the community.

Lawson Street is the major north-south arterial designated by the city. Although major improvements and widening of Lawson Street is not a priority in current street plans, the importance of this street's signalized intersection on Highway 2 makes the improvements a priority for future planning. Levels of service (LOS) standards are not generally a problem in the city with most streets enjoying LOS "A" which provides for free-flowing traffic. Where this standard is occasionally not met and will continue to be a problem is access onto and across Highway 2. Shift changes at Fairchild AFB along with increasing industrial traffic may push the LOS to "C" or below in some instances. Arterial planning to provide collector streets to move traffic to signalized intersections on Highway 2 will be necessary. The other north-south arterial is Garfield Road and was designated to provide access to the Department of Corrections facility.

Highway 2 is the major east-west arterial with 6th Avenue on the north and McFarlane on the south side designated as minor arterials. Both of these minor arterials serve extensive areas of undeveloped land. In concert with flight pattern safety needs, residential development is generally directed north of the highway, with lands south of the highway available for industrial and commercial use.

Maintenance of existing streets and incorporation of pedestrian and bicycle infrastructure is a high priority for transportation in Airway Heights. The six-year CFP estimates the overall costs of necessary improvements at \$25,640,000.

Forecast Future Needs

Water

Improvements that have been identified for the City’s water system can generally be categorized as responding to five different system issues:

1. Inadequate pressure and flow.
2. Improving overall system hydraulic efficiency.
3. Customers receiving less than standard level of service.
4. Recent or future growth demands on the system.
5. Improved system operations and reducing future maintenance.

Table 8.1 below lists projects identified in the current water system plan. See the Utilities element (Chapter 9) for additional information on needed improvements to the water system.

Table 8.1 - Capital Facilities Water Plan

Project	Year	Cost	Funding Sources
Hayford Rd, Ph II, constructing a 12” water line from 1,100 foot mark to 21 st Ave and loop	2020	\$348,000	Developer
Water source improvements, including new wells or treatment to accommodate PFAS contamination	2021	\$8,000,000 to \$12,000,000	Dept of Defense
Dead end looping, eliminating dead-end lines (17 th and Lundstrom to Lawson)	2020 – 2022	\$372,000	City funds/CDBG
Hayden Ave water line from Sprague to SR 2	2022	\$1,104,000	Developer
Lundstrom St water line replacement	2022	\$648,000	City funds/CDBG
21 st Ave water main, constructing new 12” line from Russell to Garfield	2023	\$288,000	City funds

Project	Year	Cost	Funding Sources
SR2 crossings, replacing existing 6" crossing at Craig and 12" at Lawson	2023	\$372,000	CDBG
18 th St water main replacement, replacing 6" steel line from Lundstrom to Lawson	2023	\$288,000	City funds/CDBG
SR 2 water main replacement, constructing 12" line from Ziegler to Craig	2024	\$504,000	City funds/CDBG
New 1 MG reservoir and pump station, adding storage to accommodate growth	2025	\$950,000	City funds/bonds/PWTF
Hayden water main, constructing new 12" line from SR 2 to 21 st	2025	\$624,000	City funds/Developer
Replace aging water mains as needed	Annually	\$250,000/yr	City funds/CDBG
New distribution mains, expanding system as necessary	As needed	As needed	Developer
New well to accommodate development	2030	\$1,500,000	City funds/CDBG
Reclaimed water system	2016-2021	Funding and cost estimates are outlined in the City's Reclaimed Water System Plan, 2013	

Source: Airway Heights Comprehensive Water System Plan, 2017

Sewer

Airway Heights is making progress to provide additional wastewater treatment capacity. Utilizing bond funds, approximately \$16,000,000 is planned for this purpose by the year 2030.

Table 8.2 - Capital Facilities Sewer Plan

Project	Year	Cost	Funding Sources
Flow diversion manhole @ Kalispel bypass	2022	\$15,000	City Funds
Water reclamation plant capacity upgrade	2030	\$16,000,000	City funds/Ecology/EPA/PWTF Other grants/loans

Source: Airway Heights Sewer System Plan/Capital Improvement Program

Airway Heights typically employs loans from the Public Works Trust Fund or voter-approved General Obligation Bonds to address wastewater facility needs. The Public Works Trust Fund, Community

Development Block Grant (CDBG) program, Centennial Clean Water Fund and federal programs such as Rural Development offer alternative sources for treatment facilities.

Streets & Sidewalks

Citywide access is served by a transportation network that is still developing. The City is working toward increased connectivity and non-motorized access, and the street and sidewalk improvements identified in the transportation system plan are intended to achieve greater levels of network density. Over the next six years, the City expects to invest more than \$25 million into its transportation system. Much of the funding will come from grants from SRTC, WSDOT and TIB, with the City and developers contributing as appropriate to either provide for an enhanced local street network and to enhance the design and quality of arterials and highways constructed by others. In some cases, like the Deer Heights roundabout, funding will include contributions from the City of Spokane.

The detailed list of street and sidewalk improvements is included in the City's 2017 transportation system plan, incorporated into this comprehensive plan by reference. That plan also informs the City's annual Transportation Improvement Program, identifying shorter-term transportation system investments at six-year intervals.

Parks

Parks improvement needs are identified in the parks element of this comprehensive plan and the periodic updates to the City's parks, recreation and open space plan. Proposed parks capital expenditures to serve the growth anticipated in this plan will total approximately \$1,500,000 in land acquisition and \$1,500,000 in development, improvements, and rehabilitation.

Funding for park improvements can come from authorized impact fees, or from the following sources:

1. Short-term borrowing.
2. Gifts.
3. Privatization.
4. State grants and loans.
5. State park and recreation commission grants.

Specific sources of funding for each project are identified in the parks, recreation and open space plan, updated every six years and incorporated into the City's annual budget.

Municipal Building

The City is planning no short-term capital investments in its municipal facilities, but it is considering improvements to support consolidation of its administrative services at a single site, as yet to be determined. If that occurs, the City may invest approximately \$1,650,000 in the new facility. If a new facility is not constructed, the City will expect to invest approximately \$450,000 in maintenance and upgrades to existing offices over the next 20 years.

One or more of the following sources may be used:

1. Bonds.
2. Short-term loans.
3. Tax increase (temporary excess levy).
4. Leasing.
5. State grants and loans.

- 6. Reserve funds.

Law Enforcement

Most of the proposed expenditures for the Police Department are for upgrades and replacement of equipment. They will be made from current expense funds and are not considered capital facilities.

Capital Facilities Program

Airway Heights’ CFP calls for extensive infrastructure requirements over its six-year planning period. These are listed in Table 8.6 along with the estimated expenditures necessary to fund the projects. All of the projects listed have been classified as essential needs, meaning they are imperative to meet level of service standards.

Table 8.6 - Estimated Capital Facilities Investments

Description	Need	Cost
Municipal Buildings	The focus of these investments are to maintain and upgrade existing facilities as necessary to serve forecast need. This cost will need revision if the City decides to construct a new consolidated administration facility.	\$450,000
Parks-Park Improvements	This includes capital investment for park land and development/improvement to address forecast demand and maintain existing facilities to meet demand.	\$3,000,000
Police Department	Police needs are planned to be addressed through current expense funds.	\$0,000
Fire Department	Fleet expansion and replacement cycles and the construction of a new fire station comprise this cost. The cost indicated here will need revision if the City decides to construct a new consolidate administration facility and if that facility will also include a fire station.	\$3,375,000
Transportation	Costs are based on a comprehensive list of transportation system improvements included in the six-year TIP and likely to be addressed within the 20-year horizon of this comprehensive plan.	\$25,640,000
Water	These water system improvements are drawn from the most recent water system plan.	\$8,578,000
Sewer	These sewer system improvements are drawn from the most recent water system plan.	\$16,015,000
Total		\$57,058,000

Financing

Financing Capital Facilities in Airway Heights over the next six years has been carefully planned, and the City places a priority on long-term fiscal management to ensure service needs beyond 6-year CIP requirements are met. The City is projecting that it will have surplus capital facility money in the short term, with much of its most expensive capital investments provided for by others. Funds from water and sewer revenues will be dedicated to the payment of bonds, retiring debts on both existing and proposed improvements. General fund monies will be dedicated to invest in the City’s other capital facilities,

including law enforcement, fire, municipal buildings and parks and recreation facilities. These needs will inform the City’s annual budgeting process, ensuring that adequate funds are dedicated as necessary to address forecast need.

The City’s enterprise funds – comprised of its water and sewer utility – charge rates designed to pay for anticipated system improvements. When possible, the costs of street enhancements are also incorporated into utility projects, allowing the City to make incremental transportation system enhancements as part of its utility system expansion and improvements. The City monitors its utility rates to ensure they fairly reflect the costs for maintaining the system and making necessary improvements to satisfy statutory requirements and community level of service standards. In general, new utility system expansions are borne by those who benefit by them, with new development paying or contributing toward capital costs to serve their needs.

Airway Heights also depends on cooperation from WSDOT and SRTC to ensure its arterial street system is constructed and maintained to meet the regional demand it serves. Highway 2, Hayford Rd, Craig Rd, McFarlane Rd, and various other street corridors are included as part of the regional mobility system, and the City routinely partners with WSDOT and SRTC – as well as with developers whose projects draw access from the regional system – to ensure roadway capacity is adequate to accommodate regional mobility. Much of the City’s local investment in the transportation system is devoted to enhancing these corridors to serve non-motorized needs and to enhance the quality of the traveling experience.

Alternative Methods of Financing

When considering financing of capital facilities, the City should evaluate alternative methods of financing, including both the capital costs and the operation and maintenance costs. There are a number of methods available for financing the capital facilities improvements that will be required over the planning period. It is likely that the improvements will be financed by a combination of methods summarized in the CFP, depending upon variable design elements and timing considerations for the proposed projects.

Additional Service Areas

Department of Corrections

The Department of Corrections facility places a major demand upon the City’s capital facilities. As such, it is important for the City to maintain constant communication and coordination with the Department of Corrections in order to achieve the goal of concurrency. The City must be able to plan ahead to assure that adequate capital facilities are available if the Department of Corrections expands its operations. By involving the Department of Corrections in capital facilities planning, the City will be much more prepared to provide the services that are demanded.

Kalispel Tribe

The Kalispel tribe owns approximately 49 acres of trust land located just inside the eastern corporate boundary of Airway Heights, north of Highway 2. The tribe operates the Northern Quest Resort and Casino, which places a major demand upon municipal services, such as water, sewer, transportation, and police. In order for the City to provide adequate services for tribal operations, the City must maintain a cooperative relationship with the Kalispel tribe to address capital facilities issues.

Spokane Tribe

The Spokane Tribe of Indians owns 145 acres of trust land located near the western limits of the City, and operates its own casino there. The tribe broke ground on its casino in 2016, spending approximately \$40

million toward an eventual \$400 million master-planned project including resort facilities, retail space and other features.

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 Capital Facilities 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.

Capital Facilities Goals

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.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.11 Maintain the City of Airway Heights’ long-term fiscal health.

Discussion: Services that cities provide cannot be sustained without fiscal balance and accountability. This goal serves to anchor the City of Airway Heights’ obligation to sustain its

fiscal health - achieved through the gathering of revenue in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.

Capital Facilities Policies

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

P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

P.28 On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- Population growth;
- Demographic trends;
- Building permit trends;
- Regional facility improvements and projections.

P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

P.31 Promote the use of geographic information systems (GIS) as a means of improving the provision of city services.

P.32 Plan and locate private and public utilities consistent with best management practices.

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

P.34 Sustain and enhance the city’s fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.

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.37 Continue participation in regional wastewater planning on the West Plains, updating wastewater master plans accordingly.

P.38 Coordinate with the Airway Heights Fire Department to plan for and locate fire stations and provide adequate water flow for fire protection.

P.39 Maintain police protection in accordance with the Level of Service (LOS) adopted in the City’s Capital Improvement Plan (CIP).

P.40 Coordinate with and support local emergency service providers.

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.42 Cooperate with regulatory agencies in the identification and abatement of local environmental quality problems.

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.44 Promote landscaping guidelines that:

- Protect wildlife habitats by maintaining existing trees and vegetative cover;

- Re-vegetate disturbed areas;
- Beautify streets, roadways and surface parking lots;
- Help treat and address stormwater issues.

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.



Introduction

The provision of services, utilities, and facilities is the primary purpose of any general-or special-purpose governmental agency and is direct evidence of the taxpayer's and utility customer's dollar in action. Governments, in many ways, are like businesses, which provide goods and services in exchange for tax dollars, fees, and utility billings. Their goal should be to provide the maximum benefits given a limited revenue base. This demands proper planning and efficient utilization of funds.

Planning plays a significant role in capital expenditures programming by providing a growth framework by which potential expenditures may be evaluated. For example, an area may be projected for industrial expansion, but is lacking necessary water and sewer utilities. Should the local government wish to stimulate development in this area, it can plan for and participate in the construction of these utility systems. On the other hand, lands retained for rural uses will demand relatively little expenditure of limited revenues.

Planning can also anticipate future gas and stormwater needs which will be generated by development and propose a system for making those improvements. Other governmental agencies benefit from a plan that provides predictable growth patterns for the future. School districts can utilize planning data when forecasting student enrollments and space needs. Fire districts can utilize the plan to project future revenues and specialized equipment needs to accommodate specific types of development. It can be seen that the plan is the foundation of capital improvement programming for the City.

This element presents an overview of existing utility systems in Airway Heights as well as needs forecast over the course of this plan's 20-year horizon. As with other elements, this chapter also presents topic specific listings from the City's overall goal and policy framework.

Existing Conditions

Water System

The City of Airway Heights historically provided drinking water within the city limits, from eight City-owned and operated supply wells.¹ The City's service area is bordered on the east and south by the City of Spokane's service area, and the Fairchild AFB water system borders on the west.

In 2017, a Comprehensive Water Plan was prepared for the City of Airway Heights. The final approval of this plan was interrupted by contamination of the City's drinking water sources and discontinuation of

¹ Seven of eight wells are presently active.

the wells that provided drinking water to the system. With the discontinuation of use of the City wells a second interim agreement was reached with the City of Spokane to construct and utilize a second intertie with the City of Spokane's water system located near the intersection of McFarlane Road and Craig Road. This intertie was sized to provide 2,500 gpm of drinking water source in addition to the previous 1,500 gpm provided through the first intertie. The agreement is renewable up to 5 years. The 3,500 gpm was determined to provide sufficient capacity through agreement term. The United States Air Force is currently developing an analysis of options to mitigate the impacts that the groundwater contamination has on the City's groundwater sources. For this plan it is assumed that the final mitigation measures identified and funded by the Air Force will at a minimum provide drinking water sources equivalent to what the City had prior to discovering the contamination.

This Comprehensive Water System Plan which was based on the City's wells providing the drinking water source, contains an analysis of the existing system, current consumption levels, and the service area. It examined the future service area the City's water system was expected to cover, and using population projections, provided a forecast for future water system demand. Finally, the plan addressed discrepancies between projected demand and the City's existing capacity, suggesting necessary improvements to meet future demand. The following summarizes findings from that plan, updated with current data, as available.

Service Area

The existing water service area is limited to the area within the City limits. Since sizable portions of city land are vacant, service lines do not currently service all areas of the City. In particular, with the exception of the City's new Recreation Center, the area north of the Washington State Department of Corrections facility is currently not serviced. The existing water service area is shown in Figure 9.1.

Water Supply

It is assumed that the City will obtain all its potable water supply from groundwater resources in the future after the contamination mitigation is complete. There are five (5) wells on the south and southeast sides of the City, which were used as water sources. The total well capacity for the City of Airway Heights was 1.395 gpm, not including the capacity of well #2 (since it is currently inactive) or Parkwest well which is only available in an emergency condition. In addition, the City is connected to two interties with the City of Spokane water system capable of providing water to the City of which only one is permanent. The following describes each of these water sources:

- Well #1 and #4 – These wells are located together approximately 800 feet east of Lawson Street and 900 feet north of McFarlane Road, and are considered a well field. Both wells are drilled to a depth of approximately 200 feet and supply the City with a capacity of 395 gpm.
- Well #2 – This well is located approximately 600 feet east of Garfield Road and 600 feet north of 21st Avenue. It is 200 feet deep and pumps at a rate of 35 gpm. This well has not been utilized by the City because of its low volume along with a number of operational problems that have been experienced with this well. Testing reported in 1995 exhibited high levels of nitrate, and for this reason, the well is used for “non potable” supply.
- Well #3 – This well is located near the City maintenance shop at 21st and Russell Street. It is 148 feet deep and has a flow of approximately 60 gpm. As with Well #2, this well is not currently used due to high nitrate readings. The well will be placed back in operation as soon as a proper period of testing certifies that the well is clear of nitrates.
- Well #5 - This well is located approximately 600 feet east of Garfield Road and about 40 feet north of McFarlane Road. It is 200 feet deep and has a capacity of 65 gpm. This well is also not used unless there is an emergency condition.

- Well #7 - This well is located at the intersection of Russell Street and McFarlane Road approximately 150 feet south of McFarlane. The capacity of this well is 120 gpm. The well is used occasionally and/or when it is needed.
- Parkwest Well – This well is located approximately 2.5 miles south of the City adjacent to Craig Road. The well is 301 feet deep and has a capacity of 1,400 gpm. Due to impacts to adjacent wells when Parkwest well is pumping, the City entered into an agreement with Washington State Department of Ecology to only use this well under emergency conditions.
- Well 9 (Recovery Well) – This well was drilled in 2012 with the intent to withdraw reclaimed water from the Reclaimed Water Plant. The well is located approximately 470 feet south of the intersection of 21st Ave. and Lundstrom Street. It has a capacity of 1,000 gpm.
- City of Spokane -The City of Airway Heights receives water from the City of Spokane permanent intertie on an as-needed basis through a dual pump booster station. This source is capable of providing 1,500 gpm to the City of Airway Heights water system.

Water Distribution

The present distribution system in the City of Airway Heights is a network of four-inch (4”) through 12-inch diameter water lines. Primarily, water line materials consist of poly-vinyl chloride (PVC), asbestos-cement (A-C), ductile iron, and thin-wall steel pipe. During maintenance, the City has been using PVC as its replacement material. An existing pipe inventory is presented in Table 9.1.

Table 9.1 - Water Distribution System

Diameter	PVC	Ductile Iron	A-C	Steel	Total	Percent of Total
4”	–	–	-	2,400 lf	2,400 lf	2.7
6”	13,050 lf	–	12,000 lf	16,400 lf	41,450 lf	46.0
8”	6,400 lf	–	500 lf	–	6,900 lf	7.7
10”	4,200 lf	–	3,200 lf	–	7,400 lf	8.2
12”	27,650 lf	2,200 lf	2,000 lf	–	31,850 lf	35.4
Total	51,300 lf	2,200 lf	17,700 lf	18,800 lf	90,000 lf	100.0

Source: Airway Heights Comprehensive Water System Plan, 2017

The intertie connecting Airway Heights to the City of Spokane water system is fed from a 24-inch diameter waterline extension. This line is reduced to 12 inches in diameter at Highway 2 and Hayford Road then to eight inches (8”) in diameter as it extends into the metering vault. Once through the vault, it increases to a 12-inch diameter pipe to the booster station. A 12-inch diameter pipe extends from the booster station to the City of Airway Heights water system.

Water Demand

Water use in Airway Heights at the time of this plan’s development is presented in Table 9.2 below, expressed in per-capita and gallons per-minute figures.

Table 9.2 - Water Demand

	Gallons/Capita/Day	Gallons/Minute
Average Daily Demand	236	413
Maximum Daily Demand	531	929

Source: Airway Heights Comprehensive Water System Plan, 2017

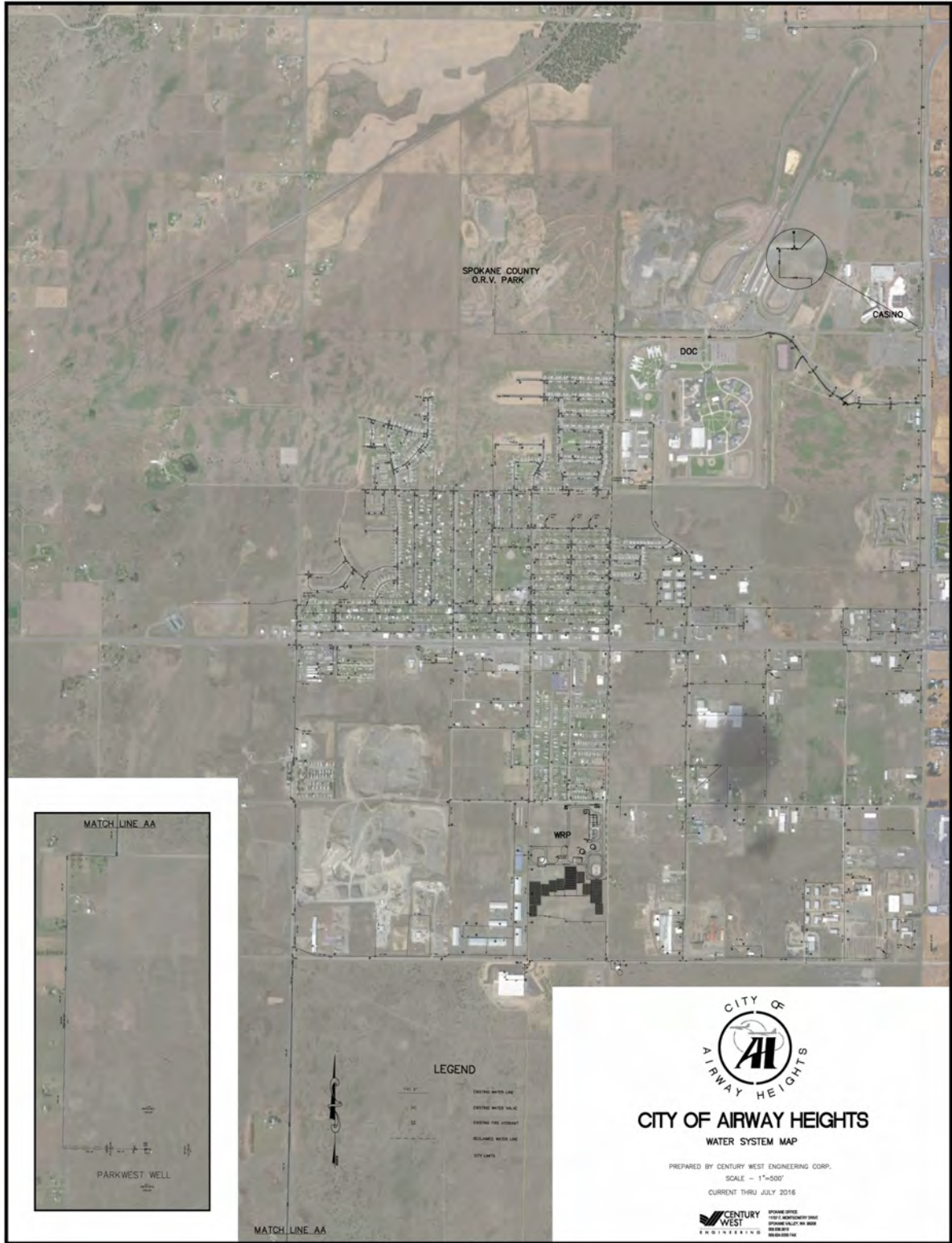


Figure 9.1 - Water Service Area

Sewer System

Adequate sewer collection, treatment and disposal are necessary to ensure public health is protected and environmental damage is avoided. Two primary methods of disposal within the City of Airway Heights are centralized sanitary sewer systems and septic tanks. The sewer system currently serves the majority of the residential and commercial properties within the City, with septic systems still serving the mobile home parks and some industrial businesses south of State Highway 2. The centralized sewer collection system serves both the north and south sides of the City and includes service of the Department of Corrections Facility and developments within lands under control of the Kalispel and Spokane Tribes. All new development north and south of State Highway 2 is served by the City's sewer collection system. Areas within the City limits east of Hayford Road are served with sewer by the City of Spokane.

Sewer Collection System

The sewer system serving Airway Heights incorporates a system of gravity and force mains, delivering wastewater to the City's wastewater treatment plant. The City also maintains an emergency overflow connection to the Spokane International Airport (SIA) trunk sewer line, which was developed by the City of Spokane to service Fairchild Air Force Base, Airway Heights, and an area to the south of Airway Heights. The trunk line connects to the City at the intersection of Highway 2 and Hayford Road, the sewer collected in this line flows to the City of Spokane Riverside Park Water Reclamation Facility. Prior to the City constructing its Water Reclamation Facility all flows from the City of Airway Heights were treated at the City of Spokane's Reclamation Facility through an agreement between the two agencies. The emergency overflow was constructed to allow flow to enter the Spokane system if the main City lift station were to fail, preventing surcharge in the City's system and potential overflows.

The sewer main that serves the north side of the City was constructed in 1991 by the Department of Corrections facility. Subsequently, the sewer collection system was extended to service other areas within the north side of the City as they developed.

Sewer Service Area

As Figure 9.2 illustrates, current service extends to areas both north and south of State Highway 2. The collection system north of State Highway 2 flows through a sewer interceptor on 10th avenue and crosses the highway west of Hayford Road then flows south to a large lift station that is south and west of the intersection of Hayford and Highway 2. This lift station pumps the sewer collected north and south of the highway to the Water Reclamation Facility through two 12" force mains shown in red in Figure 9-2. A portion of the sewer collected in an area northwest of the treatment facility flows by gravity to a second lift station near the Reclamation facility where it is pumped into the Reclamation Plant. Another small portion of the City's collection system south of McFarlane Road flows to the City of Spokane's interceptor that lies along the south side of the City and is treated at the City of Spokane's facility through an agreement between the two agencies.

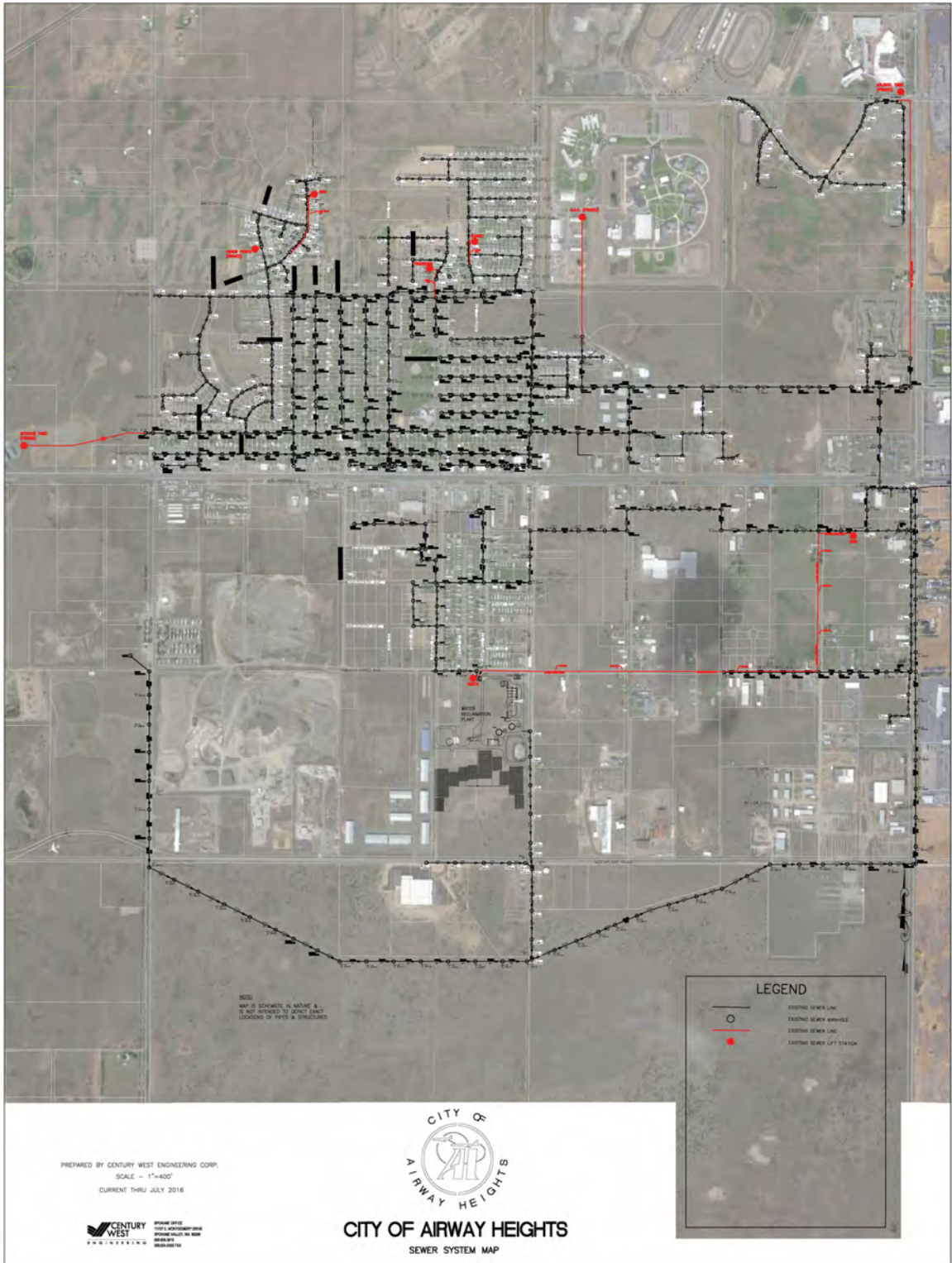


Figure 9.2 - Sewer Service Area

Sewer Treatment Plant

The City manages and operates its own water reclamation plant. In 2019, the reclamation facility treated over 322 million gallons of wastewater or approximately 883,000 gallons per day on an annual daily average. This wastewater was treated to Class A plus reclaimed water standards. The reclaimed water was used for aquifer recharge and landscape irrigation for public facilities, businesses, parks and resorts. In 2019 the City put approximately 47 million gallons of reclaimed water to beneficial reuse. The reclaimed water that was not utilized through reuse was used to recharge an aquifer that has been depleted through regional over pumping. In addition to the environmental benefits the reclaimed water has through reuse and aquifer recharge the City’s wastewater was removed from the City of Spokane’s discharge to the Spokane River, which is an impaired surface water for a number of water quality parameters.

Sewer Treatment Capacity

The Airway Heights wastewater treatment plant has a design capacity of 1.00 million gallons per day (GPD) on an average annual flow basis. The plant operates under a Reclaimed Water Permit (ST0045504) issued by the Washington State Department of Ecology. The permit provides criteria that the plant must perform to. The permit also limits the flow, BOD loading, and TSS loading into the plant on a maximum monthly average. The maximum monthly average flow limitation in the permit is 1.4 million gallons per day (MGD). In 2019 the maximum monthly average occurred in April with 927,333 gallons per day flowing into the plant. On a flow basis the plant is running at approximately 66% of its permitted capacity. When the flow or other design criteria (BOD/TSS) reaches 85% of its permitted capacity the City is required to submit a planning document to address treatment of future flows.

Stormwater

The City of Airway Heights does not have a comprehensive stormwater management system servicing the City. Level of service goals for stormwater (per Countywide standards) focus on on-site specific mitigation of impacts. This means that for particular areas where stormwater may become a problem, mitigation measures are located on the site where the problem may occur. Current practices for site-specific stormwater management rely on such techniques as the usage of drainage swales to allow for stormwater to collect and then infiltrate into the ground.

Due to the relatively flat topography and the lack of surface water within the City, plus generally permeable soil conditions that allow stormwater to infiltrate rather rapidly, ponding of stormwater is not normally a problem in Airway Heights. As the City experiences further development and more of the City’s land is converted to impervious surfaces, stormwater management is likely to become more of a problem, and a stormwater management plan will need to be developed.

Solid Waste & Recycling

Solid waste collection is contracted to Waste Management of Washington, Inc. This service includes curbside collection of garbage, recycling and yard/food waste for all residents and businesses. The City will continue to work with Waste Management to provide adequate services and explore innovative waste reduction strategies.

Electricity

The provision and level of service for electricity is regulated by the Washington Utilities and Transportation Commission (UTC), which expresses the obligation to serve customers “all available...electricity...as demanded.” Inland Power and Light and Avista Utilities each provide electrical

service to different parts of the City through 115kV substations that can handle loads up to 150 megavolt amperes (MVA).

Inland Power and Light’s substation is located on the south side of Deno Road, north of the Spokane County Raceway and just inside the City’s northern boundary. The Avista Utilities substation is located just outside the City limits on the west side of Craig Road, north of Highway 2.

Natural Gas

The U.S. Department of Transportation and the UTC regulate the provision of natural gas service. Natural gas regulation relies on economic provision of service based on a capital investment analysis.

Natural gas is provided to Airway Heights by Avista Utilities. To ensure that customers receive adequate service, natural gas transmission and distribution systems have the ability to connect to more than one source, to route gas on different paths, and to store gas to meet peak-flow conditions. This provides flexibility for maintenance of facilities, and to ensure service to customers is maintained during abnormally low temperature conditions when demand for natural gas supplies is the greatest.

Telecommunications

Telecommunications is the transmission of information in the form of electronic signals or similar means. The Telecommunications Act of 1996 set the regulatory climate for siting telecommunications infrastructure, and at the local level, the City has implemented regulations through the Airway Heights Municipal Code (AHMC 17.28) to regulate telecommunications infrastructure in a way that befits the specific needs of the community. The City works with a number of service providers to supply a telecommunications infrastructure that offers a broad range of information and services to meet citizens’ modern needs. Telecommunications services are provided by request, so future growth demands will be addressed by private providers.

Landline Telephone

CenturyLink delivers telephone services to the City of Airway Heights as regulated by the UTC. CenturyLink is also subject to various federal laws and regulations administered by the Federal Communications Commission (FCC). The service lines in the City of Airway Heights are primarily aerial, and the main feed line runs along State Route 2.

It is important to note that RCW 80.36.090 requires all telecommunications companies operating in the state to provide adequate telecommunications services on demand. Accordingly, CenturyLink will provide facilities to accommodate any future growth.

Wireless & Cellular Communications

A variety of cellular communications and wireless data service providers are available in Airway Heights, including AT&T, Verizon, T-Mobile, and Sprint. Currently, these services rely on ground-based antennae located on towers or buildings.

Cable & Satellite Television

Cable service is provided to Airway Heights by Comcast. Cable service is delivered through electronic components and cable installed on overhead lines throughout the community; some newer developments receive service through underground cables. Satellite providers include Dish and DirecTV.

Internet Service

A number of broadband Internet providers serve Airway Heights, including AT&T, CenturyLink, and Comcast Xfinity. Satellite Internet is provided through HughesNet.

Future Needs

Water System

Supply

Population forecasts indicate that based upon growth trends assigned the City by Spokane County, the 2037 population of Airway Heights will be 14,298 persons. As Table 9.3 indicates, the average daily demand is assumed as 236 gallons per day for each person. Because future demand is expected to remain relatively constant over time, per capita demand may be applied to population forecasts to project future water demand. A table of forecasted average daily demand is shown in Table 9.3, with peak daily demand expressed in Table 9.4.

Table 9.3 - Average daily demand

Year	Population	Gallons/Capita/Day	Gallons per Day
2018	9,332	2,202,352	1,662,000
2027	11,685	2,757,660	2,259,000
2037	14,298	3,374,328	2,870,000

Source: Airway Heights Comprehensive Water System Plan, 2017

Table 9.4 – Maximum (peak) daily demand

Year	Population	Gallons/Capita/Day	Gallons per Day
2018	9,332	4,955,292	4,151,000
2027	11,685	6,204,735	5,641,000
2037	14,298	7,592,238	7,168,000

Source: Airway Heights Comprehensive Water System Plan, 2017

The water system has an existing demand of 929 gallons/minute and capacity to provide 2,895 gallons/minute sustained flow.

Forecasts for the year 2037 show an average daily demand of 2,343 gpm and a peak demand of 5,272 gpm. At these levels of demand, the City can expect a shortfall of 2,300 gallons per minute at peak. Since the intertie with the Spokane water system is in place, facilities potentially exist to satisfy this demand. However, using the intertie to meet the well source deficiencies will require maximum booster station capacity. Additional supply should be obtained to provide assurance that there will be a sufficient quantity of water to service future demand. The City also provides reclaimed water to a school, a number of businesses and public facilities. The use of reclaimed water, particularly for irrigation purposes significantly reduces the demand on the domestic drinking water system to serve peak system demands. The City is aggressively pursuing conversion of some of the larger water users from use of drinking water for irrigation to use of reclaimed water. This will extend the time that the City's current capacity can provide adequate drinking water supply to increased demand from growth. Airway Heights is also working closely with the City of Spokane and Fairchild Air Force Base to augment water supply given the

compromised nature off its municipal wells, using the City of Spokane water system intertie to supplement the City's own water.

Storage

The existing storage reservoirs provide 2,643,000 gallons of usable storage for the City water system. This storage must be capable of providing the required capacity to meet residential daily demands (equalization storage) and emergency demands (standby) and provides fire flow storage.

The projections provided in the 2017 Draft Comprehensive Water Plan have been reviewed and adjusted based on actual available storage. This evaluation indicates the existing storage capacity will be sufficient to provide the required storage through 2028. The addition of new reclaimed water users will also have a positive impact on the future needs of domestic drinking water storage requirements. The City currently has 1,000,000 gallons of storage for its reclaimed water system.

Sewer System

Ability to Meet Future Demand

As future development occurs, and the City's sewer system will be expanded to meet the needs of growth. The City has taken steps to expand its sewer collection system through its plans and actions to provide sewer service to areas both north and south of State Highway 2.

Improvements: Collection System

In order to meet the City's goal of providing complete sewer service to the entire City, the existing collection system must be expanded. Additional sewer lines must be constructed, leading to the City's treatment facility, and the City's treatment facility will need to expand its capacity.

The new lines will be located within existing road rights of way and will be designed to use gravity flow wherever possible. In low-lying areas, sewer lift stations will be required to transport wastewater to the collection system.

In 2019 the City reviewed the collection system expansions that would be needed to expand its sewer collection system south of Highway 2 to accommodate development in those areas and to determine what improvements if any to the existing collection system would be needed to accommodate the additional flows from that future development. New sewer gravity mains, lift stations and force mains were identified in Russell Street, Garfield Road, Lyons Road and McFarlane Road as future expansions to the system. Existing sewer interceptor upgrades were identified in the 10" interceptor that runs east and west parallel to Highway 2 from Russell Street to east of Hayden Road that would be needed to accommodate the additional future flows. A recent parallel sewer interceptor running north and south from State Highway 2 to the 10 Avenue interceptor constructed by the Kalispel Tribe eliminated future capacity issues in the existing interceptor that crosses Highway 2 west of Hayford Road.

Improvements: Increased Capacity

As the City begins to approach its 1.4 million GPD maximum permitted capacity in the Reclamation Plant, the City must invest in expanding its wastewater treatment capacity. There are two ways that may be possible to achieve this goal. In 1993 the City entered into an agreement with the City of Spokane for Spokane to accept and treat up to 680,000 gallons of wastewater per day. The City has had discussions with Spokane regarding the use of this capacity as a potential interim solution when the plant reaches its capacity. The first option is to negotiate a new agreement with the City of Spokane to utilize the City's capacity within the SIA trunk sewer line and the Riverside Park Reclaimed Water Facility. The second alternative is for the City of Airway Heights to expand its own Reclaimed Water Plant. While the need for additional capacity is not urgent, planning should begin soon to assure accommodations are made for additional capacity by the time they are needed. In this way, the City can avoid limits being placed upon

future development. At the time planning is required the City should evaluate both options to determine which is most beneficial to the City on a cost/funding and sewer rate basis.

Other Utilities

Non-city utility providers will experience increased demand for services as the City grows and will need to plan for new or improved facilities. As new technologies for Internet, wireless telephone, and other telecommunications systems are implemented, these improvements will further the City's goal of economic growth and competitiveness. Through its land use regulation and permitting authority, the City should ensure that these utilities are broadly available to residents and businesses throughout the City, and that there are not excessive visual impacts within existing neighborhoods and local centers.

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 utilities 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.

Utilities Goals

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.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.11 Maintain the City of Airway Heights’ long-term fiscal health.

Discussion: Services that cities provide cannot be sustained without fiscal balance and accountability. This goal serves to anchor the City of Airway Heights’ obligation to sustain its fiscal health - achieved through the gathering of revenue in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.

Utilities Policies

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.28 On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- Population growth;
- Demographic trends;
- Building permit trends;
- Regional facility improvements and projections.

P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

P.32 Plan and locate private and public utilities consistent with best management practices.

P.34 Sustain and enhance the city's fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.

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.



Introduction

The following pages present the goal, policy and actions developed for the City of Airway Heights Comprehensive Plan.

For purposes of this document, the terms "Goal", "Policy", and "Action" are defined as follows:

Goal – Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter, an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed;

Policy – An objective is a topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan's goals, reflecting topical nuance as well as an assessment of conditions;

Action – Actions are budgetable steps envisioned or undertaken to implement plan policies. Actions may include the development of more detailed and localized plans, work to implement policies, formal agreements, regulations or other strategies.

Reading the Goals, Policies & Action Tables

The following pages present the goal, policy and program matrix developed for Airway Heights' Comprehensive Plan. These were developed using the following resources and methodologies:

Existing framework – Goals and policies from the 2011 Airway Heights Comprehensive Plan were a primary resource in developing this matrix. For the purpose of clarity and brevity, each and every 2011 policy was evaluated according to expressed intent, and:

- Re-categorized - per the plan's definitions of goals, policies and actions (see above);
- Edited - for clarity, to reduce the use of jargon and/or to collate objectives under common headings;
- Combined or removed - where duplicated or functionally identical goals or policies were discovered.

Public input – This framework was informed by community input received during development of the 2017 Highway 2 Corridor Plan.

GMA Compliance – All goals and policies were reviewed to ensure compliance with Growth Management Act requirements (RCW 36.70A.070(1)).

Other plans – The goal and policy set were influenced by other existing and adopted plans developed for Airway Heights, including the most current parks and recreation plan and the US-2 corridor plan.

All goals, policies and programs are numbered sequentially. The numbering and order of items in no way indicate City priority or relative importance.

Goal and Policy sections include a “Element Listings” column to the left, indicating those plan elements where each goal and policy was referenced at the time of plan adoption. For this, a chapter abbreviation key is provided in the matrix footer. Where they appear in multiple elements, the listing deemed most closely associated with the goal or policy topic is listed first. Italicized text below each goal is provided to help introduce and describe the source of, and the purpose for, the referenced item. Explanatory text below action listings may also elaborate on the recommended scope of work.

Goals

ED LU XP PR 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.

CF LU XP PR UT 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.

LU HO XP PR ED 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.

LU HO ED XP 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.

Goals

HO LU ED 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.

XP LU PR CF 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.

LU HO PR ED CF 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.

CF LU ED UT 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.

PR LU ED 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.

Goals

PR G.10 Sustain and expand Airway Heights’ arts, cultural and civic environment.

ED *Discussion: Residents of Airway Heights value and support local arts, cultural and social organizations, events and facilities. This goal and supporting policies direct the City to help sustain and expand community arts programming, historic and cultural resources - benefitting the civic health, quality of life, and economic vitality of Airway Heights.*

CF G.11 Maintain the City of Airway Heights’ long-term fiscal health.

ED *Discussion: Services that cities provide cannot be sustained without fiscal balance and*
UT *accountability. This goal serves to anchor the City of Airway Heights’ obligation to sustain its fiscal health - achieved through the gathering of revenue in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.*

LU 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.

Chapter Abbreviation Key: CF = Capital Facilities; ED = Economic Development; HO = Housing; LU = Land Use; PR = Parks & Recreation; UT = Utilities; XP = Transportation

Policies

- LU P.01** Support land use patterns that:
- HO
XP
PR
ED
- *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.*
-

- LU P.02** Apply or revise zoning designations with careful consideration of factors including:
- XP
PR
HO
CF
- *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.*
-

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

- CF 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.
- LU
-

- LU P.05** Encourage development patterns that provide suitably-scaled, daily needs services within ¼ mile of residential areas, allowing a measure of independence for those who cannot or choose not to drive.
- XP
PR
HO
-

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

Policies

LU **P.07** Encourage traditional residential development patterns, typically featuring:
 XP
 HO

- *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.*

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

LU **P.09** Prioritize location of schools in areas with:
 XP
 HO
 CF

- *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.*

LU **P.10** Prioritize location of new industrial development in areas that provide:
 XP
 HO
 CF
 UT

- *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.*

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

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

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

HO **P.14** Encourage maintenance of housing in an attractive, safe and sanitary condition,
 helping extend the service life of housing and enhancing the general appearance of the city
 and its neighborhoods.

Policies

HO P.15 Encourage the preservation and rehabilitation of older housing stock throughout the community.

HO 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.

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

LU

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

LU

XP

- *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.*

XP P.19 Maintain safe and efficient, multi-modal traffic flows throughout Airway Heights, measured and monitored using adopted Level of Service (LOS) standards.

XP P.20 Develop and enhance a transportation system in Airway Heights that:

PR

ED

HO

- *Facilitates the safe, efficient movement of people, goods and services;*
- *Supports non-motorized and recreational needs;*
- *Supports land use objectives;*
- *Promotes livable neighborhoods;*
- *Improves safe pedestrian and bike routes to schools.*

XP P.21 Improve year-round access, safety, utility, convenience and service levels for alternative modes of transportation, including:

PR

- *Walking;*
- *Bicycling;*
- *Public transit services;*
- *Rideshare/carpooling.*

XP P.22 Maintain and improve the continuity of sidewalks, trails, and bicycle paths in Airway Heights.

PR

Policies

XP PR P.23 Work to improve street and trail connectivity in all areas of Airway Heights, improving walkability, public health and safety, and transportation efficiency.

XP P.24 Coordinate transportation planning and provision efforts with the Washington State Department of Transportation (WSDOT), Spokane Regional Transportation Council (SRTC), Spokane County, the City of Spokane, and other nearby cities.

XP ED P.25 Participate and coordinate Airway Heights objectives with inter-jurisdictional and regional planning for commercial air travel and air freight services.

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

CF XP PR ED P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

CF UT XP P.28 On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- *Population growth;*
- *Demographic trends;*
- *Building permit trends;*
- *Regional facility improvements and projections.*

CF XP PR UT P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

CF XP PR UT P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

Policies

CF P.31 Promote the use of geographic information systems (GIS) as a means of improving the provision of city services.

UT P.32 Plan and locate private and public utilities consistent with best management practices.
CF

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

CF P.34 Sustain and enhance the city’s fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.
XP
UT

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

LU P.36 Guide annexation decisions guided by and considering:
XP
PR
CF

- *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.*

CF P.37 Continue participation in regional wastewater planning on the West Plains, updating wastewater master plans accordingly.

CF P.38 Coordinate with the Airway Heights Fire Department to plan for and locate fire stations and provide adequate water flow for fire protection.

CF P.39 Maintain police protection in accordance with the Level of Service (LOS) adopted in the City’s Capital Improvement Plan (CIP).

CF P.40 Coordinate with and support local emergency service providers.

Policies

- LU P.41** With Spokane County, base determination of Urban Growth Area (UGA) limits considering:
- CF**
- XP**
- UT**
- *Future service capabilities;*
 - *Infrastructure planning;*
 - *Ground and surface water provision and quality;*
 - *Protection of public health.*

- CF P.42** Cooperate with regulatory agencies in the identification and abatement of local environmental quality problems.

- CF 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.
- LU**

- CF P.44** Promote landscaping guidelines that:
- PR**
- *Protect wildlife habitats by maintaining existing trees and vegetative cover;*
 - *Re-vegetate disturbed areas;*
 - *Beautify streets, roadways and surface parking lots;*
 - *Help treat and address stormwater issues.*

- CF 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.
- LU**

Chapter Abbreviation Key: CF = Capital Facilities; ED = Economic Development; HO = Housing; LU = Land Use; PR = Parks & Recreation; UT = Utilities; XP = Transportation

Actions

A.01 Study and implement, as appropriate, impact fees.

A.02 Update the City's concurrency ordinance.

A.03 Update the City's parks and recreation plan to:

- *Further coordinate and link recreation areas throughout Airway Heights.*
-

A.04 Regulations update - Revise development regulations to:

- *Actively mix housing and commercial uses in and near the commercial center to provide higher quality, lower cost housing;*
 - *Encourage mixed uses and variety in housing types;*
 - *Reduce parking requirements for mixed uses, especially those designed to serve low income or senior citizen residents;*
 - *Eliminate redundant and unnecessary requirements for development regulations and standards;*
 - *Review existing and proposed building and development regulations, standards and permitting processes to increase regulatory efficiency;*
 - *Pursue development of a one-stop development center.*
-

A.05 Develop housing initiatives to:

- *Identify possible pilot housing projects for public/private partnerships;*
 - *Coordinate with business and housing agencies to site special needs housing close to relevant business;*
 - *Facilitate business and housing agency collaboration;*
 - *Coordinate with housing nonprofits for development incentives;*
 - *Coordinate with Fairchild Air Force Base and others for funding or other support to make relocation attractive to residents;*
 - *Consider density bonuses and financial methods to encourage mixed use housing.*
-

A.06 Develop a business retention program to ensure the continued viability of existing businesses.

A.07 Develop design standards to:

- *Initiate discussions with SR 2 commercial owners regarding signs and design standards (including street trees) and the need for public intervention in the rejuvenation of SR 2;*
 - *Develop design guidelines for commercial development on SR 2 which is pedestrian friendly, encourages a grouping of like activities, and is architecturally consistent.*
-

Actions

A.08 Develop a Marketing program to:

- *Implement a public relations campaign using local and regional news media to attract a wider range of visitors to the community;*
- *Monitor proposed urban zoning designations and developments elsewhere within the region and determine market requirements and potentials for commercial, office and industrial uses in order to protect the interest of Airway Heights in the allocation of future development opportunities;*
- *Identify natural resource-based industries in the area and monitor future job prospects in these industries;*
- *Develop an information base that includes the current level and type of employment along with potential job location forecasts;*
- *Develop a community branding program.*

A.09 Pursue designation of the City as a "Certified Local Government", allowing technical and financial assistance from the state for the preservation of historic structures.

A.10 Research and consider strategies to aid revitalization of existing business and commercial districts in Airway Heights, such as:

- *Creation of parking and business improvement authorities;*
- *Creation of local improvement districts. .*

A.11 Conduct research to identify light industries that will be compatible with the City and its surrounding area.



City of
AIRWAY HEIGHTS
Downtown Strategic Plan

Draft Date: January 4, 2021



Acknowledgements

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Councilmember, Veronica Messing
Councilmember, Sonny "James" Weathers
Councilmember Larry Bowman
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1

Executive Summary

Introduction

The City of Airway Heights is currently faced with opportunities and challenges regarding immediate growth and change. Airway Heights incorporated as a city in 1955 to address local housing needs relating to Galena Air Depot (now known as Fairchild Airforce Base). Over the years the City remained a small municipality with its first major annexation occurring in January 2012, acting as a catalyst for ongoing growth and change. As the city has responded to growth along the US-2 Corridor, there has been a lack of identity and investment placed on the Central Business District (CBD) of Airway Heights. The City is faced with growth, change, and addressing housing affordability and options. The downtown plan explores options to revitalize the downtown core, housing, and the US-2 Corridor.



Figure 1: Airway Heights Downtown 1952 (Source: Spokesman)

Purpose of Downtown Plan

This Plan should be a living, evolving and action oriented document. The Downtown Plan coordinates needs and priorities for the Downtown area with broader community goals.

The purpose of the Downtown Plan is to:

- Renew a shared vision for Downtown
- Serve as a practical guide to implementation
- Target resources and funding
- Target housing opportunities
- Facilitate economic development and investment in the US-2 corridor with a focus on downtown
- Build understanding and shared goals

- Build on the current momentum and years of planning

The recommendations contained in this Plan should inform decisions by City Council, the Planning Commission, other City boards and commissions, staff, key partners, residents, property owners, developers and other stakeholders in the Downtown area.

Planning Efforts

Airway Heights Town Center Study: In the early 2000’s, Airway Heights commissioned two town center studies focusing on potential between 14th avenue and adjoining parcels.

Vision SR-2: In 2011, the City underwent a conceptual planning effort to address the US-2 Corridor and downtown. Efforts included goals to address pedestrian accommodations, economic development and an enhanced corridor.

Conceptual Plan of Corridor Streetscape Improvements



Figure 2: Conceptual US-2 Corridor Plan – Vision SR-2 2011

SR-2 Revitalization Plan / Proposed Concept

The concept focuses on improvements that can be made to the public rights-of-way along Sunset Highway, S. 14th Avenue, and the North Frontage Road between S. Lundstrom and S. Lawson Streets. The improvements are intended to enhance the character and identity of Airway Heights, improve pedestrian and transit access, and ultimately stimulate private investment and the community's economic health.

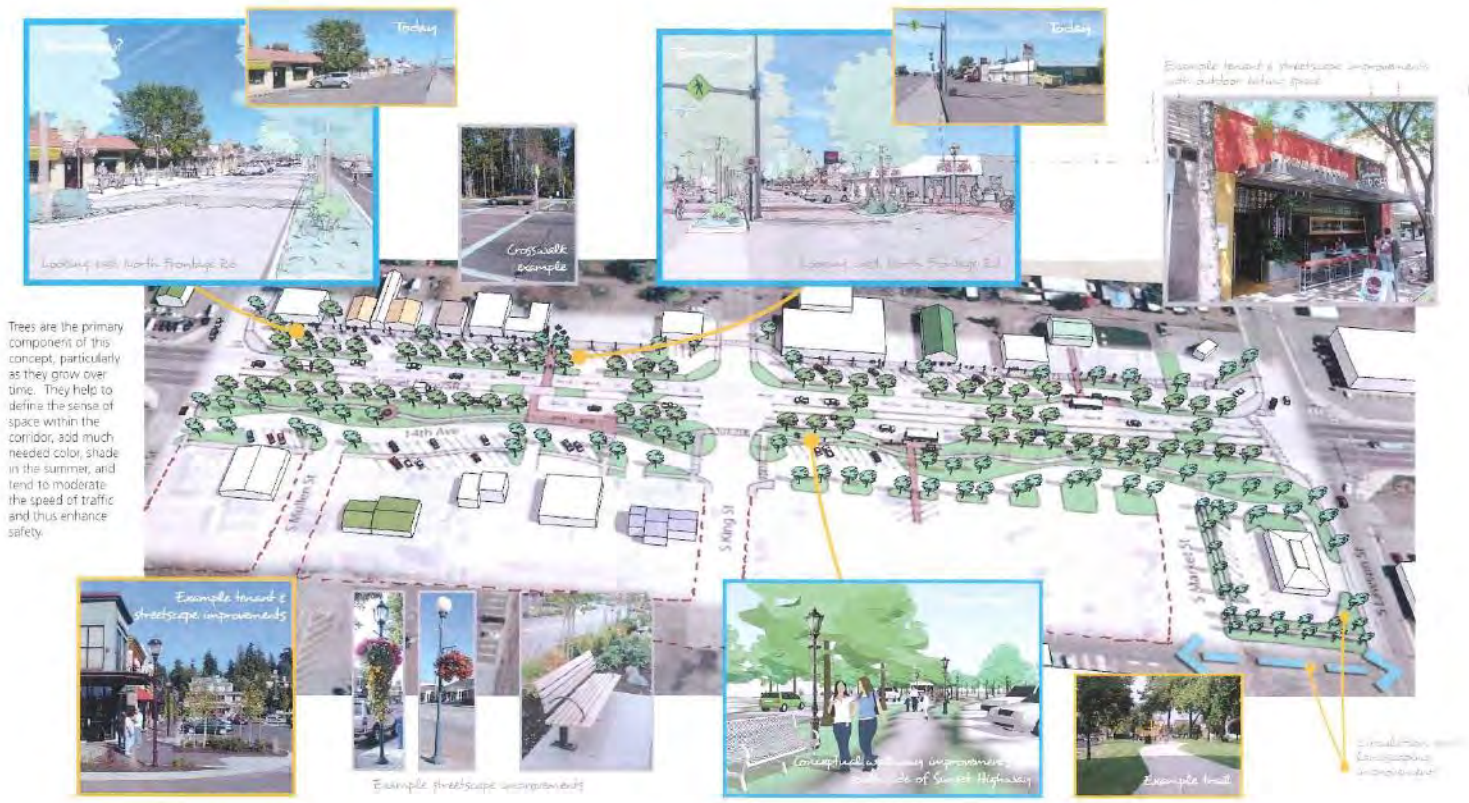


Figure 3: SR-2 Revitalization Plan Proposed Concept - 2011

Policy Framework

In addition to the 2011 Conceptual plans for US-2 and downtown Airway Heights the City has undergone a variety of planning efforts to prioritize the needs and efforts of the City. There were three plans that directly informed this downtown plan and include:

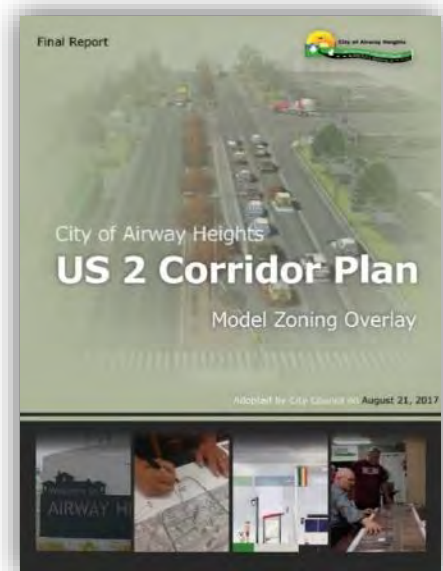
- US-2 Corridor Plan (2017)
- Public Art Plan (2019)
- Comprehensive Plan (2020)

The following policies and goals directed the downtown plan to include elements identified by the public, stakeholders, and elected officials through public outreach.

US 2 Corridor Policy Directives

The US-2 Corridor Plan was adopted in August 2017 and provides framework to developing the corridor and the downtown. One main goal from this planning effort relating to the downtown is to develop the historic city center as the “heart” of Airway Heights, enhancing its commercial, service and civic vitality.

- **Land Use Policy**
 - Amend zoning code to promote a lively pedestrian-oriented downtown district with a mix of uses.



- **Transportation Policy:**

- Use new development to accentuate a central focus to downtown.
- Prepare a downtown plan, working with property owners and stakeholders to implement an overall strategy.

In addition to overarching policy and goals, the US-2 Corridor Plan outlined six different context areas as it relates to the US-2 Corridor. For purposes of this downtown plan we focused on Context Area 4, the Town center, and the two transition zones into the town center: Context Area 3, Eastern transition/ gateway and Context Area 5, Western transition/ gateway. The descriptions from the US-2 Plan are as follow:

Table 1: Context Areas 3-4 Descriptions from US-2 Corridor Plan

Context Area 3 (CA3): Eastern transition/ gateway	Context Area 4 (CA4): Town Center	Context Area 5 (CA5): Western transition/ gateway
<p>The intent of standards in this context area is to organize the visual impressions, access strategies, and development patterns to help transition between CA2 and the more urbanized “Town Center” character envisioned for CA4. As an implementing feature, CA3 standards support the transformation of existing City ROW (14th Avenue, south of US 2) into a lower-intensity eastern extension of the off-corridor “main street” area envisioned for CA4</p>	<p>The intent of standards in this context area is to create a more urbanized, pedestrian-friendly and character-rich environment, supporting a wide array of smaller businesses, startup enterprises and housing options within and adjacent to the Context Area. As an implementing feature, CA4 standards encourage the transformation of existing City right-of-way (14th Avenue, south of US 2) into an off-corridor “main street” area, designed to accommodate shops, light manufacturing and small-scale food processing such as craft industries, bakeries, breweries or other, similar uses.</p>	<p>CA5 shares characteristics of Context Area 2 and Context Area 3, with substantial portions of the northern frontage developed at or near the US 2 ROW and more scattered, less-contiguous development along the southern edge. The intent of standards in this context area is to move traffic smoothly and efficiently while still safety accommodating bicyclists and pedestrians, maintaining design features that provide continuity between CA3 and CA5</p>

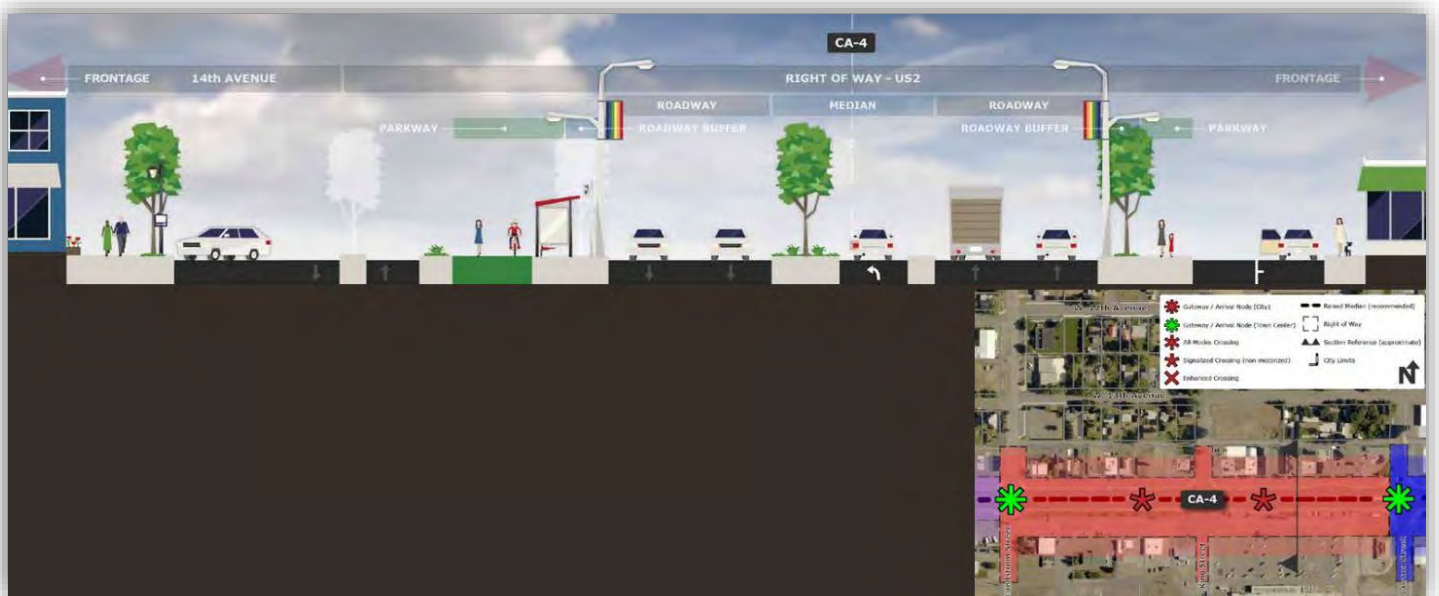


Figure 4: Context Area 4: Town Center as Identified in the US-2 Corridor Plan

Public Art Plan Directives

The City of Airway Heights adopted its first Public Art Program in the spring of 2020. Policy directives from this plan that informed the downtown efforts include:

- *Develop a US-2 conceptual streetscape plan*
- *Recognize the value of temporary artwork and programming as important methods for contributing to the vitality of the corridor, particularly near the central context areas*



Comprehensive Plan Policy Directives:

The City also adopted a periodic update to its Comprehensive Plan in 2020. Policy directives relating to the corridor and downtown include:



- *Additional signalization or traffic controls will be needed to address traffic flow between the northern and southern sides of the City, particularly around the downtown commercial area;*
- *As the historic “heart” of Airway Heights, future efforts will see a downtown plan and strategy for encouraging a lively center of commerce and community.*
- *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*

Housing

Washington State Department of Commerce rolled out a new grant under HB1923 to address housing affordability through housing action plans. This Downtown Subarea Plan is funded through this grant in order to streamline development, capacity and diversity in housing options. Housing options, such as addressing the missing middle, affordability, diversity in options, and much more within the downtown and US-2 Corridor, are key components of this plan.

2

Needs Analysis

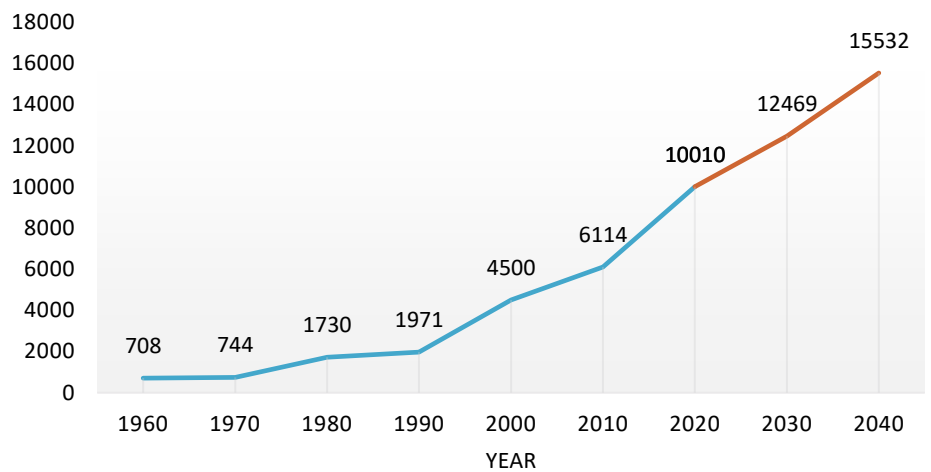
The needs analysis helps provide context for the following plan. Understanding historical and current trends in Airway Heights sets a baseline to help understand where the city is today so decisions can be made about the directions the city will head in the future. The following analysis provides this context by summarizing population, housing, and other demographic trends to help identify what the community’s greatest needs are.

Population

Population: 10,010

In the past decade, Airway Heights has increased its population by 64%. Another 55% population increase is expected by 2040, indicating that, while the growth rate may be slower than the previous decade, growth will still be a significant force in Airway Heights.

Source: Office of Financial Management
Population Projections



— Census Estimates — Projections

Figure 5 Population Trends

Housing Trends

Total Housing Units: 3,821

A majority of housing units are renter-occupied, which is contrary to the larger countywide trends showing that the majority of households are owner-occupied.

The vacancy rate for both the city and the county about 2-3%, indicating a competitive housing market and a high demand for housing.

Source: Select Spokane, selectspokane.com

HOUSING UNITS

■ Owner-Occupied ■ Renter-Occupied ■ Vacant

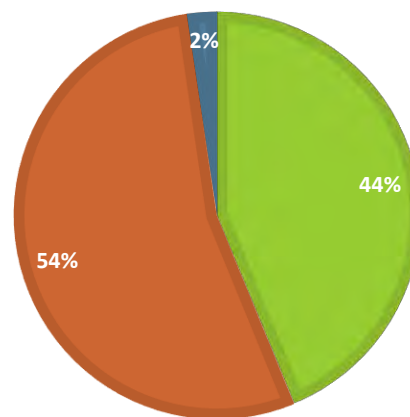
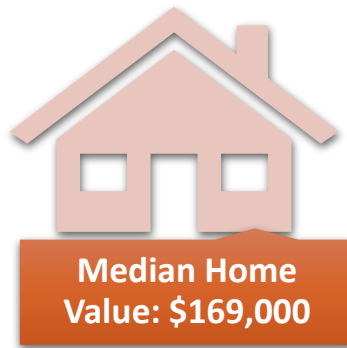


Figure 6 Housing Unit Occupation

Housing Affordability

Housing costs in Airway Heights are generally less expensive than other places in Spokane County. The median home value in Airway Heights is \$169,300 while Spokane County's median is \$261,400. The median rent in Airway Heights, \$939, is about the same as that of Spokane County, \$943.



However, about 50% of renters in Airway Heights and 45% of renters in Spokane County pay more than 30% of their household income on housing costs. About 24% of homeowners in the city and 21% of homeowners in the county pay above the 30% threshold on housing costs.

Households paying over 30% of their income on housing costs are considered cost-burdened by US Department of Housing and Urban Development. So, while Airway Heights has lower housing costs than the county, the people living in Airway Heights are paying a larger percentage of their incomes on housing, indicating a need for more affordable housing.

Airway Heights has an unusually high percentage of properties valued below \$50,000, mainly due to existing mobile homes and units located within the FAFB flight line, which limit development value.

Source: 2018 ACS Estimates (data.census.gov)



Median Income

- Airway Heights: \$50,030
- Spokane County: \$59,783

Housing Needs

The City's comprehensive plan projected that 2,058 new housing units need to be built by 2037 to accommodate the projected growth. The plan identified a high demand for low-income and very low-income housing. Given the percentage of homes that currently fall in the low-income (8.4%) and very-low income (22.8%) ranges, nearly one-third of the new housing units will need to accommodate these populations. The plan's assessment also indicated that there are deficiencies in the existing housing stock across all affordable housing income categories.

Available housing types can also have an impact on the local housing market. Single-family homes and larger multi-family units make up a large majority (76%) of housing units in Airway Heights. Smaller scale attached housing like duplexes, triplexes and buildings with less than five units make up only 11% of the housing inventory (the remaining 13% are mobile homes). These trends point to a "missing middle" in the city's housing stock.

Middle housing means housing types between single family homes and large apartment complexes. These middle housing types provide a wider range of housing options for those families or individuals who, for whatever reason, cannot or choose not to reside in a single-family home or large apartment. They offer more flexibility for those seeking housing, and they also increase the housing stock without requiring a lot of extra space, thus allowing the city to accommodate new population without needing to expand into valuable open

space. The increase in the housing stock would also help increase the supply of housing, which could ease rent increases as demand is more accurately met.



An illustration of missing middle housing shows the many alternative housing types in between single-family homes and apartment complexes.

Commuting Trends

The commuting trends show 95% of Airway Heights’ workers commute into the city for work from out of town. Meanwhile, 88% of the employed population of Airway Heights leaves the city for work. This leaves only 259 people that both live and work in Airway Heights, according to OnTheMap estimates.

While significant regional employers are located within Airway Heights such as Northern Quest Casino, these numbers make sense due to the level of regional employment they provide. On the other hand, another significant regional employer, Fairchild Air Force Base, is located just outside the city, and a significant number of people who work at the base live in Airway Heights.

Source: OnTheMap, onthemap.ces.census.gov

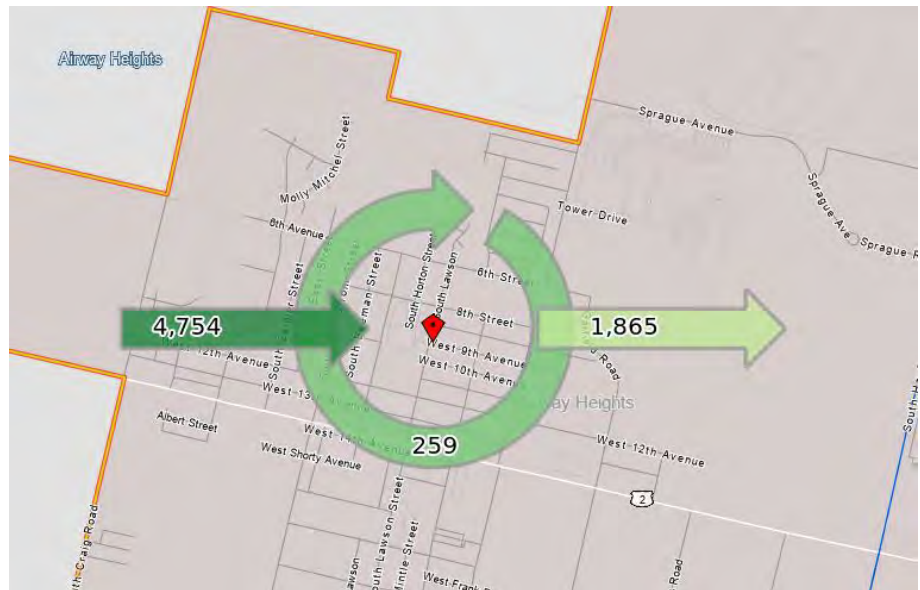


Figure 7 Commute Inflow/Outflow

Needs Summary

This analysis suggests that the most prominent needs for Downtown Airway Heights include:

- Increasing the affordability and availability of housing for a growing and diverse population
- Making downtown a place where people to spend their off-work hours
- Providing more local employment opportunities

Addressing these needs ultimately helps the city improve its identity, have more engaged citizens, and improve the quality of life for its residents. This plan will help address the needs identified in this chapter by aiming to:

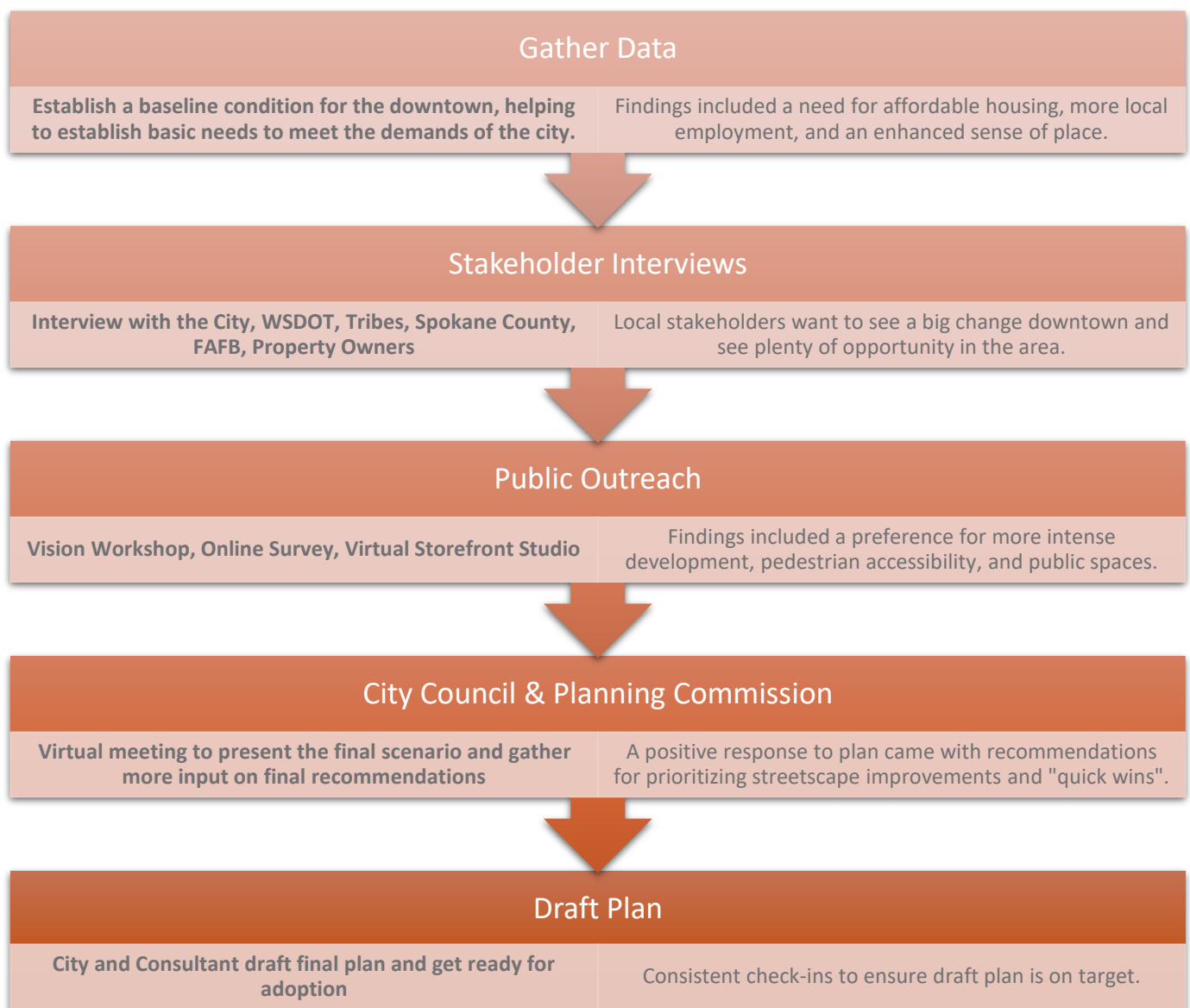
- Add more housing options within the city’s core, including “missing middle” housing. Adding this type of housing helps with affordability both by creating alternative and less expensive housing options (such as duplexes or townhomes) and by increasing the overall supply of housing to more accurately match demand.
- Create a rich sense of place to attract more people to spend their off-work hours in the city. By providing this incentive to linger – to shop, dine, go to events, or just take a walk – will help make Airway Heights, and especially downtown, an active economic and cultural center. It will become a place people want to spend time, which will help with economic vitality and livability.
- Support local businesses and employers, building on the existing strengths of the local economy, and create an environment that is welcoming to new businesses.

3

Planning Process

This planning effort kicked off in the midst of stay-at-home measures due to the COVID-19 pandemic. The original scope of work had in-person public engagement efforts planned such as workshops, studios, and much more. As a result of state restrictions due to the pandemic, the planning team shifted gears to utilize virtual technology to engage the public and gather vital input.

Planning Process Overview



Public Outreach Overview



4

Vision

Guiding principles

There was an abundance of enthusiasm and creative ideas for the future of downtown during the public engagement process. This process revealed some major themes regarding people’s wants and needs, and the issues that need to be addressed. The following table outlines these themes as guiding principles, or values, that assisted in the creation of a vision statement and help guide the rest of this plan.

Identity	• Downtown is unique, recognizable, and feels like a hometown.
Livability	• Provide a range of housing options that are affordable and convenient to both current and new residents.
Traffic safety	• Keep all road-users, not just drivers, safe as they move about town.
Traffic flow	• Ensure US-2 maintains flow & efficiency
Economic Development	• Help existing local downtown businesses prosper, and make downtown a place new businesses want to locate.
Connections	• Bridge the north and south sides of US-2 and invite the northern neighborhoods into district
Use the space we have	• Take advantage of vacant & under-developed land through infill development and accessing the industrial land to the south
Placemaking	• Enhance the experience of being in the place, making it attractive as a place to live, work, shop, and dine.
Multimodal	• Transportation system serves all modes and provides appropriate facilities for pedestrians, cyclists, and transit.
Transformation	• Downtown will undergo a significant transformation, developing at an intensity that creates a unique and livable downtown.

Vision Statement

The planning process led to a clear vision for downtown Airway Heights, as captured in the following vision statement:

Airway Heights envisions a downtown with a sense of place that is walkable, family-friendly, thriving and attractive.

While the downtown will not transform overnight, the political and community support is strong. The community needs to capitalize on the opportunities and shape the downtown as envisioned in this plan and other guiding documents.

5

Scenarios

Part of the planning process involved considering different approaches to arranging land uses, determining building size and location, adjusting the street network, and blending the downtown environment into the surrounding neighborhoods. After interviewing a variety of community members and consulting with adopted policy documents, three scenarios were created for further exploration. Ultimately, after more discussion and public feedback, major elements from all of the three following scenarios were assembled to form a final, preferred scenario.

Scenario 1: Like the Corridor Plan Suggests

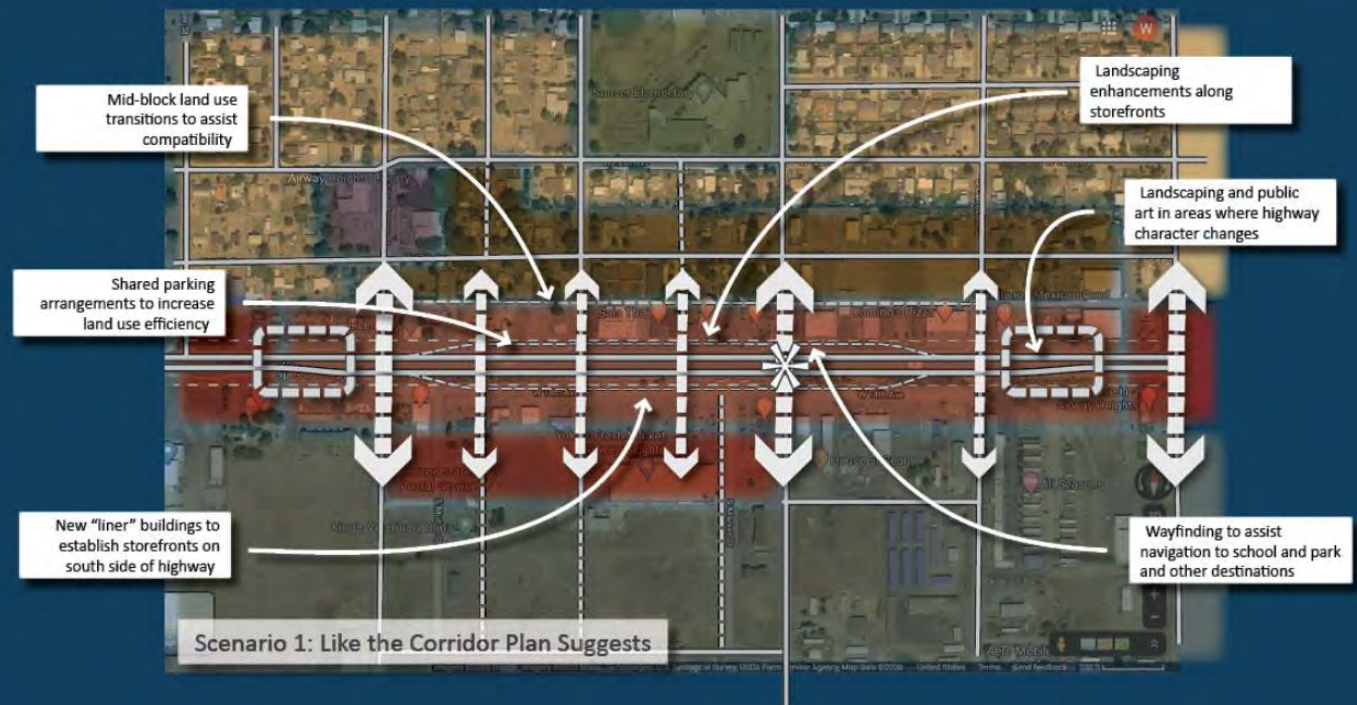
This scenario builds on the corridor plan's promise, slowing traffic and making streetscape/beautification efforts on the US 2 corridor, ultimately transforming it into the community's major commercial spine without a lot of changes to the land more than a block from the highway.

Scenario 1 Features

- Commercial buildings would line the street, creating a sense of a more traditional downtown.
- Landscaping and public art would make the entire area more attractive.



Landscaping would help beautify the area.



Scenario 2: King Street as Main Street

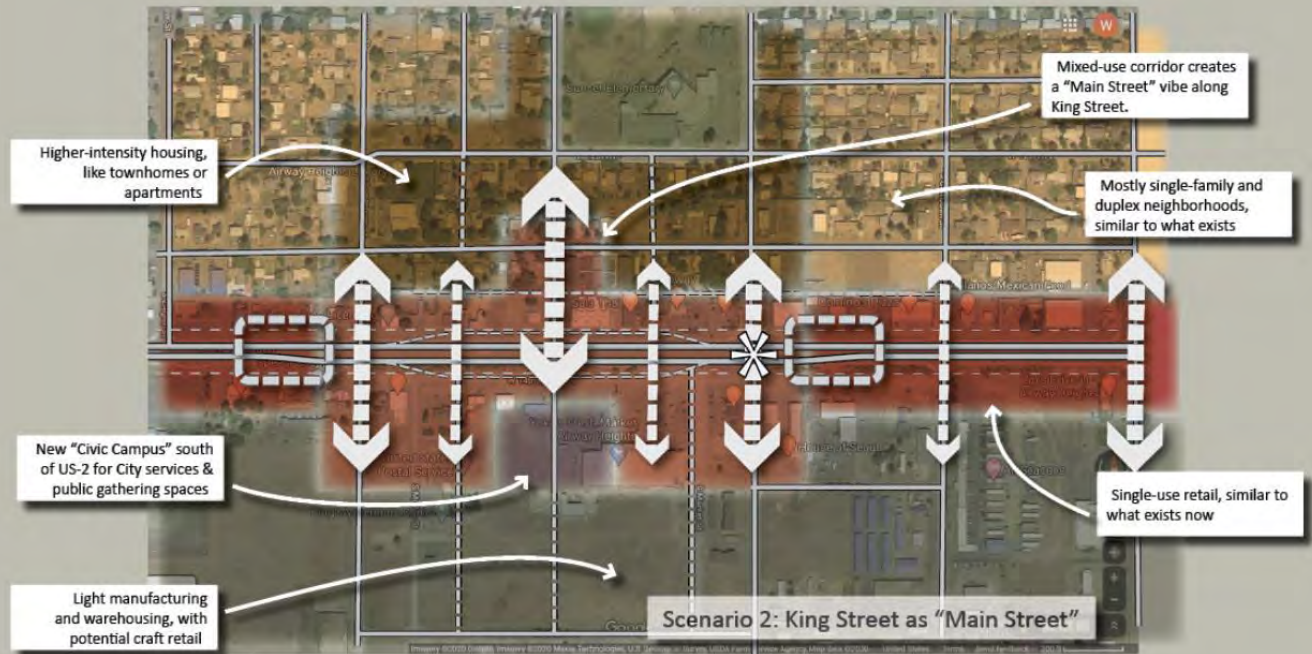
This scenario reorients the main street idea based on the idea that US 2's freight traffic and overall volumes are not consistent with the scale and character of a destination main street. King Street becomes a prominent north-south element, with street-level commercial uses both north and south of the highway and a wide variety of mixed-use and higher-intensity residential construction along the newly prominent street.

Scenario 2 Land Use

- King Street would be repurposed as the main street for downtown, potentially lined with downtown commercial and mixed-use buildings that incorporate housing and offices.
- Downtown land uses would extend both north and south of US-2.
- A Civic Campus would be located on the southern portion of King Street



King Street would be lined with downtown commercial buildings, which could include mixed use buildings with storefronts on the street level.



Scenario 3: Housing as a Priority

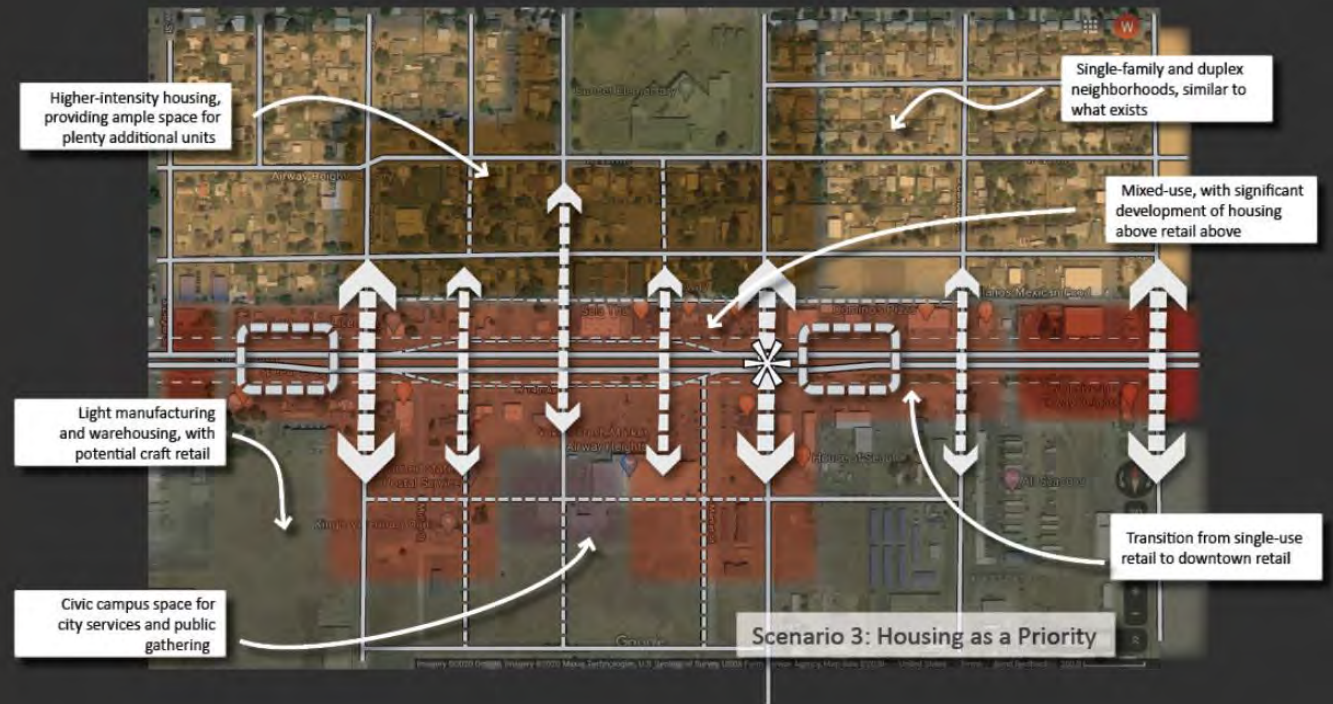
This scenario takes full advantage of what the Joint Land Use Study (JLUS) permits, with upper-floor housing developed in all of those places where it is allowed. It relies on investments in the public realm that increase the downtown’s livability and overall attractiveness, luring new residential construction and rewarding residents with a quality living experience.

Scenario 3 Land Use

- A focus on housing would mean incorporating a variety of housing types throughout the downtown core and its immediate surroundings.
- Downtown commercial would follow the US-2 corridor and extend to the south of the highway.
- A Civic Campus south of US-2 would provide space for city services and public gathering, providing recreation and outdoor spaces for people living downtown.



Townhouses - a potential housing type in or near downtown.



6

Preferred Scenario

The following pages outline the preferred scenario based on public input, staff, council and commission discussions and ultimately will guide the recommendations and redevelopment of the US-2 Corridor and downtown.

Elements of the Preferred Scenario

The final scenario was developed by combining the most consequential and popular elements of the three alternative scenarios. Figure 6.1 shows the final preferred scenario, outlines where the major elements would be located, and provides approximations for how different land uses could be configured.

The major elements that were selected for inclusion in the final scenario include some profound shifts, initiating changes to the landscape that will permit development responses in sync with this plan. These include:

- Revitalization of downtown businesses, encouraging vibrant and active streets
- King Street becoming a main corridor for downtown business and retail
- Transitions and gateways along US-2 into the downtown core (where streetscapes & land uses change)
- Enhancement and connection of existing and new public spaces
- A central, pronounced location for future civic spaces and services
- A variety of residential opportunities, including “missing middle” housing
- Safer crossings of US-2
- Mixed use development (residential, office, and/or retail) as part of the downtown core
- Access road and street network improvements
- Maintenance of some existing single-family homes
- Opportunities for creative ventures and alternative manufacturing/retail

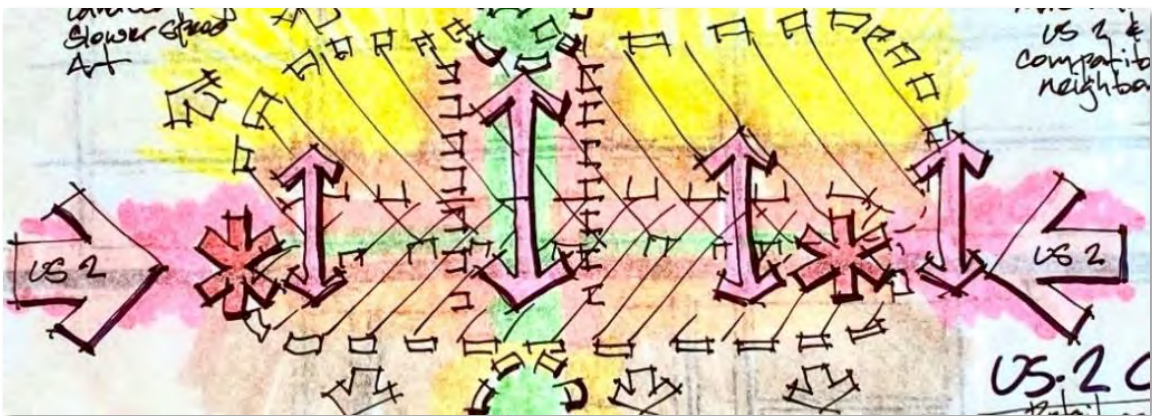


Figure 8: Studio preferred scenario sketch

Downtown Airway Heights Preferred Scenario Highlights



A Downtown Core
New, denser, development including mixed uses and infill create a downtown vibe along King Street and US-2.



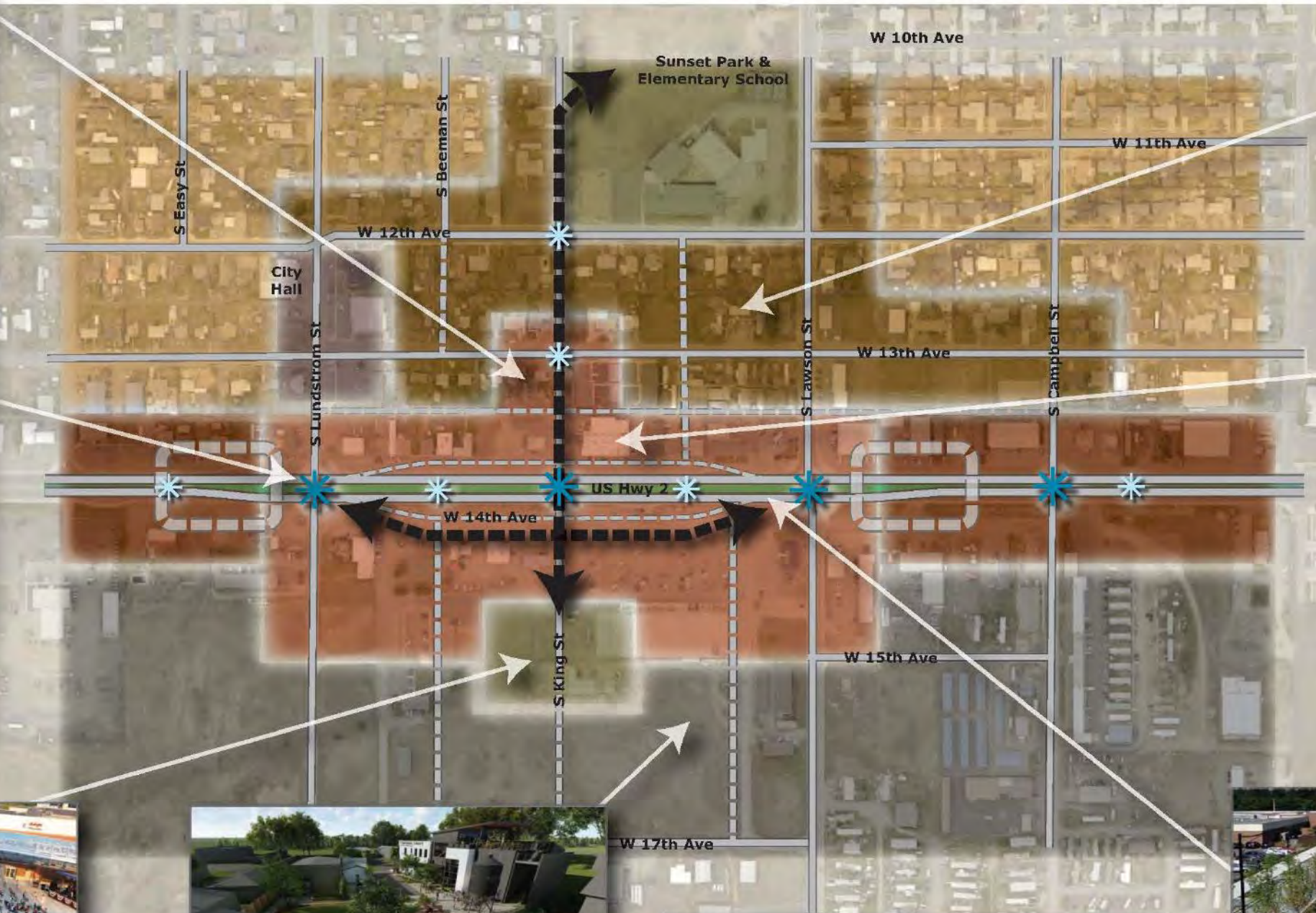
Enhanced Crossings
Safer crossings along US-2 and King Street connect downtown amenities.



Civic Center
Open public spaces such as a plaza or public market with potential for a future concentration of city services.



Maker's Space
Light Industrial and Craft Manufacturing (breweries, distilleries, etc.)



LEGEND		
Land Use Types	Crossings	Other Features
 Downtown Core	 Public Space	 Gateway
 Downtown Transitions	 Creative Ind/Manuf.	 New Access Road
 Mixed Residential	 City Services	 Streets
 Single-Family Residential	 Primary	 Flow/Movement
	 Secondary	



Housing Options
Alternative housing types such as duplexes and townhomes help create variety and affordability close to downtown.



Vibrant Street Life
Wide sidewalks and pedestrian-oriented buildings give new life to downtown streets.



Downtown Streetscape
US-2 maintains traffic flow, but at a slower pace to create a more attractive, desirable, and safe place to be.

Figure 9: Preferred Scenario Map

Preferred Scenario Details

Details of the preferred scenario are described for each major land use type and element shown in Figure 9.

Downtown Core

US-2 corridor reconfiguration

As a refinement to Context Area 4 in the US-2 corridor plan, the downtown plan suggests that US-2 between Campbell and Lundstrom be completely reimagined. The new design slows traffic speed on the four through-lanes but retains efficiency of flow, assuring necessary mobility while also accommodating street crossings by pedestrians and cyclists. The new roadway design includes frontage-style accesses for businesses lining the highway, with parking, landscaping and opportunities for outdoor dining and activities.



Pedestrian crossing enhancements

Pedestrian crossings of US-2 will be enhanced at the identified intersections, with a primary focus on improved pedestrian access at US-2 and King Street. All US-2 crossing treatments will depend on coordination with WSDOT, and treatments could range from flashing beacons with pedestrian islands, similar to existing mid-block crossings in the area, fully signalized intersections with traffic lights, and roundabouts with designated crosswalks.

King Street enhancement

King Street will transform into a mixed-use corridor on either side of US-2. To the north of US-2, King Street will serve as downtown’s “Main Street”, where higher-intensity and mixed use developments line the street and pedestrians are prioritized. To the south of US-2, King Street will serve as a pedestrian corridor and eventually an entrance to the new civic campus.

Mixed Use Pilot Project

Mixed use development in downtown will help foster an active and vibrant city core where people both live and work, also helping to bolster public safety and the economy. This project should be located within the downtown core to provide urban-style living with close access to commercial services, public transit, bike/pedestrian facilities, and public spaces.

A successful mixed-use pilot project would bring new energy and life to downtown Airway Heights and could spark further interest in more mixed-use development in the area.



Downtown Transitions

Highway Commercial

These transition areas align with Context Areas 3 and 5 from the US-2 Corridor Plan, which call for a transition zone between the high-speed environment along US-2 and the downtown core between Lundstrom and Lawson. These transition zones will consist of changes to the roadway that encourage slower speeds and increased pedestrian safety, surrounding land uses that gradually become denser and that show changes in design standards such as facades, parking, and height, and streetscapes that incorporate beautification efforts such as public art and landscaping.

Gateways

Entering downtown Airway Heights will be clearly defined by two gateways on either side of downtown. These gateways will announce an arrival in downtown Airway Heights by incorporating signage, public art, and unique landscaping. It will also be at these locations that the character of US-2 changes even more, finalizing the transition from a more typical highway to a downtown boulevard. Traffic will slow at these points, and the street environment will change to prioritize pedestrians and bicycles and north-south movement across US-2.

Mixed Residential

Increasing housing density and providing a range of housing options will play a vital role in a vibrant downtown atmosphere. This plan calls for higher-intensity housing types such as townhomes and apartments on the northern perimeter of the downtown commercial zone. These housing types will line 13th Avenue on either side of King Street and extend to the north, surrounding Sunset Park on both sides. This will provide for an easy transition between the higher intensity downtown development and the existing single-family neighborhoods to the north. Housing options should include opportunities for affordable housing.



Single-Family Residential

Single-family residential zones are already established in the neighborhoods north of US-2. While portions of these neighborhoods are designated for more intense change, the outer edges of the downtown subarea will remain largely untouched. These neighborhoods will still play an active role for downtown because many of these homes are still within walking distance of downtown. These neighborhoods should maintain streets where traffic is slow and local and maintain sidewalks with street crossings that provide safe routes for pedestrians.

City Services

City services will remain where they are at, for now. The block along Lundstrom St between 12th and 13th is the location of City Hall, the public library, the fire department, the council chambers, and the municipal court. While much of this area will remain as it is, some considerations for improvement include new sidewalks and street trees along the west side of Lundstrom and development of the city-owned parcel just south of the fire department into a new public service building or public outdoor space. At some point in the future, some of these services may migrate to a new Civic Center on the south side of King Street.

Public Space

Sunset Park Master Plan

Sunset Park on the northern edge of downtown offers an opportunity for community open space that serves the higher intensity housing north of US-2. Already one of the city's major parks, Sunset has the potential to be a premiere feature of downtown Airway Heights. This plan recommends the city engage in a master planning project for Sunset Park to ensure facilities and levels of service are able to match the needs of the growing downtown population.

Civic Center Concept

The Civic Center located at the southern end of downtown will provide a central gathering and public space for Airway Heights. This space will incorporate a central plaza for hosting events, a community garden, a multi-purpose space that could host a local market, an art display space, or an indoor event space. This would also be an ideal location for a future City Hall complex, providing an opportunity for a more central and accessible location for city services.

The Civic Center's central location between the downtown core and the maker's space make it an ideal location for bringing a community and its economy together. This space will represent the best that the community has to offer, both bringing together various economic sectors and offering a comfortable space where all are welcome to linger and talk with their neighbors.

Other/General

Maker's Space

The Maker's Space will be located south of the downtown core in existing land zoned for industrial uses. The Maker's Space will provide an ideal location close to downtown, the highway, and the local market, for innovative businesses that need larger spaces to create and produce. This space will be an ideal location for artist studios, artisan food production, wineries & craft breweries, and light manufacturing.

Utilities & Infrastructure

To support the intensified development, Airway Heights must start improving utility availability and capacity in the downtown area. For example, the lack of availability of sanitary sewer on the south side of US-2 is an impediment to development. Additionally, water, wastewater, and storm drainage systems will need improvement to accommodate more intense development.

This plan suggests the city engage in a utility improvement program to map out where utilities are needed, what improvements would help support more intense development, and when such improvements can be made. The utility improvement program should be coordinated with the city's transportation improvement program to coordinate funding between utility and transportation improvements so improving one will improve the other.

This study and subsequent program schedule will allow development to occur in planned phases and will allow the city to prioritize where more intense development occurs first. This phasing will be important to creating a vibrant downtown core that slowly transitions to less intense development on all sides.

Business Empowerment Program

This plan recommends that the City engage in a business development and empowerment program to help foster a vibrant business community in Downtown Airway Heights. This program should explore ways to help existing businesses prosper in the new downtown environment. Providing incentives to improve façades, creating assistance programs for improving buildings and street fronts, and connecting businesses with opportunities can help empower local businesses and support them through the changes that will occur in downtown. A program like this will also attract new businesses that want to take advantage of the prosperous, opportunity-filled business market.



7

Goals

Implementing the preferred scenario and achieving this plan’s vision will require a commitment to the transformational priorities that came out of the public outreach process and final scenario development. These priorities have been assembled into the following five main goals, which will come together to help achieve the downtown desired by the community. An implementation plan for achieving these goals is outlined in Section 8.

Goal	Details
1. Invest in drastic streetscape improvements and beautification efforts	By making these investments, downtown can develop a stronger identity and sense of place. These improvements will not only make downtown more attractive, but will also help transform the streets and sidewalks into the bright, lively places envisioned by the community.
2. Integrate a mixture of housing options including affordable and “missing middle” housing	Improving housing options and adding "missing middle" housing will help concentrate density near the downtown core and make the streets more active. These types of housing are often more affordable than single-family homes, which also provides options for new residents, young families, and elderly people.
3. Strengthen existing businesses and support reinvestment downtown	Revitalization of downtown must include prioritizing what already works downtown like the existing businesses and restaurants. By enhancing visibility, access, and concentration of local businesses, downtown will see new activity as more new businesses want to locate in the opportunity-rich downtown core.
4. Create and improve collaborative, inclusive and safe public spaces	An important part of downtown will be the ability to gather, hold public events, and enjoy outdoor recreation. This provides opportunities for the city to come together, collaborate, and further define their identity.
5. Develop safe crossings, multi-modal options, and improve US-2 to slow traffic through downtown.	The downtown vision is not possible without major improvements to the transportation network. Maintaining functionality and flow through the town along US-2 is important to the regional economy, but drastic changes must occur within the downtown core to achieve the safety and the environment that will be conducive to a successful downtown plan. It will be important to bridge the divide caused by US-2 and provide safe, convenient facilities for all modes of transportation.

8

Actions & Implementation

Any good plan needs to have a way to ‘get it done.’ The following pages illustrate implementation measures for the five subsequent ‘transformational priorities,’ or goals as identified in the previous section. Through community outreach, surveys, workshops, studios and visioning exercises the following priorities were identified as transformative measures to create a thriving downtown for Airway Heights.

Structure

There are five main goals as outlined in Section 7 of this plan:

1. INVEST IN DRASTIC STREETScape IMPROVEMENTS AND BEAUTIFICATION EFFORTS
2. INTEGRATE A MIXTURE OF HOUSING OPTIONS INCLUDING AFFORDABLE HOUSING OPTIONS
3. STRENGTHEN EXISTING BUSINESSES AND SUPPORT REINVESTMENT DOWNTOWN
4. CREATE AND IMPROVE COLLABORATIVE, INCLUSIVE AND SAFE PUBLIC SPACES
5. DEVELOP SAFE CROSSINGS, MULTI-MODAL OPTIONS, AND IMPROVE US-2 TO SLOW TRAFFIC THROUGH DOWNTOWN

Each of these goals heads a table below, and the policies and actions relating to that goal are listed in the table, along with details and components for achieving and implementing the items.

The project list provides a prioritization of the actions and acts as a blueprint for taking immediate action on achieving the goals of this plan.

Implementation Table Key:

The following tables are organized into the following sections:

#	Action Recommendation	Action Required	Policy Reference	Lead	Key Partners	Funding Sources	Cost	Timing
---	-----------------------	-----------------	------------------	------	--------------	-----------------	------	--------

- # is the Action #
- **Action Recommendation** is the recommendation description and details
- **Action Required** is a high level direction of the required action
- **Policy Reference** refers to adopted city plans that have informed the downtown strategic planning efforts and guide city and elected officials. The following plans have been incorporated and referenced as follows:
 - Comprehensive Plan Policy Directives = (CP)
 - US-2 Corridor Plan = (US2)
 - Airway Heights Art Plan = (AP)
- **Lead:** who leads the efforts? This is typically the city or city staff.
- **Key Partners:** who are the key partners on the efforts?
- **Funding Sources:** Examples for funding opportunities such as grants, partnerships, or programs.
- **Cost:** Organized into categories based on cost, in-kind, or policy initiatives.
 - \$ - \$0 (Policy)
 - \$\$ - \$1–\$1,000,000
 - \$\$\$ - \$1,000,001–\$10,000,000
 - \$\$\$\$ - \$10,000,000+

Timing: organized on a sliding scale from “under 2 years” to “more than 10 years”. The large circle indicates the timing for the identified action.



Action/ Policy Matrix

1. INVEST IN DRASTIC STREETScape IMPROVEMENTS AND BEAUTIFICATION EFFORTS								
#	Action Recommendation	Action Required	Policy Reference	Lead	Key Partners	Funding Sources	Cost	Timing
1.1	Develop streetscape designs along US-2 and King Street. Use green space, landscaping, street furniture, and pedestrian lighting to establish a multi-purpose, attractive, safe public space.	Streetscape design efforts & corridor beautification	US2; AP; CP	City	WSDOT; STA; SRTC	SRTS; CERB; Commerce; WSDOT	\$\$\$\$	Timeline: < 2 years, 2-4 years, 4-6 years, 6-8 years, 8-10 years, 10 <
1.2	Establish a public art program with a downtown focus area. Engage the community and local artists, partner with local nonprofits, and investigate the feasibility of a public art on loan program.	Establish art program & engage community	AP; US2	City	Spokane Tribe; Kalispel Tribe; Schools	City; Tribes; Development improvements	\$-\$\$\$	Timeline: < 2 years, 2-4 years, 4-6 years, 6-8 years, 8-10 years, 10 <
1.3	Review and update zoning overlay districts and identify an opportunity zone to ensure design standards contribute to downtown development and success.	Code Review & Amendments	US2; CP	City	City Departments; development community	Commerce	\$\$	Timeline: < 2 years, 2-4 years, 4-6 years, 6-8 years, 8-10 years, 10 <
1.4	Incorporate wayfinding and gateway signage throughout the city to improve connections between downtown and other areas. Such signage should include art elements, environmental knowledge, and communicate a sense of arrival.	Wayfinding & gateway elements	AP; US2	City	City Departments; public art groups	City; Tribes; Community groups	\$\$\$	Timeline: < 2 years, 4 years, 6 years, 8 years, 10 years, 10 <
1.5	Define a transition into downtown by constructing US-2 to provide traffic calming through the core and encouraging a greater density of buildings and activity in the core.	Encourage transitions to downtown	CP; US2	City	City departments; property owners; development community	City	\$	Timeline: < 2 years, 2-4 years, 4-6 years, 6-8 years, 8-10 years, 10 <

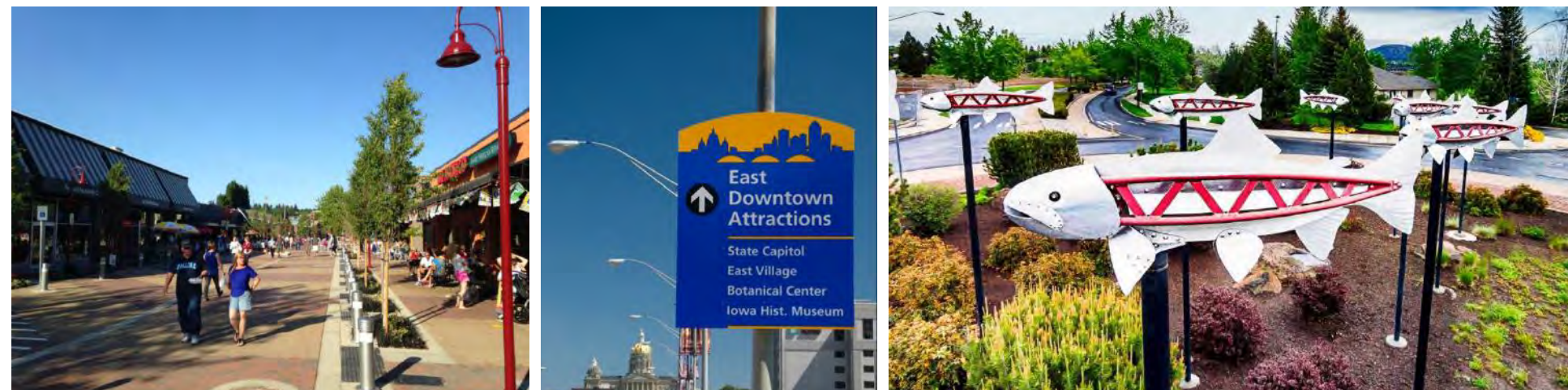


Figure 10: Examples of streetscape improvements and beautification efforts in downtowns

2. INTEGRATE A MIXTURE OF HOUSING OPTIONS INCLUDING AFFORDABLE AND "MISSING MIDDLE" HOUSING

#	Action Recommendation	Action Required	Policy Reference	Lead	Key Partners	Funding Sources	Cost	Timing
2.1	Promote new development concepts in housing, retail, restaurants, and the arts, such as mixed-use development, incubators, makers spaces, and other lower cost start up spaces for local entrepreneurs.	Establish flexibility for different development types	CP; US2; AP	City	City; Businesses; Chamber; Developers	Commerce; Better Block; CERB; Art non-profits	\$-\$\$	
2.2	Actively pursue housing developments within the downtown subarea and along US-2 that support "missing middle" markets such as young professionals, first-time homebuyers, and downsizing households.	Define and encourage diverse housing options	CP; US2; AP	City	City; Developers; Community	Commerce; Better Block; CERB; Art non-profits	\$-\$\$	
2.3	Ensure land use designations, zoning, subdivision, and development standards are supportive of mixed housing and downtown redevelopment.	Code amendments	CP; US2	City	City; Developers; Community	Commerce	\$\$	
2.4	Evaluate the feasibility for a mixed-use housing pilot project.	Mixed use feasibility study	CP; US2	City	City; Chamber; Developers; Community	CERB; Commerce; Art non-profits	\$-\$\$	



Figure 11: Examples of housing options and mixed use

3. STRENGTHEN EXISTING BUSINESSES AND SUPPORT REINVESTMENT DOWNTOWN

#	Action Recommendation	Action Required	Policy Reference	Lead	Key Partners	Funding Sources	Cost	Timing
3.1	Invest in local businesses with a focus on maintaining existing ones. Partner with businesses, provide resources and education on maintenance requirements and opportunities, and enforce code consistently.	Build partnerships with local businesses & educate/enforce code consistently	CP; US2	City	City; Chamber; Businesses	SBDA; CERB; Historic Preservation Trust; Main Street	\$-\$\$	Timeline: < 2 years, 2-4 years, 4-6 years, 6-8 years, 8-10 years, 10 <
3.2	Evaluate parking strategies, surface lots, and opportunities for infill and redevelopment as appropriate.	Redevelop and enhance parking opportunities	CP; US2	City	City; Businesses; Developers	SBDA; CERB; Historic Preservation Trust; Main Street	\$	Timeline: < 2 years, 4 years, 6 years, 8 years, 10 years, 10 <
3.3	Study infrastructure needs and funding for the downtown area south of US-2.	Funding infrastructure	CP; US2	City	City Departments	CERB grant; Commerce	\$-\$\$	Timeline: < 2 years, 4 years, 6 years, 8 years, 10 years, 10 <
3.4	Leverage investment with grants, city funds, partnerships, and collaborate to foster downtown development, can be utilized for storefront improvement grants to local businesses.	Fund downtown improvements & establish storefront grants	US2; AP; CP	City	City Departments; Chamber; Businesses	SBDA; CERB; Historic Preservation Trust; Main Street	\$	Timeline: < 2 years, 2-4 years, 4-6 years, 6-8 years, 8-10 years, 10 <
3.5	Study the benefits of vacating 13 th and 14 th avenues as a stimulus to private redevelopment along US-2.	13 th & 14 th Ave study; City led redevelopment	US2	City	City Departments; Developers; Businesses	CERB; Commerce; STA; SRTC; WSDOT	\$-\$\$\$	Timeline: < 2 years, 4 years, 6 years, 8 years, 10 years, 10 <
3.6	Capitalize on business diversity and culture such as the variety of restaurants, colors, and ethnicity. Support unique designs, colorful buildings, and use of public art downtown.	Support and enhance the diverse businesses & cultures	CP; US2	City	Chamber; Businesses	SBDA; CERB; Historic Preservation Trust; Main Street	\$-\$\$	Timeline: < 2 years, 2-4 years, 4-6 years, 6-8 years, 8-10 years, 10 <



Figure 12: Strengthen businesses and reinvest in downtown

4. CREATE AND IMPROVE COLLABORATIVE, INCLUSIVE AND SAFE PUBLIC SPACES.

#	Action Recommendation	Action Required	Policy Reference	Lead	Key Partners	Funding Sources	Cost	Timing
4.1	Develop a civic campus south of US-2 and study the possibility of relocating city services there. The campus could be a non-profit/government partnership and include a center with health/education services.	Civic campus feasibility study	CP; AP; US2	Developer/ City	City; Development Community	CERB; Commerce; CBDG	\$-\$\$\$	
4.2	Encourage activation of downtown public spaces, examples could include community gardens, trails, pocket parks, etc.	Activate public spaces as downtown develops	CP; AP; US2	City	Community; Tribes; City Departments	CBDG; CERB;	\$-\$	
4.3	Re-envision Sunset Park as a northern downtown anchor. Develop a master park plan that improves connections and integration with downtown.	Revitalize Community park	US2	City	City Departments; Community	Commerce	\$	
4.4	Involve the public in events and programs that get people excited about Downtown Airway Heights such as a public market and collaborative art.	Coordinate public collaboration	AP	City	City; Nonprofits; Community	Community; Arts Donations; Tribal Coordination	\$	
4.5	Utilize tactical urbanism approaches to initiate pilot projects such as parklets, bike lanes, street furniture, plazas, and traffic calming to inspire long-term change and gauge community buy-in.	Identify inexpensive, overnight changes	CP; AP	City	City; Nonprofits; Community	Public Private Partnerships; City; Volunteers	\$	



Figure 13: Examples of collaborative safe public spaces

5. DEVELOP SAFE CROSSINGS, MULTI-MODAL OPTIONS, AND IMPROVE US-2 TO SLOW TRAFFIC THROUGH DOWNTOWN.

#	Action Recommendation	Action Required	Policy Reference	Lead	Key Partners	Funding Sources	Cost	Timing
5.1	Collaborate with WSDOT on US-2 design to ensure slower traffic and multi-modal opportunities in the downtown core. Use a boulevard concept to ensure slower speeds, safe crossings, and beautification/shade trees.	Streetscape design to slow traffic	CP; US2	City; WSDOT	WSDOT; STA; SRTC	SRTS; WSDOT funds	\$\$\$\$	Timeline: < 2 years, 4 years, 6 years, 8 years, 10 years, 10 <
5.2	Establish connectivity and walkability north and south of US-2 so residents and visitors can safely explore both sides of downtown.	Design & develop safe crossings	CP; US2	City; WSDOT	City Departments; WSDOT; Community	SRTS; WSDOT funds; CERB	\$\$\$\$	Timeline: < 2 years, 4 years, 6 years, 8 years, 10 years, 10 <
5.3	Utilize greenspace, bollards, and safe crossing elements to separate motorized traffic from sidewalks, open spaces, and trails.	Design & install green pedestrian spaces	CP; US2; AP	City	City Departments; WSDOT; Community	SRTS; WSDOT funds; CERB	\$\$\$\$	Timeline: < 2 years, 4 years, 6 years, 8 years, 10 years, 10 <
5.4	Take immediate action to increase pedestrian safety. New crosswalks with signage, pavement tape, flex delineators, and planters are examples of quick and inexpensive changes that could drastically improve safety.	Install quick fixes for ped safety at strategic locations & intersections	US2	City	City Departments; WSDOT; Community	SRTS; WSDOT funds; CERB	\$\$	Timeline: < 2 years, 2-4 years, 4-6 years, 6-8 years, 8-10 years, 10 <



Figure 14: Examples of multi-modal improvements and safe crossings

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Funding Opportunities

Funding Strategies

Washington Department of Transportation (WSDOT) Funding

Surface Transportation Block Grant Program – Spokane County / WSDOT Local Programs

- *Surface Transportation Program* funds (STP) can be used for the widest range of transportation projects including street or sidewalk construction projects, planning projects, design and right-of-way acquisition projects, etc.
- *Transportation Alternatives Program* funds (TAP) can only be used for bike and pedestrian facilities and programs, trails, some historic preservation projects related to transportation, some environmental mitigation activities, etc.
- Funding priorities and project selection process are established by the funding agency (Spokane County). STP and TAP funds have different requirements as to which facilities are eligible based on functional classification and project type, with greater flexibility for TAP funds than STP. Putting any federal money onto a project – even a very small amount relative to the rest of the project funding – effectively federalizes the entire project and all monies must be used in ways that meet federal reporting and accounting requirements and the project must comply with all federal standards for design, testing, and record keeping. A project designed with federal funds must go to construction within 10 years or else the earlier expenditure of funds must be repaid. Any federally-funded project other than a planning project must be managed by an agency certified by Highways and Local Programs for this purpose. Federally-funded projects have a minimum 20% local match requirement.
- For more information: <http://www.wsdot.wa.gov/localprograms/programmgmt/stp.htm>

Pedestrian and Bicycle Program – Washington State Department of Transportation (WSDOT), Local Programs

- The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. Since 2005, the program has awarded \$72 million for 159 projects from over \$337 million in requests.
- WSDOT issues a call for projects in the “even year” before the new biennium for selection by the legislature. For example, the application period closed in June 2020 for projects to be considered for funding in the 2021-2023 biennium. The next call for projects will be in 2022. All public agencies in Washington are eligible to apply.
- For more information: <http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm>

Safe Routes to School (SRTS)

- The WSDOT Safe Routes to School program provides technical assistance and funding to public agencies to improve conditions for and encourage children to walk and bike to school. Eligible projects include infrastructure improvements within two miles of a school and education/encouragement projects.
- No match requirement but priority is given to projects with cash or in-kind match.
- The grant cycle is every two years. The next application is due July 2022.
- For more information: <https://wsdot.wa.gov/LocalPrograms/SafeRoutes/default.htm>

Transportation Improvement Board (TIP) Funding

Complete Streets Funding – Transportation Improvement Board

- The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.
- This program awards grants every two years starting in 2017. Agencies with an adopted complete streets ordinance should confirm their eligibility.
- For more information: <http://www.tib.wa.gov/grants/grants.cfm#other>

Small City Sidewalk Program – Transportation Improvement Board

- The Sidewalk Program was established by the Legislature in 1995 to provide funding for pedestrian projects. The program is available to both small city and urban agencies. Urban and small city projects compete separately.
- To be eligible for the program:
 - The intent of the project must be transportation and not recreation
 - The project must be on or related to a TIB Small City Arterial
 - Small City Sidewalk Program projects improve safety, access, connectivity, and address system continuity. Completed projects must be consistent with the Americans with Disabilities Act (ADA).
- For more information: <http://www.tib.wa.gov/grants/grants.cfm#other>

Washington State Department of Commerce Funding

Building for the Arts - Department of Commerce

- This funding program awards state grants to nonprofit organizations to defray up to 20% of eligible capital costs for the acquisition and major new construction or renovation of performing arts, art museums, and cultural facilities. Historical museums are not eligible. Facilities must focus on the active interpretation, performance, or exhibition of aesthetic traditions, practices, or works of art that characterize cultural values. Up to \$2 million per award was available for the most recent awards.
- Commerce issues a call for projects in the “even year” before the new biennium. For example, the application period closed in August 2020 for projects to be considered for funding in the 2021-2023 biennium. The next funding opportunity will open in Fall 2022.

- For more information: <http://www.commerce.wa.gov/building-infrastructure/capital-facilities/building-for-the-arts/>

Building Communities Fund – Department of Commerce

- This funding source provides grants for nonresidential community and social service capital projects. Eligible applicants must be registered as a nonprofit organization in the state of Washington with a legally constituted board of directors. The goal is to improve the economic, social, and educational climate in economically distressed communities. The program can defray up to 25% of eligible capital costs; there is no minimum or maximum grant award. Awards are of state funds.
- Commerce issues a call for projects in the “even year” before the new biennium. For example, the application period closed in August 2020 for projects to be considered for funding in the 2021-2023 biennium. The next funding opportunity will open in Fall 2022.
- For more information: <http://www.commerce.wa.gov/building-infrastructure/capital-facilities/building-communities-fund/>

Community Development Block Grants – Department of Commerce

- Two different Community Development Block Grants (CDBG) are most pertinent to Airway Heights’ economic revitalization efforts:
 - Economic Opportunity Grants can be used for priority local economic development projects that promote vibrant rural communities. Application materials were available in July and grants were awarded on a rolling basis while funds lasted.
 - General Purpose Grants can be used for the planning or construction of public infrastructure such as streets and sidewalks, community facilities that serve lower income populations, affordable housing, and economic development projects. Application materials were available in March and were due in June.
- CDBG funds can be used as local match for other federal or state grant programs used to fund CDBG-eligible activities.
- For more information: <http://www.commerce.wa.gov/serving-communities/current-opportunities/community-development-block-grants/>

Community Economic Revitalization Board (CERB)

- The Community Economic Revitalization Board (CERB) was formed in 1982 to respond to local economic development in Washington communities. CERB provides funding to local governments and federally-recognized tribes for public infrastructure which supports private business growth and expansion. Eligible projects include domestic and industrial water, storm water, wastewater, public buildings, telecommunications, and port facilities.
- For more information: <https://www.commerce.wa.gov/building-infrastructure/community-economic-revitalization-board/>

Washington Department of Archaeology and Historic Preservation

Third Places Grant Program

- This is a brand new program, which is a brick and mortar historic preservation grant program that will serve rural communities throughout the state of Washington. More information will be available regarding the grant application process and eligibility by January 2021.
- The intent of this program is to foster communal gathering spaces, which are vital for rural communities. These spaces are physical environments that promote social interaction where people connect and spend time together outside of their home and work. They are locations where citizens exchange ideas, build relationships, and create a shared feeling of belonging in a community. As communities recover from the pandemic, these venues will be essential in promoting long-term mental health and enabling people to heal and reconnect. They will continue to foster place-making and catalyze locally based economic development.
- This could provide a good funding opportunity to redevelop Sunset Park or other public gathering spaces.
- For more information: <https://dahp.wa.gov/thirdplacesgrant>

Washington State Recreation and Conservation Office (RCO)

Land and Water Conservation Fund

- The Land and Water Conservation Fund provides funding to preserve and develop outdoor recreation resources, including parks, trails, and wildlife lands.
- Applications are due in annually in the spring.
- For more information: <https://rco.wa.gov/grant/land-and-water-conservation-fund/>

Local Business Support

Washington Small Business Development Center: WSBD

- Partner with SBDC on education, services, training, support to local businesses
- Use City hall or other public gathering spaces to foster growth and support of existing businesses or help businesses start in Airway Heights
- Advisory location in Spokane
- <https://wsbdc.org/>

Volunteers and Donations

- While the local community may have limited funding resources to tap for capital improvement projects, a number of the projects developed in this plan would be appropriate for smaller-scale contributions from businesses and civic boosters, as well as provide opportunities for community involvement either for-hire or as volunteers on the design and/or installation.
- Local artists can be used in the design and fabrication of murals, signage and gateway features.

- Local contractors or vendors may be appropriate for some of the smaller projects, street furnishings, art and signage installation, landscaping and painting.
- There are a number of opportunities to partner with private property owners to enhance the streetscape or view corridors where there is no clear demarcation between the public right of way and private property.

Future funding/ program options

Improvement Districts

As the downtown becomes more and more successful, you may want to explore a general improvement district, business improvement district, or downtown improvement district which shifts more ownership to the property owners and business owners who are benefiting from the improvements either in the downtown or the US-2 corridor. This tool can be explored as many of the revitalization efforts are realized and things shift to more ongoing maintenance, events, and promotion.

Washington Main Street Program

The Main Street Approach has been used in many communities as a framework for downtown vitality. As Airway Heights gains momentum in the downtown revitalization efforts it may provide structure, education, and funding to keep the momentum moving. The Washington Main Street has two different avenues to participate:

- Main Street Communities have met a number of organizational development criteria and are already using the Main Street Approach as a model for their downtown revitalization initiatives.
- Affiliates are organizations or municipalities that are interested in the Main Street Approach and see benefit to being connected to the WSMSP network.
- For more information: <https://dahp.wa.gov/local-preservation/main-street-program>

10

Appendices


Appendix A: Project List

Appendix B: Survey Results: Scenario Preference & Visual Preference

Appendix C: Virtual Studio Summary

Appendix D: Joint Workshop Presentation

Appendix E: ArcGIS Storymap Display Summary



City of Airway Heights US 2 Corridor Plan

Model Zoning Overlay

Adopted by City Council on August 21, 2017

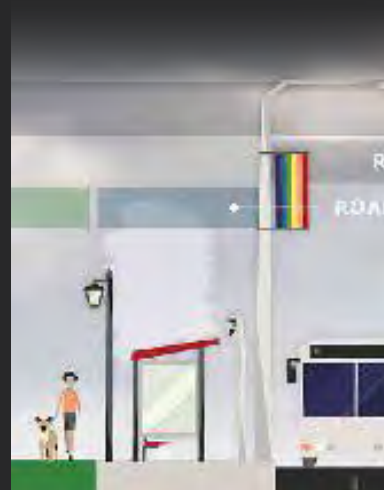


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Introduction

Purpose

The City of Airway Heights recognizes the importance of US Highway 2 to its economic vitality and community image. This project identifies the overall vision, goals, policies and suggested design approaches for its entire length within city limits.

The plan outlines how the City's goals and policies relate to and direct the corridor's design. It also presents specific design guidance for the corridor's six character areas, (or "context areas") based on extensive public input, stakeholder interviews and design deliberation. Finally, it presents an implementation guide, identifying specific zoning amendments and other actions the City and its partners can take to make this plan a reality. With this document in hand, the City can engage with its partners and developers to transform the corridor into an energetic, attractive, and functional element of the community's landscape.

This plan also builds on the City's earlier planning and design efforts for the US-2 corridor. Despite recent



Figure x.01 - Highway 2 is Airway Heights' primary thoroughfare. As the City's "spine", most commercial activity is located along the corridor. A plan and design framework will help the community's vision for the highway be realized. (Image source: CAWH.)

attention in these efforts, the corridor today – even around the central shopping district – is much the same as it was 20 years ago.

Prior Planning

Over the years, efforts have been made to draw attention to the corridor and recognize its importance to Airway Heights.

Airway Heights Town Center study

In the early 2000's, the City commissioned two town center studies. Each focused on potential relationships between the 14th



Figure x.02 - Past SR-2 planning efforts have focused primarily on revitalization in the City's Center. Future development throughout the corridor will take advantage of the character of each individual segment, including the downtown core. (Image source: CAWH)

Avenue right of way and development opportunities on adjoining parcels, both with the hope of creating an identity-rich central shopping district.

Airway Heights' town center continues to remain a priority for revitalization. As the historic "heart" of Airway Heights, future efforts will see a downtown plan and strategy for encouraging a lively center of commerce and community.

West Plains Subarea Plan

The West Plains Subarea Plan coordinated transportation system providers from multiple jurisdictions. The plan laid out a proposed **transportation network and system to help manage West Plains development and allocate responsibilities for transportation system improvements to the different providers.** The planning process revealed a major desire to improve US-2 to become

an attractive and safe corridor, one **that would enhance Airway Heights' image and accommodate pedestrians, cyclists, and transit.**

The study also indicated that **"network diversity" should be a priority, increasing the number of street connections parallel to and intersecting with US-2, relieving congestion pressure for through-traffic.**

Vision SR-2

Considered the first phase of this corridor study, Vision SR-2 sought out and received extensive public comment on the corridor's future. It identified eight goals the corridor should achieve, ranging from better accommodation of pedestrians to enhanced economic development opportunity. The plan began to galvanize a public vision for the corridor.

and subsequent recommended improvements is described as the **right-of-way and land immediately adjacent to it. The plan recognizes that the character objectives for highway are intimately related to development which occurs alongside it and the on the roadways that intersect it.**

Process

Beginning in July 2016 with a series of outreach events including interviews, an open house, and two community workshops, the US-2 corridor planning process sought to engage Airway Heights' community members and stakeholders by seeking input, providing direction and gauging the **community's "temperature" on the level of desired change.**

Participation at two community meetings in September and October provided valuable insight on the future vision of the City, desired features along the corridor, and concerns about strategy and financing improvements. A summary of these events and the results of public engagement can be found in "Appendix C".

Vision

The vision of the Highway 2 Corridor Plan is stated in the following:

The Highway 2 corridor will improve economic vitality in Airway Heights while improving safety and enhancing the community character and health. The corridor showcases the City's diversity and the qualities that make Airway Heights a desirable place to live. Shopping and entertainment destinations at each gateway are both a constant and regional draw, a suburban lifestyle is present and a pronounced town center anchors the community's identity.

The corridor offers residents, commuters and visitors opportunities to travel efficiently through the City. While cars are accommodated, pedestrian amenities inspire people to get out of their cars and walk or bike. Trails and other features along the highway set the stage for social interactions and encourage active lifestyles. Protected sidewalks and pathways running from one city edge to the other make walking and biking an attractive alternative to driving.

According to Airway Heights' comprehensive plan, US-2 is characterized as a state-owned transportation facility that generally divides the city into three distinct areas: the northern area, southern area, and the highway corridor itself.

As development occurs along the highway, the City recognizes the



Figure 1.02 - In 2015, The City adopted the "Vision SR-2" Report which built a foundation for policies guiding future design and development along the corridor. The eight goals set forth in the report help guide City managers and stakeholders in establishing direction and desired outcomes.

- Better continuity of the highway within the community
- Convenient, safe pedestrian routes
- Traffic calming measures, including:
 - Street trees
 - Vehicle roundabouts
 - Median enhancements
- Identifying downtown activity areas
- Effectively linking areas north and south of the highway

In addition, the City Council adopted the Vision SR-2 Report in 2015 which established eight key goals for the corridor. The goals are both foundational for this plan's design work and serve to permeate policy for planning, design and future development along the corridor. They provide the basic threshold criteria when considering impacts of new development. The goals are:

1. Visually connect the length of **US-2 between the city limits**
2. Promote an identity unique to **Airway Heights**
3. Enhance sense of place
4. Inspire travelers to stop
5. **Slow down traffic for safety**
6. Promote a healthy community through pedestrian and bike activity
7. Promote economic vitality of **existing and future Airway Heights businesses**
8. Enhance daily activity and commerce

importance of working with state and other partners to ensure that the highway not be a barrier to the community's development, but be viewed as an asset.

The comprehensive plan describes a host of transportation enhancements which directly impact the corridor. **Furthermore, significant investment of private commercial development is occurring, and will be occurring in the near future. Based on direction from the comprehensive plan, community feedback, as well as the "Vision SR-2" report, corridor enhancements should be guided by:**

- Design improvements (aligned with the corridor design plan)

Policy

A number of policies guiding purpose, character, and use of the **highway are scattered across various** comprehensive plan elements. Since the City is also updating its comprehensive plan, this corridor planning process has presented an opportunity to revisit comprehensive **plan policy and to refine it, as appropriate, to reflect a closer study of** the corridor.

Table 2.01 presents existing **comprehensive plan policy, with suggestions how they may be amended and/or augmented to reflect this work.**

The table describes an evolution of **existing policy to reflect focused** attention on the corridor. Updated goals, policy, and implementation program items provide a calibration **based on recent planning work.** Furthermore, related implementation task items (outlined in Chapter 4) are **identified.**

The reader will note that implementation programs may repeat, indicating that a single implementation program may address multiple policy needs.

Table 2.01 - Highway US 2. Recommended updates to City Policy.

Land Use

Existing Goal, Policy or Program	Proposed Update	Implementation Remarks
P: Promote integration between public and private uses.	P: Provide guidance to Highway 2-adjacent properties. Future development to complement the corridor design framework.	Implemented through Design Review Ordinance Adoption (updated AHMC 17.34 – SR-2 Corridor Overlay Zone)
IP: Amend zoning code to encourage mixed uses in the central area. (moved from Transportation).	IP: Amend zoning code to promote a lively pedestrian-oriented downtown district with a mix of uses.	
IP: Amend zoning code to allow taller structures in the central area.	IP: Amend zoning code to define appropriate structural heights, mass, densities, and design in the central area.	

(G) - Goal, (P) - Policy, (IP) - Implementation Program

Table 2.01 - (Continued) Highway US 2. Recommended updates to City Policy.

Transportation

Existing Goal, Policy or Program	Proposed Update	Implementation Remarks
	<p>P: Encourage implementation of corridor plan improvements through applicable current development permits. (New item)</p>	<p>Implemented through Design Review Ordinance Adoption</p>
	<p>P: Encourage WSDOT implementation of the adopted Airway Height's Highway 2 Corridor Plan. (New item)</p>	<p>Implemented through US-2 Corridor Plan Adoption and WSDOT US 10 year plan and STIP</p>
	<p>IP: Implement US Highway 2 Corridor Plan. (New items) Activities to include:</p> <ul style="list-style-type: none"> • Incorporate design guidance from the US-2 Corridor Plan into zoning including landscaping, median treatments, lighting, traffic calming, and pedestrian and transit improvements. • Promote consistent and unified development in the corridor through a US-2 zoning overlay, site plan review process and design guidelines. • Design and implement a corridor-wide calming strategy that anticipates highway traffic turning movements. • Implement strategies developed in the US-2 Highway Corridor Plan for pedestrian improvements. 	<p>Implemented through updated AHMC 17.34 (SR-2 Corridor Overlay Zone)</p> <p>See Table 4.01, Implementation Actions:</p> <p>1.1 – US-2 Corridor Plan Adoption</p> <p>1.14 – Landscaping improvements</p> <p>2.1 – US-2 Phased Design</p> <p>2.2 – Design Review Ordinance Adopted</p> <p>2.3 – Design Guidance Handbook and Manual</p>
<p>IP: Consider a citywide trails master plan.</p>	<p>IP: Develop a citywide non-motorized transportation master plan.</p>	
<p>IP: Pursue the development of sidewalks in all areas of the City for safe pedestrian travel.</p>		
<p>P: Promote pedestrian crossings at concentrated land use locations.</p>	<p>P: Promote pedestrian crossings and amenities at current and anticipated future areas of concentrated activity.</p>	<p>Table 4.01, Implementation Table (Matrix):</p> <p>3.1- Downtown Plan</p> <p>4.3 Hwy 2 Corridor Lighting and various pedestrian improvement projects (e.g. 1.14, 3.4, 3.7, 4.3)</p>
<p>P: Use new development to accentuate a central focus to downtown.</p>	<p>P: Prepare a downtown plan, working with property owners and stakeholders to implement an overall strategy.</p>	<p>See Table 4.01, Implementation Actions:</p> <p>3.2 - 14th Ave Reconstruction Phase 1</p> <p>3.3- 14th Ave Reconstruction Phase 2</p>

(G) - Goal, (P) - Policy, (IP) - Implementation Program

Table 2.01 - (Continued) Highway US 2. Recommended updates to City Policy.

Transportation (Cont.)

Existing Goal, Policy or Program	Proposed Update	Implementation Remarks
P: Use regulatory measures to enforce traffic safety rules.	P: Use a mix of traffic calming design and regulatory measures to enforce traffic safety rules.	See Table 4.01, Implementation Actions: 1.6- US Hwy 2 Traffic Improvements 1.14- Landscaping improvements 2.1- US-2 Phased Design and various improvements throughout (e.g. 1.4, 1.7, 1.11, 3.7, 5.2)
IP: Enforce regulations for pedestrians on public streets	IP: Enforce regulations to promote pedestrian safety along U.S. 2 and on City streets	

Economic Development

Existing Goal, Policy or Program	Proposed Update	Implementation Remarks
P: Utilize public investment along the U.S. Highway 2 corridor to create a strong pedestrian environment.	P: Utilize both public and private investment along the U.S. Highway 2 corridor to create a strong pedestrian environment.	See Table 4.01, Implementation Actions: 1.2- Update 2013 CIP
IP: Seek out grants for improvements to the U.S. Highway 2 corridor.	IP: Utilize transportation funding and other grants for improvements to the U.S. Highway 2 corridor.	See Table 4.01, Implementation Actions: 1.2 Update 2013 CIP 1.3- SRTC 2017-2020 TIP 6.1- WSDOT's US 10 year plan and STIP

(G) - Goal, (P) - Policy, (IP) - Implementation Program

Design Influences

Priority issues were identified through a series of stakeholder and community member interviews, two public workshops, and guidance from the Planning Commission and City Council. The following design concerns defined the planning objectives underpinning this effort. They are ones that must be addressed in the plan. A summary of the public engagement process is included in Appendix C.

Regional Traffic Flow

Highway 2 is second only to Interstate 90 as the most trafficked east-west facility in the State of Washington. Airway Heights' location along Highway 2 has made it a daily through-point for this traffic. Most destinations in and out of the City require some time travelled on Highway 2.

With average traffic volumes between 20,000 and 30,000+ trips per day, traffic to a number major destinations flow through Airway Heights. This includes Fairchild Airforce Base and



Figure 2.01 - The corridor's role as a regional transportation facility provides both benefits and challenges. Developing Airway Height's identity as a small town community must account for its disproportional traffic volumes. (Image source: Studio Cascade, Inc.)

Spokane's International Airport. In addition, major retail, entertainment, manufacturing and industrial destinations draw both employment and freight traffic to the corridor. Nearby destinations, though outside of the City limits, play a significant impact and influence on the traffic flowing through town.

Safety

Safety of users on Highway 2 is one of the plan's primary objectives.

According to the Washington Department of Transportation, 2016



Figure 2.02 - Airway Heights residents have expressed appreciation of the City's efforts to design and install landscaping and other amenities along the corridor. These improvements give unused sections a face lift and create an inviting and "finished" space. (Image source: CAWH.)

saw the most vehicle collisions for the previous 15 years of data collection. With 83 recorded collisions along the corridor, 2016 represents a 34% increase in accidents from the previous high in 2015. The intersection with US-2 and Hayford Road proved especially problematic. With 31 recorded incidences in 2016 at the intersection, collisions were up 35% from the previous year. An increase in accidents is emblematic of conflicts due to high speeds and an ever busier corridor. It also point to the vital need for managing relationships between the City's land-use and transportation.

Designs have been developed to encourage safety, while retaining vehicular mobility and functionality.

The corridor currently prioritizes traffic volumes, flow and higher speeds. While this helps maintain vehicular mobility, it often conflicts with City policies and the community's desire for a safe pedestrian environment. This is especially true for the City's town center.

As a partner with the City, the Washington State Department of Transportation will be working to redesign areas of safety concern. Traffic calming measures with improved visibility will support the protection of all corridor users.

Community Identity

Through various discussions with residents and stakeholders, community members consistently express their desire for corridor improvements which enhance Airway Heights' sense of place. The corridor plan should promote community character, especially at gateways and in the City's central core. A number of opportunities exist to improve and contribute to the City's identity. This includes added physical features such as enhanced intersections, trails, landscaping, banners, street trees, street furniture, lighting and other amenities.

Economic development

The community is growing. Airway Heights is home to a number of projects which will have significant, and long-term economic impacts. As employers and jobs are attracted to the community, the City should

be positioned to take advantage of additional opportunities. This includes supporting growth where appropriate. It also means leveraging the growth and success of developing economic sectors throughout the City, including commercial, residential, entertainment, and industrial.

Existing land use

A variety of commercial uses make up the extent of the US-2 corridor through Airway Heights. At the Hayford Square intersection, a commercial development includes a major “big-box” retailer, fast-food, fuel, and associated suburban retailers at Crosspointe Plaza. Travelling west along the corridor, a variety of highway related businesses have been established such as car, truck, and RV dealerships. This includes auto parts stores and fueling stations.

The historical central core of Airway Heights lies between Russell and Lundstrom Streets. Most of the City services are directly north of this area. A number of small scale retail establishments, restaurants, and Yokes grocery all lie within this area, making it a continued draw to residents, commuters, and the travelling public. Some community and residential uses can also be found throughout. This includes churches, government offices, and educational offerings.



Figure 2.03 - New development is occurring along the corridor. The Spokane Tribe's Casino and Resort is anticipated to add up to 10,000 daily traffic counts. Development of both frontage and right-of-way, the Tribe's partnership will not only help implement plan-recommended improvements, but the additional activity will boost economic development for the City and region. (Image source: Spokane Tribe of Indians)

Proposed developments

Casino development

Both the Kalispel Tribe and Spokane Tribe of Indians have established casino and resort developments falling within City limits.

The Kalispel Tribe developed the Northern Quest Casino and Resort in 2000 and continues to draw visitors and guests from throughout the region to its hotel, 14 restaurants and lounges, and 55,000 square feet of casino space. The Tribe operates

several enterprises and services on adjacent lands and recent expansion plans have also been announced.

Construction of the Spokane Tribe of Indians' casino and resort is currently underway. The development will include 37,000 square foot casino development on the west side of town. For the City, this will establish a second anchor entertainment destination, generating an estimated additional 10,000 daily trips. According to the Bureau of Indian Affairs, the project will invest up to \$400 million dollars and is anticipated to create more than 5,000 jobs. The Bureau anticipates the project to generate "substantial" revenue for a variety of businesses and produce up to \$4.7 million in state, county, or local taxes annually.

Recreation Center

In August 2016, City residents approved a \$13 million bond for construction of a new recreation center on 70 acres of land located north of the city. The facility will include an indoor pool, gymnasium, basketball courts, multi-purpose room, day-care, and meeting space, all as part of the larger recreation complex that will also include outdoor field space. It's anticipated that the project will provide both short and long-term benefits to the City. This includes increasing opportunities for physical activities, health and wellness, and community development. A number of jobs will be created, both during construction and operations related once the center is complete.



Figure 2.05 - Workshop participants considering where archetypes should be located along the SR-2 corridor thru Airway Heights. (Image source: Studio Cascade Inc.)

As a regional draw, the City expects that the facility will draw users from Spokane to Cheney.

The economic multipliers of these projects will have continued impacts on the community, bringing additional activity and opportunities.

Jurisdiction

US-2 is owned and maintained by the Washington State Department of Transportation (WSDOT). While the City may have hopes and desires for design modifications to the highway, it is a State facility, operated to satisfy the requirements and guidance of the Federal Highways Administration. Any proposal made by the City must conform to WSDOT and federal requirements and standards. This will

ensure the highway can still fulfill its regional transportation functions and that WSDOT is able to maintain the street effectively and efficiently.

Design Archetypes

These issues –and more – were considered in the public engagement process, where community members had opportunities to weigh these influences within the context of proposed design solutions. In one of these workshops, community members examined different ways in which the corridor’s design and development can evolve. In some areas, a more suburban type of development may be the best fit. In others, a more compact, urban form might be best. The workshops proposed three different “archetypes” for the community to think about and to apply to different areas along the

corridor based on their understanding and interpretation of the design influences.

Three archetypes were discussed and presented for community members’ consideration. Participants were asked where they felt features of each were best located along the corridor.

The expanded results of the workshop exercises are available in Appendix C.

Small Town Community

As explained at the workshop,

The “Small Town Community” archetype supports a pleasant, laid-back environment for residents and visitors. Neighbors generally know each other since folks have more opportunities for casual, chance meetings – and businesses tend to be homegrown enterprises. Buildings are placed close to the street, and cars tend to slow down as they

1. Small Town Community



2. Destination Center



3. Suburban Lifestyle



Figure 2.04 - *Example Images*. Archetypes are defined as a “typical example of a certain person or thing”. In community design, archetypes are helpful as a way to describe the elements and features which an environment typically contains. Acknowledging the varying development patterns along the corridor, three archetypes have been envisioned for future development through Airway Heights.

arrive. Walking or cycling feels **safe and comfortable, there’s an overall sense that the streets and walkways are truly part of the community.**”

At the workshop, participants were asked which features typical of the “Small Town Community” would be most desirable in Airway Heights.

The following table lists the top features participants indicated as desirable or preferable where applicable along the corridor.

Design Features (*Small Town Community*)

Safe, walkable connections between residential and commercial areas
Traffic calmed, speed limits low
On-street and behind building parking, typical
Pedestrian scale lighting at frequent intervals
Pedestrian friendly with curb bulb-outs, medians, clearly-defined crosswalks
Areas between streets and buildings are public realm, feel local
Maximum size sign standards, and signs affixed to buildings or awnings
Local businesses common
Street furniture (benches, planters, art, etc.)
Mixed-use buildings, housing possible (upper floor)
Design supports visitor interactions
Other (write in): [Reduce] Sign pollution
Other (write in): Pedestrian overpass

Suburban Lifestyle

In addition, the Suburban Lifestyle archetype was presented as:

When it comes to getting around by car, “Suburban Lifestyle” has it all. Pack up the family and shop at national-brand stores, maybe grab a burger on the way to the soccer complex. There’s always plenty of free parking, and roadways are kept attractive and clean. Sidewalks and bike lanes are available, but with this approach, it’s clear that cars come first.

Desired features scoring highest among participants included:

Design Feature (*Suburban Lifestyle*)

Ease of auto circulation through town
Low-density single-family neighborhoods, walk-to opportunities limited
Chain/ national brand commercial most typical
Ample off-street parking, free*
Parks, schools, playgrounds accessed by car, typical
Median strip along highway with landscaping for traffic calming and aesthetics*
Large “big-box” commercial, typical*
Buildings set back from roadway, parking in front typical*
Drive-up access and services
Few visual obstructions between roadways and businesses*

Destination Center

Lastly, **workshop participants** considered the “Destination Center” archetype, described as:

The “Destination Center” approach embraces things found in both the “Small Town” and “Suburban” archetypes, creating an environment much like a mall or strip-center, but including plenty of outdoor walkways and buildings designed to feel like many main streets do. Whether drawn for name-brand dining, entertainment or shopping, this approach attracts visitors seeking a more walkable experience – albeit one that’s also privately owned and managed.

Features of the Destination Center which scored the highest among community participants include:

Design Features (*Destination Center*)

Shopping, service, entertainment destination
Ample off-street parking, typical
Buildings and active areas off-corridor, typical
Compact commercial- shops within short walking distances
Internal, pedestrian-only walkways with “main street” appearance
No freestanding signage- affixed to buildings
Chain/ national brand commercial typical
Anchor stores/ use needed as primary draw
Full-featured streetscapes (lighting, benches, trees, etc.)
Single-developer, master planned, phased growth typical

Context Areas

The US-2 corridor is not homogenous. Though its right of way is a relatively consistent and expansive 150 feet throughout its Airway Heights alignment, it is comprised of several different, distinct districts. Some of these areas serve predominantly commercial development, where buildings are set far back. Other sections of the highway are only sparsely developed, bounded by a landscape that's more rural in character. Other areas are more active, centered on busy intersections with popular off-highway destinations north or south of the corridor.

The community's historic shopping district has character of its own, with a mix of old and new development, smaller lots, unusual right of way conditions, and immediate proximity to residential neighborhoods.

This plan divides the corridor into six context areas. Each context area presents a different vision of what the corridor is and can be, tailored to that particular stretch of US-2.



Figure 3.01 - From east to west, the corridor's length of 3.1 miles cannot be taken as a whole. Six character (or, context) areas have been identified to enhance their individual functionality, identity and use.

Design plates 3.1 through 3.6 show the boundaries of each character area and provide a conceptual street section. Mapped elements describe various treatments within the context area that are either 'strongly applicable', 'applicable', or 'generally not applicable'.

Each plate also describes the context area's specifications for right-of-way and frontage elements. It will be these design features and attributes which will define each area's appearance, scale and identity.

Some of the context areas are more rural or suburban in character. Others are more urban, reflecting



Figure 3.02 - Corridor designs envision future development of specific context areas along US-2 through Airway Heights. The goals of visual consistency, safety, and complete transportation systems are repeated throughout. (Source: SPVV Landscape Architects)

the difference in expectations for each and honoring the community's appreciation for the differentiation of atmosphere and feel from one section to the next.

Plates 3.1 through 3.6 are intended to be illustrative, serving as a guide to the City and its partners as they move forward with their design efforts. They are a statement of intent for developers and designers interested in building projects along the corridor.

As the design process continues, these plates will evolve into more specific designs, with greater detail

on the type, size, and location of the various features incorporated in each context area scheme.

Context Area One

This context area is the community's easternmost gateway. The area extends from Deer Heights Road to 1/2 block west of Hayford Road, also incorporating portions of Hayford Road to the north and south. As a regional destination, the context area includes both shopping and entertainment, with a multi-screen movie theater, restaurants, and other highway-commercial businesses.

This context area includes auto dealers, fast food, banks, and a large-format retailer. It is also busy, with the intersection at Hayford Road operating "at or over capacity," according to WSDOT. The Kalispel Tribe's casino and resort is also accessed from this intersection, as well as are several other large employers.

Future development in this area promotes its gateway location and function as commercial and entertainment destination. (See plate 3.1)

Context Area Two

The lengthiest stretch of corridor at almost one mile, this context area encompasses what will likely become more of a suburban style landscape, with a mix of land uses all set back considerable distance from the highway corridor. Highway and



Figure 3.04 - Six context areas have been established in recognition of each segment's unique character, identity and function. A design and regulatory framework will guide future development and improvements both within the public right of way and where individual property "fronts" the Highway corridor. (Source: Studio Cascade, Inc.)

auto-oriented commercial stores are typically seen within this area, on either side of US-2.

In the future, this CA prioritizes the car, but development also includes pedestrian accommodations with bus pull outs and buffered sidewalks. A multi-use asphalt trail currently exists on the highway's north side. Extending this trail on either side of the highway will increase both City-wide and regional non-motorized connectivity. (See plate 3.2)

Context Area Three

To many long-time Airway Heights residents, Russell Street signifies the eastern entrance into the historic Airway Heights community. This context area signifies a two block transition to smaller lot sizes and compact commercial uses in the City's center.

Future development of this area will incorporate elements of a small town community character. Getting around by car is still easy, with off street parking available, but accommodations for pedestrians are evident. Traffic calming measures are further enhanced as landscaped

median strips and shoulders begin to slow traffic and magnify identity-rich aesthetics. Non-motorized transportation connections will begin to be prominent with protected bike and pedestrian paths. (See plate 3.3)

Context Area Four

For most City residents, the historic "heart" of Airway Heights encompasses a two-block (1/4 mile) stretch along US-2 between S. Lawson Street and S. Lundstrom Street.

As the community's "heart", its essential public facilities are in the vicinity, including the Airway Heights City Hall, Fire Department, Community Building, Library, and Sunset Elementary School and Park. Many locally-owned restaurants, retail offerings, and services are here, as well as the longest-serving grocery.

This plan envisions this as the City's "Main Street" District. A City-owned right-of-way south of Highway-2, "14th Avenue", and its adjacent lands are a promising location to encourage the type of small-town characteristics which would establish an appealing commercial environment.

Future development would include on street parking, or parking behind buildings, conducive to a more active street scene. The area would feel safe both day and night, with pedestrian lighting and bustling activity. Safe and walkable connections should be present to and from residential and commercial areas both north and south of the highway.

Other pedestrian features and amenities will be frequent, with street furniture, such as benches and planters, placed throughout. Crosswalks, too, are to be clearly defined. Curb bulb-outs and medians are ideal, making crossing streets shorter and safer. (See plate 3.4)

Context Area Five

The area between S. Lundstrom Street and Craig Road embodies the western transition zone. This area is primarily made up of low-

density highway commercial, some local dining establishments, merchandise, equipment sales, and one motel. There are also a number of undeveloped and underdeveloped highway-adjacent land parcels. The plan envisions this area to form the transition from the City's western gateway to the town center.

In public workshops, this area was identified for development with the "suburban lifestyle" archetype in mind. Future development should include landscaped medians, pedestrian improvements such as lighting and a protected multi-use trail. At its eastern edge, (S. Lundstrom Street) improvements should signify entrance into Airway Height's town center. This could be accomplished through an enhanced intersection with access to "Main Street" (14th Ave). It could also include center median improvements,



Figure 3.05- West Plains Conceptual Roundabouts (Source: WSDOT)

additional lighting, and trees lining both north and south side shoulders. (See plate 3.5)

Context Area Six

This context area includes the City's 2012 annexation of lands a half mile west of Craig Road on the north side of Highway 2. The furthestmost western portion of this context area includes the "Spo-Ko" filling station, mini-mart and fast food restaurant. The area is also home to the Spokane Tribe of Indians' Economic Project, or STEP.

STEP aims to develop a 37 acre **site fronting Highway 2 at the west end of the City. The project is a significant economic investment and regional employer. Traffic impact analysis has predicted an additional 10,000 average daily vehicular trips generated by the development.**

Future development will include a traffic roundabout at STEP's location on US-2. This will assist in managing the increased vehicular trips generated by the casino facility. It will also calm traffic and reduce speeds, and consequently, further form the City's identity by establishing its western gateway. Other frontage improvements will be developed in order to add connectivity and continuity to the City's westward growth. (See plate 3.6)

About CA1

Context Area 1 (CA1) is located near the eastern limits of Airway Heights. CA1 serves as the community's eastern gateway and is intended to welcome visitors to Airway Heights, creating a sense of arrival approaching intersections at Deer Heights and Hayford Road. CA1 initiates a feature set including landscaping, lighting, furniture, signs and other amenities to create a welcoming, attractive and hospitable environment for residents and visitors.

Using this Chart

Figure 17.34.30.A illustrates a typical CA1 street section, including features to occur in 1) the US2 Right of Way (ROW) and, 2) on private lands abutting the ROW ("Frontage"). Tables detailing specific requirements for ROW and Frontage conditions appear on the reverse side of this page.

Figure 17.34.30.A1 below maps the extents of CA1, including ROW areas along US2 and extending along intersecting streets. Associated Frontage areas are also depicted, including approximately 75 feet beyond the extents of the US2 ROW. The figure also maps approximate locations for recommended features within the ROW, including medians, "gateway" elements, and differing types of US2 crossings. The table at right ("Mapped Elements") details specific features associated with each.

Mapped Elements	* (C)	* (TC)	*	*	×
Raised Median (landscaped)	●	●	○	●	●
Community ID Features	●	●	○	○	○
Wayfinding - General	●	●	○	○	○
Wayfinding - Arrival	○	○	○	○	○
Signalized Crossing (all modes)	●	●	●	○	○
Signalized Crossing (non-motorized)	●	●	○	●	○
Curb Bump-outs	●	●	●	●	●
Surface Treatment (crossing)	●	●	●	●	●

● = Strongly applicable; ○ = Applicable, as option; ○ = Generally not applicable, include as option

Fig. 17.34.30.A



Fig. 17.34.30.A.1

ROW Element, CA1	Requirements	Notes
Roadway, US 2	<ul style="list-style-type: none"> Two lanes each direction 12' width, maximum 	
Median	<ul style="list-style-type: none"> Turn lane, typ. 16' width, minimum 	<ul style="list-style-type: none"> Per WSDOT standards Incorporation of stormwater control features encouraged Additional features per US2 Corridor Plan Incorporation of community entry and gateway elements encouraged
Roadway Edge (abutting Roadway Buffer and raised medians)	<ul style="list-style-type: none"> 6" concrete curb 	<ul style="list-style-type: none"> Per WSDOT standards
Pedestrian Crossings, US2	<ul style="list-style-type: none"> 12' minimum width 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Pedestrian Crossings, driveways in Buffer/Parkway	<ul style="list-style-type: none"> 12' minimum width To align with Parkway trail/sidewalk Painted or paver surface Consistent grade for crossing across driveway 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Roadway Buffer , north/south	<ul style="list-style-type: none"> 15' minimum width 	<ul style="list-style-type: none"> Dedicated turn/acceleration lane possible per WSDOT standards
Roadway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Roadway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US Corridor Plan
Parkway Lighting, north	<ul style="list-style-type: none"> Luminaires not to exceed 12' max height 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Parkway Lighting, south	<ul style="list-style-type: none"> Luminaires not to exceed 12' max, height 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements encouraged
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged
Transit Facilities	<ul style="list-style-type: none"> Stop or shelter 	<ul style="list-style-type: none"> Per STA standards, minimum Design enhancements encouraged
Parkway	<ul style="list-style-type: none"> 17' minimum width 	
Multi-use Trail, south	<ul style="list-style-type: none"> 12' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing trail features Additional specifications per Public Works standards
Sidewalk, north	<ul style="list-style-type: none"> 10' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing sidewalk features Additional specifications per Public Works standards
Benches	<ul style="list-style-type: none"> 1 every 660' minimum Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged
Parkway Edge	<ul style="list-style-type: none"> 6" continuous concrete curb abutting frontage 	<ul style="list-style-type: none"> Additional specifications per Public Works standards

Frontage Element, CA1	Requirements	Notes
Building Standards	<ul style="list-style-type: none"> No additional building requirements 	
Parking Location	<ul style="list-style-type: none"> No additional placement requirements 	
Pedestrian Amenities	<ul style="list-style-type: none"> For intersecting streets: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to sidewalks/ROW along intersecting streets For US 2 ROW: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to Parkway features 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> No additional landscaping requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Lighting	<ul style="list-style-type: none"> No additional lighting requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Signs	<ul style="list-style-type: none"> No additional sign requirements 	

About CA2

Context Area 2 (CA2) extends westward from Hayford Road to Russell Street, consisting largely of undeveloped or sparsely developed areas (to date). The intent of standards in this context area is to move traffic smoothly and efficiently while still safety accommodating bicyclists and pedestrians, maintaining design features that express Airway Heights' community character and provide continuity between CA1 and CA3. See Figures 17.34.30.A1, 17.34.30 for a typical CA2 street section and plan extents (*figures copied below*).

Using this Chart

Figure 17.34.30.B illustrates a typical CA2 street section, including features to occur in 1) the US2 Right of Way (ROW) and, 2) on private lands abutting the ROW ("Frontage"). Tables detailing specific requirements for ROW and Frontage conditions appear on the reverse side of this page.

Figure 17.34.30.B1 below maps the extents of CA2, including ROW areas along US2 and extending along intersecting streets. Associated Frontage areas are also depicted, including approximately 75 feet beyond the extents of the US2 ROW. The figure also maps approximate locations for recommended features within the ROW, including medians, "gateway" elements, and differing types of US2 crossings. The table at right ("Mapped Elements") details specific features associated with each.

Mapped Elements	* _(C)	* _(TC)	*	*	×
Raised Median (landscaped)	●	●	○	●	●
Community ID Features	●	●	○	○	○
Wayfinding - General	●	●	○	○	○
Wayfinding - Arrival	○	○	○	○	○
Signalized Crossing (all modes)	●	●	●	○	○
Signalized Crossing (non-motorized)	●	●	○	●	○
Curb Bump-outs	●	●	●	●	●
Surface Treatment (crossing)	●	●	●	●	○

● = Strongly applicable; ○ = Applicable, as option; ○ = Generally not applicable, include as option

Fig. 17.34.30.A



Fig. 17.34.30.B.1

ROW Element, CA2	Requirements	Notes
Roadway, US 2	<ul style="list-style-type: none"> Two lanes each direction 12' width, maximum 	
Median	<ul style="list-style-type: none"> Turn lane, typ. 16' width, minimum 	<ul style="list-style-type: none"> Per WSDOT standards Incorporation of stormwater control features encouraged Additional features per US2 Corridor Plan Incorporation of community design elements encouraged
Roadway Edge (abutting Roadway Buffer and raised medians)	<ul style="list-style-type: none"> 6" concrete curb 	<ul style="list-style-type: none"> Per WSDOT standards
Pedestrian Crossings, US2	<ul style="list-style-type: none"> 12' minimum width 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Pedestrian Crossings, driveways in Buffer/Parkway	<ul style="list-style-type: none"> 12' minimum width To align with Parkway trail/sidewalk Painted or paver surface Consistent grade for crossing across driveway 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Roadway Buffer , north/south	<ul style="list-style-type: none"> 15' minimum width 	<ul style="list-style-type: none"> Dedicated turn/acceleration lane possible per WSDOT standards
Roadway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Roadway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Parkway Lighting, north	<ul style="list-style-type: none"> Luminaires not to exceed 12' max. height 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Parkway Lighting, south	<ul style="list-style-type: none"> Luminaires not to exceed 12' max. height 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged
Transit Facilities	<ul style="list-style-type: none"> Stop or shelter 	<ul style="list-style-type: none"> Per STA standards, minimum May include design enhancements
Parkway	<ul style="list-style-type: none"> 17' minimum width 	
Multi-use Trail, south	<ul style="list-style-type: none"> 12' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing trail features Additional specifications per Public Works standards
Sidewalk, north	<ul style="list-style-type: none"> 10' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing sidewalk features Additional specifications per Public Works standards
Benches	<ul style="list-style-type: none"> 1 every 660' minimum Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged
Parkway Edge	<ul style="list-style-type: none"> 6" continuous concrete curb abutting frontage 	<ul style="list-style-type: none"> Additional specifications per Public Works standards

Frontage Element, CA2	Requirements	Notes
Building Standards	<ul style="list-style-type: none"> No additional building requirements 	
Parking Location	<ul style="list-style-type: none"> No additional placement requirements 	
Pedestrian Amenities	<ul style="list-style-type: none"> For intersecting streets: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to sidewalks/ROW along intersecting streets For US 2 ROW: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to Parkway features 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> No additional landscaping requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Lighting	<ul style="list-style-type: none"> No additional lighting requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Signs	<ul style="list-style-type: none"> No additional sign requirements 	

About CA3

Context Area 3 (CA3) extends from Russell Street to Lawson Street, including a variety of land uses and development conditions, generally arrayed on smaller sized lots. The intent of standards in this context area is to organize the visual impressions, access strategies, and development patterns to help transition between CA2 and the more urbanized "Town Center" character envisioned for CA4. As an implementing feature, CA3 standards support the transformation of existing City ROW (14th Avenue, south of US 2) into a lower-intensity eastern extension of the off-corridor "main street" area envisioned for CA4. See Figures 17.34.30.A1, 17.34.30 for a typical CA3 street section and plan extents (*figures copied below*).

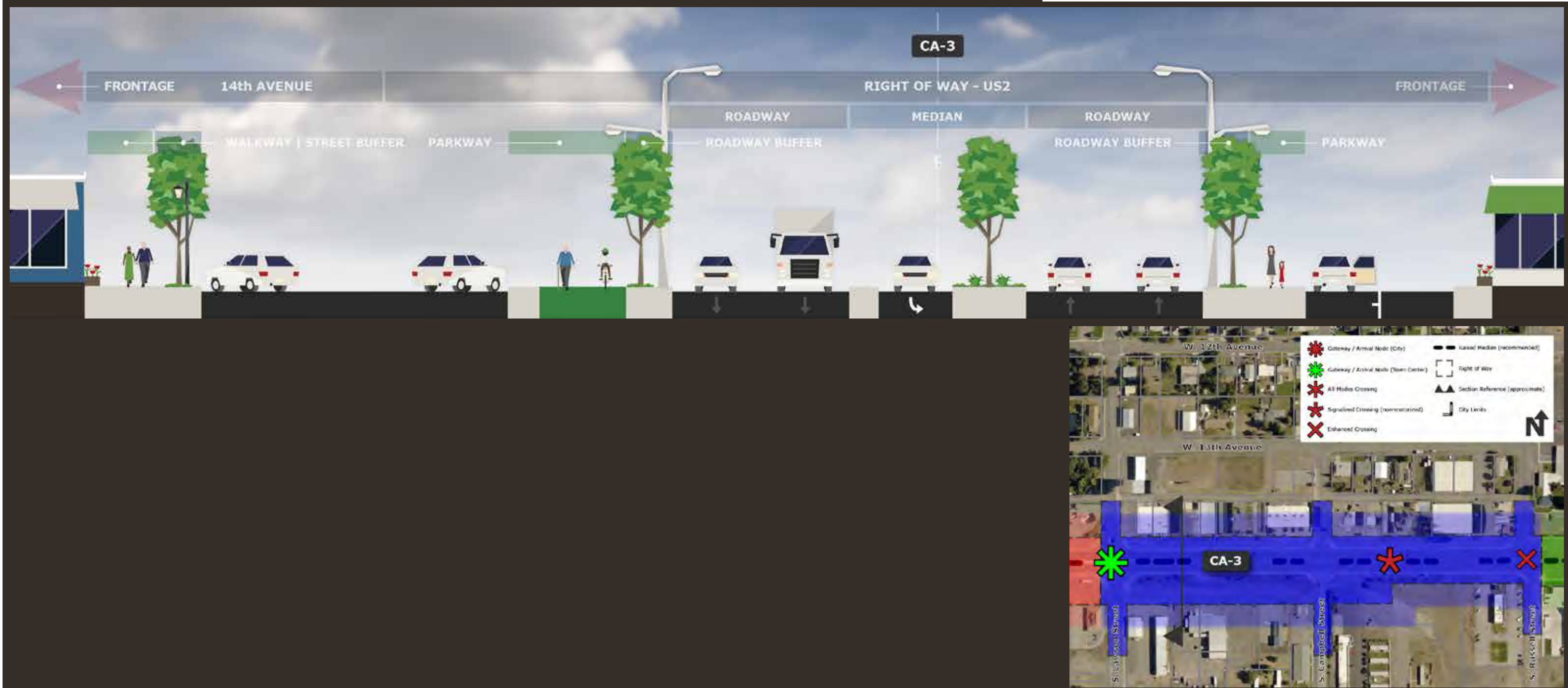
Using this Chart

Figure 17.34.30.C illustrates a typical CA3 street section, including features to occur in 1) the US2 Right of Way (ROW) and, 2) on private lands abutting the ROW ("Frontage"). Tables detailing specific requirements for ROW and Frontage conditions appear on the reverse side of this page.

Figure 17.34.30.C1 below maps the extents of CA3, including ROW areas along US2 and extending along intersecting streets. Allocated Frontage areas are also depicted, including approximately 75 feet beyond the extents of the US2 ROW. The figure also maps approximate locations for recommended features within the ROW, including medians, "gateway" elements, and differing types of US2 crossings. The table at right ("Mapped Elements") details specific features associated with each.

Mapped Elements	* (C)	* (TC)	*	*	×
Raised Median (landscaped)	●	●	○	●	●
Community ID Features	●	●	○	○	○
Wayfinding - General	●	●	○	○	○
Wayfinding - Arrival	○	○	○	○	○
Signalized Crossing (all modes)	○	○	○	○	○
Signalized Crossing (non-motorized)	○	○	○	○	○
Curb Bump-outs	○	○	○	○	○
Surface Treatment (crossing)	○	○	○	○	○

● = Strongly applicable; ○ = Applicable, as option; ○ = Generally not applicable, include as option



ROW Element, CA3	Requirements	Notes
Roadway, US 2	<ul style="list-style-type: none"> Two lanes each direction 12' width, maximum 	
Median	<ul style="list-style-type: none"> Turn lane, typ. 16' width, minimum 	<ul style="list-style-type: none"> Per WSDOT standards Incorporation of stormwater control features encouraged Additional features per US2 Corridor Plan Incorporation of community design elements encouraged
Street, 14th Avenue	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> Lanes, parking configuration per Town Center plan
Roadway & Street Edge (abutting Roadway Buffer, raised medians and Parkway features)	<ul style="list-style-type: none"> 6" concrete curb 	<ul style="list-style-type: none"> Per WSDOT standards Additional specifications per Public Works standards, 14th Avenue
Pedestrian Crossings, US2	<ul style="list-style-type: none"> 12' minimum width 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Pedestrian Crossings, driveways in Buffer/Parkway	<ul style="list-style-type: none"> 12' minimum width To align with Parkway trail/sidewalk Painted or paver surface Consistent grade for crossing across driveway 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Crosswalks, 14th Avenue	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> Crosswalks, desisgn features per Town Center Plan
Roadway Buffer , north/south	<ul style="list-style-type: none"> 6' minimum width 	
Roadway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 	<ul style="list-style-type: none"> Per WSDOT standards
Roadway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 	<ul style="list-style-type: none"> Per WSDOT standards
Parkway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Parkway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features possible
Transit Facilities	<ul style="list-style-type: none"> Stop or shelter 	<ul style="list-style-type: none"> Per STA standards, minimum May include design enhancements
Parkway	<ul style="list-style-type: none"> 17' minimum width 	
Multi-use Trail, south	<ul style="list-style-type: none"> 12' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing trail features Additional specifications per Public Works standards
Sidewalk, north	<ul style="list-style-type: none"> 10' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing sidewalk features Additional specifications per Public Works standards
Benches	<ul style="list-style-type: none"> 1 every 660' minimum Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Additional specifications per Public Works standards

ROW Element, CA3	Requirements	Notes
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged
Parkway Edge	<ul style="list-style-type: none"> 6" continuous concrete curb abutting frontage 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Street Buffer	<ul style="list-style-type: none"> 6' minimum width 	
Street Lighting	<ul style="list-style-type: none"> Luminaires not to exceed 12' max. height Location per Figure 17.34.30XX, typ. 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Community design elements encouraged
Walkway, south of 14th Avenue	<ul style="list-style-type: none"> 10' minimum width, concrete surface Location per Figure 17.34.30.C 	<ul style="list-style-type: none"> Adapt/merge with existing sidewalk features
Landscaping	<ul style="list-style-type: none"> Deciduous trees in grass planter strip Location per Figure 17.34.30.C, typ. 	<ul style="list-style-type: none"> May incorporate stormwater control features
Benches	<ul style="list-style-type: none"> 1 every 175' minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards

Frontage Element, CA3	Requirements	Notes
Building Standards	<ul style="list-style-type: none"> Building façade to abut ROW 	<ul style="list-style-type: none"> Additional specifications per Design Standards
Parking Location	<ul style="list-style-type: none"> Parking behind or to the side of building 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Pedestrian Amenities	<ul style="list-style-type: none"> For intersecting streets: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to sidewalks/ ROW along intersecting streets For US 2 ROW: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to Parkway features For 14th Avenue ROW: <ul style="list-style-type: none"> Two shared mid-block continuous pathways linking building to Parkway features 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> No additional landscaping requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Lighting	<ul style="list-style-type: none"> No additional lighting requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged Additional specifications per Design Standards
Signs	<ul style="list-style-type: none"> No additional sign requirements 	<ul style="list-style-type: none"> Additional specifications per Design Standards

About CA4

Context Area 4 (CA4) extends westward from Context Area 3, including a two-block area from Lawson Street to Lundstrom Street. CA4 is identified as the City's Town Center in the US 2 corridor plan. The intent of standards in this context area is to create a more urbanized, pedestrian-friendly and character-rich environment, supporting a wide array of smaller businesses, startup enterprises and housing options within and adjacent to the Context Area. As an implementing feature, CA4 standards encourage the transformation of existing City right-of-way (14th Avenue, south of US 2) into an off-corridor "main street" area, designed to accommodate shops, light manufacturing and small-scale food processing such as craft industries, bakeries, breweries or other, similar uses. See Figures 17.34.30.A1, 17.34.30 for a typical CA4 street section and plan extents (*figures copied below*).

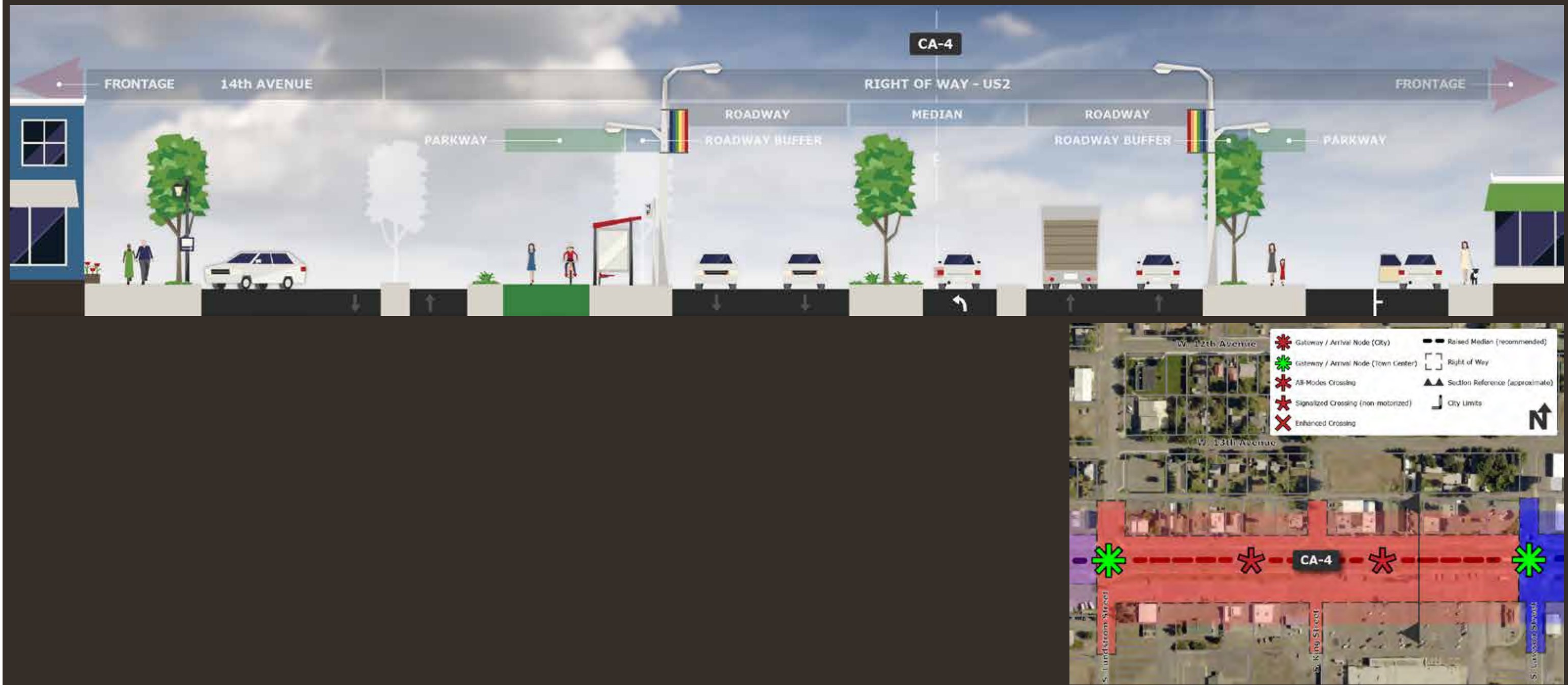
Using this Chart

Figure 17.34.30.D illustrates a typical CA4 street section, including features to occur in 1) the US2 Right of Way (ROW) and, 2) on private lands abutting the ROW ("Frontage"). Tables detailing specific requirements for ROW and Frontage conditions appear on the reverse side of this page.

Figure 17.34.30.D1 below maps the extents of CA4, including ROW areas along US2 and extending along intersecting streets. Associated Frontage areas are also depicted, including approximately 75 feet beyond the extents of the US2 ROW. The figure also maps approximate locations for recommended features within the ROW, including medians, "gateway" elements, and differing types of US2 crossings. The table at right ("Mapped Elements") details specific features associated with each.

Mapped Elements	* (C)	* (TC)	*	*	×
Raised Median (landscaped)	●	●	○	●	●
Community ID Features	●	●	○	○	○
Wayfinding - General	●	●	○	○	○
Wayfinding - Arrival	○	○	●	●	●
Signalized Crossing (all modes)	●	●	●	○	○
Signalized Crossing (non-motorized)	●	●	○	●	○
Curb Bump-outs	●	●	●	●	●
Surface Treatment (crossing)	●	●	●	●	●

● = Strongly applicable; ○ = Applicable, as option; ○ = Generally not applicable, include as option



ROW Element, CA4	Requirements	Notes
Roadway, US 2	<ul style="list-style-type: none"> Two lanes each direction 12' width, maximum 	
Median	<ul style="list-style-type: none"> Turn lane, typ. 16' width, minimum 	<ul style="list-style-type: none"> Per WSDOT standards Incorporation of stormwater control features encouraged Additional features per US2 Corridor Plan Incorporation of community design elements encouraged
Street, 14th Avenue	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> Lanes, parking configuration per Town Center plan
Roadway & Street Edge (abutting Roadway Buffer, raised medians and Parkway features)	<ul style="list-style-type: none"> 6" concrete curb 	<ul style="list-style-type: none"> Per WSDOT standards Additional specifications per Public Works standards, 14th Avenue
Pedestrian Crossings, US2	<ul style="list-style-type: none"> 12' minimum width 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan Crosswalks, design features per Town Center Plan
Pedestrian Crossings, driveways in Buffer/Parkway	<ul style="list-style-type: none"> 12' minimum width To align with Parkway trail/sidewalk Painted or paver surface Consistent grade for crossing across driveway 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Additional features per US Corridor Plan Crosswalks, design features per Town Center Plan
Crosswalks, 14th Avenue	<ul style="list-style-type: none"> TBD 	<ul style="list-style-type: none"> Crosswalks, design features per Town Center Plan
Roadway Buffer , north/south	<ul style="list-style-type: none"> 6' minimum width 	
Roadway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 	<ul style="list-style-type: none"> Per WSDOT standards Banners or other design enhancements encouraged
Roadway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 	<ul style="list-style-type: none"> Per WSDOT standards Banners or other design enhancements encouraged
Parkway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements encouraged Design features per Town Center Plan
Parkway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements encouraged Design features per Town Center Plan
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features possible
Transit Facilities	<ul style="list-style-type: none"> Stop or shelter 	<ul style="list-style-type: none"> Per STA standards, minimum Design enhancements encouraged
Parkway	<ul style="list-style-type: none"> 12' minimum width 	
Multi-use Trail, south	<ul style="list-style-type: none"> 12' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing trail features Additional specifications per Public Works standards

ROW Element, CA4	Requirements	Notes
Sidewalk, north	<ul style="list-style-type: none"> 10' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing sidewalk features Additional specifications per Public Works standards
Benches	<ul style="list-style-type: none"> 1 every 660' minimum Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features possible
Parkway Edge	<ul style="list-style-type: none"> 6" continuous concrete curb abutting frontage 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Street Buffer	<ul style="list-style-type: none"> 6' minimum width 	
Street Lighting	<ul style="list-style-type: none"> Luminaires not to exceed 12' max. height Location per Figure 17.34.30XX, typ. 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Community design elements encouraged
Walkway, south of 14th Avenue	<ul style="list-style-type: none"> 10' minimum width, concrete surface Location per Figure 17.34.30.C 	<ul style="list-style-type: none"> Adapt/merge with existing sidewalk features
Landscaping	<ul style="list-style-type: none"> Deciduous trees in tree grates Location per Figure 17.34.30.C, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features possible
Benches	<ul style="list-style-type: none"> 1 every 175' minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards

Frontage Element, CA4	Requirements	Notes
Building Standards	<ul style="list-style-type: none"> Building façade to abut ROW 	<ul style="list-style-type: none"> Additional specifications per Design Standards
Parking Location	<ul style="list-style-type: none"> Parking behind or to the side of building 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Pedestrian Amenities	<ul style="list-style-type: none"> For intersecting streets: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to sidewalks/ROW along intersecting streets For US 2 ROW: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to Parkway features For 14th Avenue ROW: <ul style="list-style-type: none"> Two shared mid-block continuous pathways linking building to Parkway features 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> No additional landscaping requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Lighting	<ul style="list-style-type: none"> No additional lighting requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged Additional specifications per Design Standards
Signs	<ul style="list-style-type: none"> No additional sign requirements 	<ul style="list-style-type: none"> Additional specifications per Design Standards

About CA5

Context Area 5 (CA5) extends westward from Context Area 4, including the area from Lundstrom Street to just east of Craig Road. CA5 shares characteristics of Context Area 2 and Context Area 3, with substantial portions of the northern frontage developed at or near the US 2 ROW and more scattered, less-contiguous development along the southern edge. The intent of standards in this context area is to move traffic smoothly and efficiently while still safety accommodating bicyclists and pedestrians, maintaining design features that provide continuity between CA3 and CA5. See Figures 17.34.30.A1, 17.34.30 for a typical CA5 street section and plan extents (figures copied below).

Using this Chart

Figure 17.34.30.E illustrates a typical CA5 street section, including features to occur in 1) the US2 Right of Way (ROW) and, 2) on private lands abutting the ROW ("Frontage"). Tables detailing specific requirements for ROW and Frontage conditions appear on the reverse side of this page.

Figure 17.34.30.E1 below maps the extents of CA5, including ROW areas along US2 and extending along intersecting streets. Associated Frontage areas are also depicted, including approximately 75 feet beyond the extents of the US2 ROW. The figure also maps approximate locations for recommended features within the ROW, including medians, "gateway" elements, and differing types of US2 crossings. The table at right ("Mapped Elements") details specific features associated with each.

Mapped Elements	* (C)	* (TC)	*	*	×
Raised Median (landscaped)	●	●	○	●	●
Community ID Features	●	●	○	○	○
Wayfinding - General	●	●	○	○	○
Wayfinding - Arrival	○	○	○	○	○
Signalized Crossing (all modes)	●	●	●	○	○
Signalized Crossing (non-motorized)	●	●	○	●	○
Curb Bump-outs	●	●	●	●	●
Surface Treatment (crossing)	●	●	●	●	●

● = Strongly applicable; ○ = Applicable, as option; ○ = Generally not applicable, include as option



ROW Element, CA5	Requirements	Notes
Roadway, US 2	<ul style="list-style-type: none"> Two lanes each direction 12' width, maximum 	
Median	<ul style="list-style-type: none"> Turn lane, typ. 16' width, minimum 	<ul style="list-style-type: none"> Per WSDOT standards Incorporation of stormwater control features encouraged Additional features per US2 Corridor Plan Incorporation of community design elements encouraged
Roadway Edge (abutting Roadway Buffer, raised medians and Parkway features)	<ul style="list-style-type: none"> 6" concrete curb 	<ul style="list-style-type: none"> Per WSDOT standards
Pedestrian Crossings, US2	<ul style="list-style-type: none"> 12' minimum width 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Pedestrian Crossings, driveways in Buffer/Parkway	<ul style="list-style-type: none"> 12' minimum width To align with Parkway trail/sidewalk Painted or paver surface Consistent grade for crossing across driveway 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Additional features per US2 Corridor Plan
Roadway Buffer, north	<ul style="list-style-type: none"> 6' minimum width 	
Roadway Buffer, south	<ul style="list-style-type: none"> 15' minimum width 	<ul style="list-style-type: none"> Dedicated turn/acceleration lane possible per WSDOT standards
Roadway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US Corridor Plan
Roadway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 	<ul style="list-style-type: none"> Per WSDOT standards
Parkway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting (joint use pole) 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Parkway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Luminaires not to exceed 12' max. height 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged
Transit Facilities	<ul style="list-style-type: none"> Stop or shelter 	<ul style="list-style-type: none"> Per STA standards, minimum May include design enhancements
Parkway	<ul style="list-style-type: none"> 17' minimum width 	
Multi-use Trail, south	<ul style="list-style-type: none"> 12' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing trail features Additional specifications per Public Works standards
Sidewalk, north	<ul style="list-style-type: none"> 10' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing sidewalk features Additional specifications per Public Works standards
Benches	<ul style="list-style-type: none"> 1 every 660' minimum Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged

ROW Element, CA5	Requirements	Notes
Parkway Edge	<ul style="list-style-type: none"> 6" continuous concrete curb abutting frontage 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Frontage Element, CA5	Requirements	Notes
Building Standards, north	<ul style="list-style-type: none"> Building façade to abut ROW 	<ul style="list-style-type: none"> Additional specifications per Design Standards
Building Standards, south	<ul style="list-style-type: none"> No additional building requirements 	
Parking Location, north	<ul style="list-style-type: none"> Parking behind or to the side of building 	
Parking Location, south	<ul style="list-style-type: none"> No additional building requirements 	
Pedestrian Amenities	<ul style="list-style-type: none"> For intersecting streets: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to sidewalks/ROW along intersecting streets For US 2 ROW: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to Parkway features 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> No additional landscaping requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Lighting	<ul style="list-style-type: none"> No additional lighting requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Signs	<ul style="list-style-type: none"> No additional sign requirements 	

About CA6

Context Area 6 (CA6) includes the area between Craig Road and Fairview Heights Road (western City limits). CA6 is the community's western gateway, with potential for extensive resort, recreational and commercial development on the north side of the highway. The intent of this character area is to make a decisive entry statement, welcome travelers from the west, provide convenient access to adjoining commercial development, and establish a pattern of street design that is consistent with the US 2 corridor plan. See Figures 17.34.30.A1, 17.34.30 for a typical CA6 street section and plan extents (*figures copied below*).

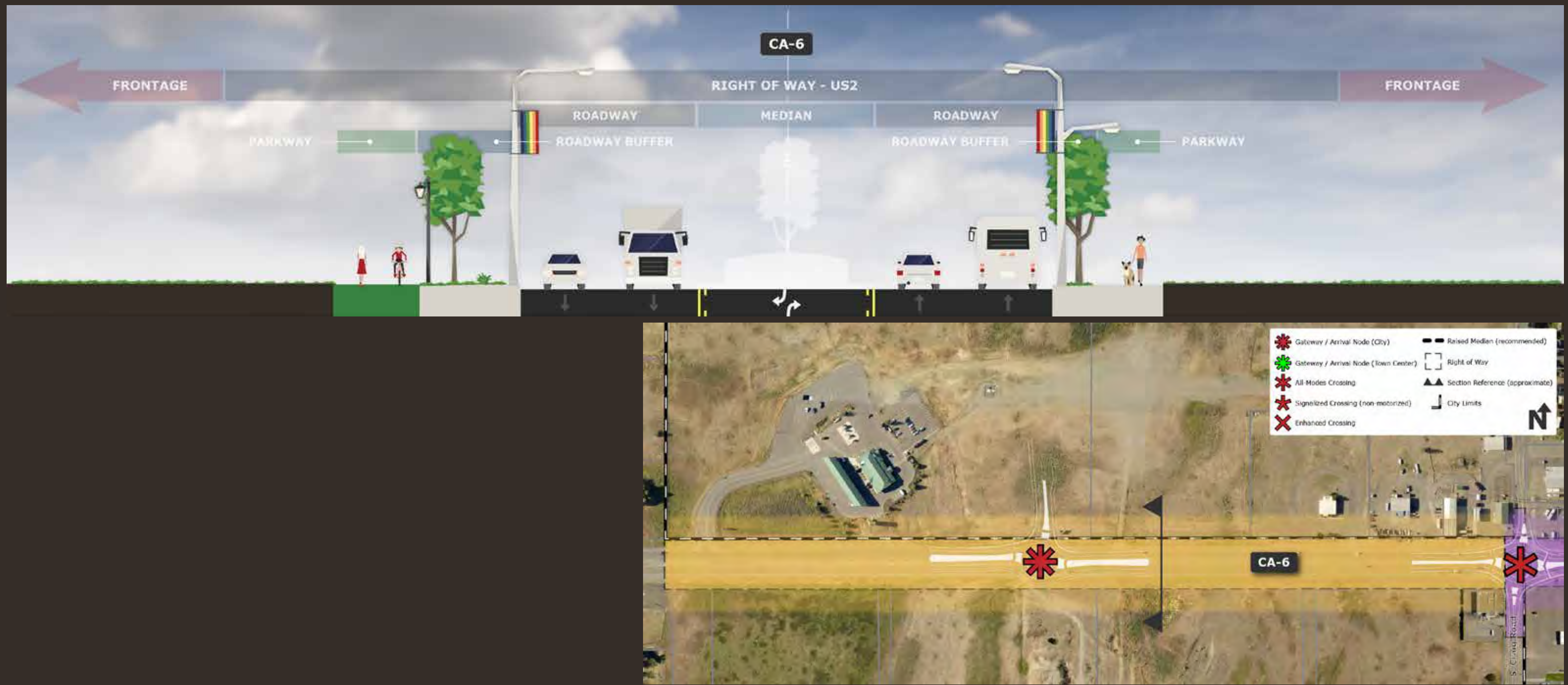
Using this Chart

Figure 17.34.30.F illustrates a typical CA6 street section, including features to occur in 1) the US2 Right of Way (ROW) and, 2) on private lands abutting the ROW ("Frontage"). Tables detailing specific requirements for ROW and Frontage conditions appear on the reverse side of this page.

Figure 17.34.30.F1 below maps the extents of CA6, including ROW areas along US2 and extending along intersecting streets. Associated Frontage areas are also depicted, including approximately 75 feet beyond the extents of the US2 ROW. The figure also maps approximate locations for recommended features within the ROW, including medians, "gateway" elements, and differing types of US2 crossings. The table at right ("Mapped Elements") details specific features associated with each.

Mapped Elements	* (C)	* (TC)	*	*	×
Raised Median (landscaped)	●	●	○	●	●
Community ID Features	●	●	○	○	○
Wayfinding - General	●	●	○	○	○
Wayfinding - Arrival	○	○	○	○	○
Signalized Crossing (all modes)	●	●	●	○	○
Signalized Crossing (non-motorized)	●	●	○	●	○
Curb Bump-outs	●	●	●	●	●
Surface Treatment (crossing)	●	●	●	●	●

● = Strongly applicable; ○ = Applicable, as option; ○ = Generally not applicable, include as option



ROW Element, CA6	Requirements	Notes
Roadway, US 2	<ul style="list-style-type: none"> Two lanes each direction 12' width, maximum 	
Median	<ul style="list-style-type: none"> Turn lane, typ. 16' width, minimum 	<ul style="list-style-type: none"> Per WSDOT standards Incorporation of stormwater control features encouraged Additional features per US2 Corridor Plan Incorporation of community entry and gateway elements encouraged
Roadway Edge (abutting Roadway Buffer and raised medians)	<ul style="list-style-type: none"> 6" concrete curb 	<ul style="list-style-type: none"> Per WSDOT standards
Pedestrian Crossings, US2	<ul style="list-style-type: none"> 12' minimum width 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Pedestrian Crossings, driveways in Buffer/Parkway	<ul style="list-style-type: none"> 12' minimum width To align with Parkway trail/sidewalk Painted or paver surface Consistent grade for crossing across driveway 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Roadway Buffer, north	<ul style="list-style-type: none"> 6' minimum width 	
Roadway Buffer, south	<ul style="list-style-type: none"> 15' minimum width 	
Roadway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting, (joint use pole) 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US2 Corridor Plan
Roadway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Per WSDOT standards Additional features per US Corridor Plan
Parkway Lighting, north	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Combo lighting, (joint use pole) 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Parkway Lighting, south	<ul style="list-style-type: none"> Location per Figure 17.34.30.A, typ. Luminaires not to exceed 12' max, height 0.2 foot-candle spacing, minimum 	<ul style="list-style-type: none"> Additional specifications per Public Works standards Banners or other design enhancements possible
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged
Transit Facilities	<ul style="list-style-type: none"> Stop or shelter 	<ul style="list-style-type: none"> Per STA standards, minimum Design enhancements possible
Parkway	<ul style="list-style-type: none"> 17' minimum width, south 12' minimum width, north 	
Multi-use Trail, south	<ul style="list-style-type: none"> 12' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing trail features Additional specifications per Public Works standards
Sidewalk, north	<ul style="list-style-type: none"> 10' minimum width, asphalt surface Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Adapt/merge with existing sidewalk features Additional specifications per Public Works standards
Benches	<ul style="list-style-type: none"> 1 every 660' minimum Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> Draught-tolerant mix of grasses, low ground-cover and deciduous trees Location per Figure 17.34.30.A, typ. 	<ul style="list-style-type: none"> Incorporation of stormwater control features encouraged

ROW Element, CA6	Requirements	Notes
Parkway Edge	<ul style="list-style-type: none"> 6" continuous concrete curb abutting frontage 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Frontage Element, CA6	Requirements	Notes
Building Standards	<ul style="list-style-type: none"> No additional building requirements 	
Parking Location	<ul style="list-style-type: none"> No additional placement requirements 	
Pedestrian Amenities	<ul style="list-style-type: none"> For intersecting streets: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to sidewalks/ROW along intersecting streets For US 2 ROW: <ul style="list-style-type: none"> One or more continuous pathways linking commercial uses to Parkway features 	<ul style="list-style-type: none"> Additional specifications per Public Works standards
Landscaping	<ul style="list-style-type: none"> No additional landscaping requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Lighting	<ul style="list-style-type: none"> No additional lighting requirements 	<ul style="list-style-type: none"> Coordination with Parkway features encouraged
Signs	<ul style="list-style-type: none"> No additional sign requirements 	

Implementation

Transformation of the highway corridor will be incremental, accomplished over a long period of time by the actions of many. This implementation guide identifies those short, medium, and long-range activities that will propel change along the corridor, putting improvements in place at the appropriate time to shape development, enhance community identity and advance local economic development...all while accommodating the regional transportation purpose the highway is intended to serve.

City planning and programming

Adopted plan improvements within existing city and state right-of-ways should be developed when feasible. Phased right-of-way improvements should be adopted into the City's comprehensive plan and included in the City's capital improvements program.

All new substantial development (and redevelopment) on Highway 2 and 14th Avenue adjacent parcels should



Figure 4.01 - A series of actions by various stakeholders will be needed to see transformation occur along the corridor. The City plays both a guiding role and developer of capital improvements within the public right-of-ways. (Image source: Studio Cascade, Inc.)

demonstrate conformity with the Comprehensive Plan and AHMC 17.34 (US-2 Corridor Overlay Zone).

As a further step to assuring new development conforms to the goals and design standards set forth in the plan, the City should consider adoption of a design review process. The primary goal of design review would be to assist developers, architects, and property owners in understanding and incorporating corridor design elements into their proposals. A model ordinance has been provided and included as 'Appendix B'.



Figure 4.02 - The community's vision for the corridor enhances the City's character, increases opportunities and broadens the range of transportation choices. (Image source: CAWH)

Additionally, the City's Capital Facilities chapter of the Comprehensive Plan and subsequent capital improvements planning can be updated to reflect a strategic and coordinated approach to City-led development within the corridor.

WSDOT

Many plan improvements are located within the existing state right-of-way. These should be adopted into the Washington State Department of Transportation's Improvement Program for Highway 2. Location-specific designs at intersections, roundabouts, gateways and other facility improvements should factor corridor plan elements.

Spokane Transit Authority

Future plans of the Spokane Transit Authority (STA) along the Highway 2 corridor include implementation of a

High Performance Transit Network. The network will connect travelers to and from Medical Lake, Airway Heights, and Cheney through a west plains transit center. STA's Comprehensive Plan identifies establishment of a Red Line. This would provide direct service to a number of major destinations.

As further development occurs along the corridor, the City, in partnership with STA and WSDOT, should identify additional bus stop locations, bus turnouts and other transit amenities. **High frequency corridors typically necessitate stops every quarter mile near centers of high activity.**

Grants / Programs

Various Federal and State grant programs direct funding to transportation facility improvements. Notably, the Washington State Transportation Improvement Board (TIB) is a major funder of high priority projects for cities and counties. **These include opportunities for non-motorized transportation and transit improvements.**

Other programs, including the City's "Complete Streets" ordinance, could be applied to the corridor to improve pedestrian accessibility. Furthermore, the City's "Lodging Tax Facilities Grant Program" could be leveraged for plan improvements that enhance the tourism experience, attracting more visitors and economic activity.

TTIP

Tribal Transportation Improvement Program (TTIP) funding is available to **federally recognized Indian tribes**

Figure 4.03 - Context Area 4 Street Section. The section identifies desired features within the US-2 right of way. It also prescribes future development abutting "14th Avenue" from Lundstrom to Lawson Streets. (Source: Studio Cascade, Inc.)



for improvements to roads within their inventories. Both the Spokane Tribe of Indians and Kalispel Tribe of Indians are major stakeholders in future planned improvements throughout the corridor and the City. **Funding eligibility would require Tribes to include the corridor (or, portions of the corridor) in their roads inventory.** This could be accommodated through annual inventory analysis and **coordination with the Bureau of Indian Affairs and WSDOT’s tribal program.**

Implications for Zoning

Airway Heights has assigned two zoning districts along the entire US-2 alignment. The General Commercial (C-2) and Light Commercial (C-1) designations apply land use and design regulations to private property abutting the highway right of way. **Since there are only two, their boundaries do not align with the boundaries the six context area segments proposed in this plan.**

The area also includes three zoning overlays: the SR-2 overlay, the Hayford Square overlay and the Mixed-Use Village Square overlay.

This plan recommends the City consider amending the SR-2 overlay

district to apply context area guidance **along the corridor. This will not alter the basic entitlements now enjoyed by property owners in the C1 and C2 zoning districts. It will, however, assign specific design and development standards to ensure that projects along the highway are reviewed, sited, and designed to be compatible with this plan’s recommendations.**

It is likely, however, that other implementation recommendations included in this plan – such as the creation of a downtown plan – may result in further zoning changes that may impact entitlements now granted to those in the C-1 and C-2 designations.

An amended US-2 overlay district (Appendix A) will replace Chapter 17.34 in the Airway Heights zoning ordinance.

Implementation Table (Matrix)

The following table contains a representative list of activities and projects aimed at implementing corridor improvements over the next **10 years. Projects are organized into seven categories, based on the area of focus. Activities are further defined** by type and timing.

Further implementation will require identification of project-specific actors as well as appropriate funding mechanisms.

The City will not be alone in efforts to improve the corridor. Many **improvements will be constructed either by, or in partnership with,** corridor stakeholders. This includes **property owners, the Washington State Department of Transportation, Tribal partners and other public and private entities. Along with identifying key catalyst investments, the City's role will be to proactively encourage** its partners and stakeholders; **ensuring that the Plan's vision is** communicated and that future development conforms to the goals and design recommendations described in the plan.

Table 4.01 - Highway 2 Corridor Implementation Table (April 2017).

No.	Project Name and Description	Context Area	Type ¹	Timing ²		
				Short	Mid	Long
1.1	US-2 Corridor Plan Adoption City Council adoption of the US-2 Corridor Plan. Policy and conceptual design guidance to direct future development in the corridor.	All	P	■		
1.2	Update 2013 Capital Improvements Plan (CIP) to reflect the 2017 US-2 Corridor Design Reevaluate and update Capital Improvements Program (CIP) to take advantage of phased improvements along the corridor	All	P	■		
1.3	SRTC 2017-2020 TIP - Highway 2 Shared Use Path Gap Project Construct new multi-use pathway along south side of US 2 between Hayford Rd. and Deer Heights RE. (SRTC Project #AH001)	CA-1	CI	■		
1.4	Spokane Tribe Roundabout (Adjacent to property) Gateway design element implementation in conjunction with a two-lane roundabout design and construction	CA-6	CI	■		
1.5	Roundabout at Craig Road Intersection Gateway design element implementation in conjunction with a two-lane roundabout design/construction. (Alternative to project 1.6)	CA-6	CI		■	
1.6	U.S. Hwy 2 Traffic Improvements at Craig and Hwy 2³ Install traffic mitigation device at the intersection of SR-2 and Craig Rd. such as a roundabout or other traffic calming measures.	CA-6	CI		■	
1.7	Traffic Lights, Hwy 2 & Craig Rd.³ Install a traffic light at Hwy 2 and Craig Rd. (In conjunction with project 1.6)	CA-6	CI		■	
1.8	Spokane Tribe Frontage Improvements (EIS Section 5, Mitigation Measures) EIS 5.2.7(J)(2) - "The Tribe shall install pedestrian pathways and bike lanes along US-2 and Craig Road project site..."	CA-6	CI	■	■	
1.9	Spokane Tribe Roundabout (Fairview Heights Intersection) Design element implementation in conjunction with a two-lane roundabout design/construction.	CA-6	CI	■	■	
1.10	Spokane Tribe Frontage Improvements (Plan Improvements) Plan and design improvements developed in coordination with design and construction of requirements of project 1.8.	CA-6	CI	■	■	
1.11	Traffic Light, Deer Heights Rd./Hwy 2³ (Alt. Roundabout) Install a traffic light (or roundabout) at the intersection of Deer Heights Rd. and Hwy 2.	CA-1	CI	■		
1.12	Garfield Rd. Rehab, Hwy 2 to 6th Ave³ Rehabilitate Garfield Rd. from Hwy 2, north to 6th Ave.	CA-2	CI		■	
1.13	Russell St. Reconstruction, Phase 1 ³ Reconstruct Russell St. from SR-2 to 21st Ave.	CA-3	CI		■	
1.14	Landscaping improvements Install phased landscaping improvements	All	PI	■	■	■
2.1	US-2 Phased Design Continue phasing of US-2 corridor designs	All	P	■		
2.2	Design Review Ordinance Adopted Adopt a project design review process to ensure implementation of desired design elements (Adopted as part SR-2 Corridor Plan. See Appendix B)	All	P	■		
2.3	Design Guidance Handbook and Manual (Corridor specific) Develop a design guidance handbook and manual for desired type features, such as landscaping, illumination, trail surface materials, etc. could also include building design	All	PI	■	■	■

1. Corridor Improvements

2. Design Improvements

4•5

¹ Project Types: (P)=Planning, (CI)=Corridor Improvement, (PI)=Program Improvement

² Short: 1-3 years, Mid: 4-6 years, Long: 7-10 years

³ 2013 Adopted CIP

Table 4.01 - Highway 2 Corridor Implementation Table (April 2017).

	No.	Project Name and Description	Context Area	Type ¹	Timing ²		
					Short	Mid	Long
3. Downtown	3.1	Airway Heights Downtown Plan Develop an Airway Heights Downtown and Town Center transformation plan (Project ongoing, anticipated complete in 2017)	CA- 3 & 4	P	■		
	3.2	14th Ave. Reconstruction - Phase 1 ³ Reconstruct 13th Ave. from King St.. to Lundstrom St.	CA- 3 & 4	CI	■		
	3.3	14th Ave. Reconstruction - Phase 2 ³ Reconstruct 14th Ave. from Lawson St.. to Campbell ST.	CA- 3 & 4	CI	■		
	3.4	Lundstrom sidewalk improvements, Hwy 2 to 6th Ave ³ Install ADA approved sidewalks with curb and gutter	CA-4	CI	■	■	
	3.5	Lawson St.. rehab, Hwy 2 to 6th Ave ³ Rehabilitate Lawson St.. from Hwy 2, north to 6th Ave	CA-4	CI	■	■	
	3.6	Lundstrom St. Rehab, Hwy 2 to 6th Ave ³ Rehabilitate Lundstrom St. from Hwy 2, north to 6th Ave	CA-4	CI	■		
	3.7	Campbell St. improvements, Hwy 2 to 18th Ave ³ Reconstruct roadway to 40' wide, install curb, gutter, and sidewalk and drainage swales and structures	CA-3	CI		■	
	3.8	King St. rehab, Hwy 2 to 6th Ave ³ Rehab King St.	CA-4	CI	■		
4. Wayfinding	4.1	Wayfinding signage program Develop a city-wide wayfinding program with introduction at Hayford intersection and throughout the City	All	PI		■	
	4.2	Update/ Upgrade Signage³ Replace outdated signage throughout the City	All	PI		■	
	4.3	Hwy 2 Corridor Lighting ³ Craig to Russell Rd. Upgrade street lights to LED. Install pedestrian/ trail/ median lighting	CA-3-5	PI	■	■	■
5. Hayford Road	5.1	Hayford Road Corridor Plan Develop a Hayford Road Corridor Plan to coordinate and integrate development with US-2 Corridor Designs	CA-1	CI	■		
	5.2	Hwy 2 & Hayford Intersection Widening ³ Modify Hwy 2/Hayford Rd. intersection to provide for additional left turns on Hayford	CA-1	CI	■		
6. Agency Coordination	6.1	WSDOT's US-ten-year plan and State Transportation Program (STIP) Update WSDOT's long-range state transportation improvement program to ratify planned US-2 designs	All	P			■
	6.2	Tribal Transportation Improvement Program (Feasibility Study) Study feasibility of developing plan improvements in conjunction with tribal transportation program/ BIA Roads	CA- 1 & 6	CI		■	
	6.3	High Performance Transit Network (STA) Implementation of a High Performance Transit Network	All	PI	■		
7. O&M	7.1	Ongoing upgrades, maintenance and repairs Utilization of routine upgrades, maintenance, and/or repairs to identify opportunities for implementing planned design features (e.g. landscaping, lighting, public art, etc.)	All	CI	■	■	■

¹ Project Types: (P)=Planning, (CI)=Corridor Improvement, (PI)=Program Improvement

² Short: 1-3 years, Mid: 4-6 years, Long: 7-10 years

³ 2013 Adopted CIP





Sprague Phase II Façade Improvement Program

Program Information Guidelines and Requirements

INTRODUCTION

The City of Spokane is engaged in an effort to enhance the safety and appearance of the business district along East Sprague Avenue from Division Street to Scott Street with construction starting in 2019 (“Sprague Phase 2”). In order to achieve the City’s goal of enhancing the appearance of the business district along the Sprague Phase 2 construction area, the City is making certain funds available to purchase façade easements from property/business owners who voluntarily enhance their building facades.

PROGRAM GOALS

The goals of this program are to:

- 1) Enhance the appearance of the public realm within the business district along the Sprague Phase 2 construction area.
- 2) Abate deterioration of exterior features that impact the appearance of the public realm.
- 3) Augment the natural assets of the business district by restoring the uniqueness, character and integrity of structures contributing to the public realm. All minor and significant improvements are important. Improving the appearance of buildings by painting, repairing awnings or completing other tasks increases the beauty and vitality of a business district, which further encourages private investment.

FAÇADE IMPROVEMENT PROGRAM - HOW IT WORKS

Funding is a matching grant offered on a first-come, first-served basis (funding is limited) in which the City will pay property/business owners for a temporary façade easement in an amount equal to 50% of eligible expenses. For the City to invest in these projects and provide funding requires a property interest of sorts. The temporary easement serves that purpose.

In order to qualify for these funds, the applicant must comply with program guidelines and requirements, match the grant funds at least dollar for dollar, and must convey to the City a façade easement upon completion of eligible façade improvements to the City’s satisfaction. The City will provide a minimum match of \$500 to a maximum of \$10,000.

The applicant’s match may be in the form of direct investment, financing received from other sources (banks), or verified in-kind expenses. Payment by the City will be conditioned upon (i) satisfactory evidence that the applicant has paid their contractor/s, and/or vendor(s) in full; (ii) completion of agreed-upon façade improvements in accordance with program guidelines and requirements and to the City’s satisfaction; and (iii) the applicant’s execution of a temporary façade easement conveying to the City a legal interest in the façade of the applicant’s building.

City of Spokane staff can provide design guidance on improvements specific to individual storefronts. Staff will also monitor the progress of the project to ensure compliance with the program guidelines and requirements. Meetings with staff are available to answer questions.

September 14, 2022

RE: City of Airway Heights Grant application to Defense Community Combability Act (DCCA)

“Projects that improve or enhance aspects of the local economy, environment, or quality of life impacted by the presence of military activities.”

To whom it may concern,

The **West Plains Chamber of Commerce** fully supports the efforts of the City of AWH to improve the quality of life, business growth, develop a strong downtown area. This grant will help in creating a welcoming downtown for all, businesses, citizens, Fairchild ARB families and those that visit our city.

Our city is growing at a rapid pace and these funds will help AWH keep up with this growth and the needs of our area.

We are proud to be partners with and support all efforts by the city of Airway Heights to make this a great place to live and work.

Sincerely,

Mark Losh

CEO

West Plains Chamber of Commerce

509-747-8480 O

406-544-0345 C

Westplainschamber.org

Connect - Engage - Grow

Applicants are encouraged to contact staff with questions in order to avoid misunderstanding as to the eligibility of proposals. For questions regarding this program, please contact Christopher Green at (509) 625-6914 or cgreen@spokanecity.org.

ELIGIBILITY CRITERIA

- Eligible properties/businesses will be located along the East Sprague corridor between Division Street and Scott Street. Applications only will be accepted for properties between Cowley Street and Scott Street between May 15, 2019, and May 28, 2019. Applications will be accepted for all eligible properties between Division Street and Cowley Street beginning at 8 a.m. on May 29, 2019.
- No applications will be accepted after August 15, 2019.
- Applicants must be property owners or commercial tenants and have the legal authority to convey a façade easement.
- Commercial tenants must have written approval from property owners.
- Façade must be visible from the Sprague Avenue right-of-way and located adjacent to the boundary of the Sprague Avenue right-of-way; improvements proposed for facades/building fronting along side streets or set back more than thirty (30) feet from the Sprague right-of-way boundary are excluded.
- Property owners and commercial tenants (with the property owner's approval) who have two or more businesses occupying a single building/property, with each business having its own entrance, are eligible for a grant for each business.
- Property owners must be up to date on all property and municipal taxes and City of Spokane utility bill payments prior to business participation.
- Proposed project must meet applicable code requirements, follow all local and state laws, and follow all current design standards and guidelines.
- Generally, the property should have no active code enforcement violations. Feel free to contact staff if you have questions.
- Up to 20 percent of grant funds can be used to cover professional design/architectural fees.

CANNOT BE:

- Exclusively a single-family residential building
- Government-owned office or agency (non-governmental tenants are eligible)
- Buildings constructed within the past five years

EXAMPLES OF FAÇADE IMPROVEMENTS

Examples of Minor Improvements:

- Exterior painting and repair
- Brick & Masonry - cleaning and repair
- Exterior Carpentry - maintenance and repair
- Repairing, replacing or adding decorative functional awnings, signage and/or lighting
- Affixed building decorative elements (permanent)
- Enhancements or changes to trim materials of the building
- Other improvements may be proposed

Examples of Significant Improvements (more likely to require professional design services and building permits)

- Door and window - maintenance, repair, replacement, and restoration of window sashes, exterior doors; installation of storm windows is allowable in conjunction with other significant façade improvements
- Brick & Masonry - structural repairs, repointing, and resurfacing
- Exterior Carpentry – rehabilitation and restoration of sills, window and door frames, bulkheads, storefront and roof cornices, window hoods, and decorative molding
- Awnings – maintenance, installation, repair, or replacement of fabric awnings
- Removal/replacement of inappropriate or incompatible exterior finishes or materials
- Façade material upgrade (could include framing)
- Recessing/reconfiguring entrances
- Significant lighting upgrades
- Murals or other permanent, affixed artwork – based on review and approval
- Significant carpentry/molding/trim improvements
- Other improvements may be proposed

Ineligible Improvements (included but not limited to):

- Interior improvements
- Cleaning using inappropriate methods
- Finance charges (for example interest on borrowed funds used as match)
- Prior improvements made before receiving notice to proceed
- Floor area additions to existing structures
- Billboards
- Non-permanent fixtures (freestanding planters, stands, holders, etc.)
- On-site or off-site paving
- Purchase of furnishings, equipment, or other personal property
- Roof repairs/replacements
- Structural foundations

PROGRAM IMPLEMENTATION

- This program is on a first-come, first-served basis with limited funding. Receipt of applications will be tracked using a date/time stamp for both email and hand-delivered applications.
- Completed Commercial Façade Improvement program application packet.
- Planning Department staff will review application for compliance with applicable City code/s. If not approved, the team will provide written reasons for rejection and, if appropriate/feasible, steps that can be taken to receive approval.
- Applicant may meet with City of Spokane Urban Design staff for guidance on design related to the project.
- Applications must be completed and approved prior to any construction activity.
- Applicant must inform the Planning Department of any changes to originally approved work specifications. Approved changes in the work verifications will be attached to the original applications dated and signed by Planning Department staff.

- Grant monies will only be distributed upon completion of an approved project to the City's satisfaction, evidence that all contractors/suppliers have been paid, and execution of a façade easement granting the City a legal interest in the building façade. The applicant will be required to submit copies of all receipts.
- Applicant must sign a façade easement after project is complete to ensure the improvement is maintained and not altered or impaired for a period of two years.

PROCEDURE CHECKLIST

- Applicant submits an application (see attached) describing proposed improvements, along with detailed plans.
 - Applications for properties between Scott Street and Cowley Street will be accepted starting on May 15, 2019, at 8:00 a.m.
 - Beginning May 29, 2019, at 8:00 am, applications will also be accepted for properties between Cowley Street and Division Street, provided funds are available.
 - No applications will be accepted after August 15, 2019.
 - Applications must be submitted in person or email (see program application for details).
- Staff conducts a completeness review of application and evaluates project eligibility; if staff determines that the project is eligible they will issue a preliminary approval, subject to availability of funds.
 - During this review, staff will identify any necessary permits or approvals.
- Staff will issue an approval letter setting forth the approved scope of work. Applicant agrees to complete work by April 2020, and adhere to program guidelines and requirements.
- The applicant hires licensed contractor(s), obtains all necessary permits or approvals (if required), and completes project work.
- The applicant, along with staff, conduct a final inspection and certify the project complete.
- The applicant submits receipts, proof of payment and 3-5 before & after photographs.
- The applicant executes a façade easement, satisfactory to the City.
- City pays the applicant for the façade easement.



Sprague Phase II Façade Improvement Program

Frequently Asked Questions (FAQ)

1. Who is eligible?

Business owners, property owners, and tenants are eligible. If you are not the property owner, you must have the property owner co-sign the application.

2. I have two or more businesses occupying a single building/property, with each business having its own entrance. Am I eligible for a grant for each business?

Yes.

3. Why do I need to sign an easement?

The Public Gifting of Funds requirement under Washington State Constitution requires a public benefit if using local funds. The easement is required in order to supply a public benefit and comply with the Public Gifting of Funds requirement under Washington State Constitution.

4. How can I turn in my application?

Completed applications and attachments can be sent via email to cgreen@spokanecity.org or dropped off in person to the receptionist at City Hall, 3rd Floor, Development Services Center, 808 West Spokane Falls Boulevard Spokane, WA 99201.

5. How do I ensure that my project will comply with City codes?

Early meetings with staff are available in order to provide assistance in understanding the eligibility of proposals.

6. How do I know if I need to obtain a building permit?

Staff will conduct a completeness review of applications and evaluate project eligibility. If staff determines that the project is eligible, they will issue preliminary approval, and notify you of any building permits that you will need to obtain.

7. What are some examples of eligible façade improvements?

Façade improvements can be either minor improvements or significant improvements. Significant improvements are more likely to require professional design services and building permits. *East Sprague Phase 2 Façade Improvement Program – Program Information Guidelines and Requirements* includes examples of eligible and ineligible improvements.

8. Can I turn in my application and attachments at different times?

No. The complete application and all attachments must be turned in at the same time.

9. How do I match funds?

The applicant's match may be in the form of direct investment, financing received from other sources (banks), or verified in-kind expenses. Grant amounts will be matched to the applicant's investment on a dollar-for-dollar basis.



EAST SPRAGUE FAÇADE IMPROVEMENT PROGRAM APPLICATION

Payment Form

Name of Business: _____

Property Owner(s): _____

Business/Property Address: _____

Checklist:

- I received an award letter for the business/property listed above.
- I have submitted required insurance to the City before work began.
- I acquired necessary permit(s) before beginning work.
- Inspections for permit(s) have been finalized.

Other Information

I am requesting a total award of \$ _____

Please attach the following documentation with this payment form:

- Proof of payment for all work (receipts, invoices, etc. showing payment)
- Before and after picture(s)

Next Steps

Upon submission of this form, staff will work to verify documentation with the original submitted application and will draft a façade easement for your signature. After you receive the façade easement, please initial on page 3, sign on the last page, have notarized on the additional page and return to Planning Services. If you'd like to email the signed copy, please send it to sbishop@spokanecity.org.

Once the signed easement is received, staff will begin the payment process. The process typically takes 2-3 weeks after which Accounting will deposit the reimbursement in your account. If you have any questions, please contact Stephanie Bishop via email: sbishop@spokanecity.org or phone: 509-625-6500.

Signature: _____ **Date:** _____

Printed Name: _____

Approved for Payment by: _____ Title: _____

Signature: _____ Date: _____



EAST SPRAGUE FAÇADE IMPROVEMENT PROGRAM

Package Content

Business Name: _____

Business/Property Address: _____

Property Owner(s): _____

Award Amount: _____

1. Approved Payment Form
2. Façade Easement
3. Final Building Permit
4. Proof of payment (invoices, receipts, etc.)
5. Proof of Insurance & Business License
6. Original Award Letter with Approved Scope of Work
7. Original Completed Program Application

PHOTOS

Before:

After:



City of Spokane

Minor Contract Summary

OPR # _____
Cross Ref _____
Destruct Date _____
Clerk's Dist. _____

Incomplete submissions will be returned to the Department until all requirements are met.
(Summary to be printed on blue paper)

Department Name _____
Department Project # _____

New Contract
CR # _____
Date: _____

Contractor/Consultant

Name: _____
Address: _____ Remittance Address: _____
City, State, Zip: _____ City, State, Zip: _____

Summary of Services

Amount: _____ Budget Code: _____
Maximum Amount: _____
Beginning Date: _____ Expiration Date: _____ Open-Ended:

- Quotes (per Purchasing Policy to be kept on file in Dept.)
- Insurance Certificate (attach to the contract)
- City Business Registration (attach verification that a current business license number exists)
- If Public Works Contract, Contractor has been notified of State Law requirements.
- Grant Related (if the contract is grant related, the Grants Management Department must sign below)
- Vendor is already set up for ACH payments or the *Accounts Payable Vendor ACH Enrollment Form* has been submitted to Accounting. Do not attach ACH form to the contract documents.

Department Verification Statement: My signature below verifies that all documentation has been completed.

Requestor/Verifier/Contact: _____
Funds are available in the appropriate budget account

Accountant	_____	_____
	Signature	Date
Department Head	_____	_____
	Signature	Date
Other	_____	_____
	Signature	Date
Grants Mgt. (if applicable)	_____	_____
	Signature	Date

Distribution List

Contractor E-mail: _____	Contract Accounting
Dept. Contact E-mail: _____	Taxes and Licenses
_____	_____
_____	_____

Example Concept Designs from Spokane's North Monroe Façade Improvement:







Example “After” Images from Spokane’s North Monroe Façade Improvement:







Washington State Department of **Commerce**

2022-2023

Defense Community Compatibility Account (DCCA) Application Form

This form must be submitted along with all other required application documentation to be considered complete. Please see the DCCA Program Application Instructions for more information on required elements.

Program contact information:

Genevieve Dial

gen.dial@commerce.wa.gov

509-675-5508

For more information, visit the Defense Community Compatibility Account [webpage](#).

Application Guidelines

1. Review the Defense Community Compatibility Account (DCCA) program application instructions document for complete submittal instructions, example forms, more detailed information about the program, evaluation categories and process, and the scoring matrix.
2. Please complete all fields provided in the form and supply requested supplemental documents.
3. Use the DCCA Program Application Checklist (found in the application instructions) to ensure all required supplemental documents are provided. Additional documents should be scanned and attached in the same order as presented in the Checklist.
4. Save the document with this file name structure: Name of Submitting Entity_DCCA_APP
5. Upon completion of the form, attach it with all supplemental required documents as one pdf and submit via email to: gmsgrants@commerce.wa.gov. Please make the subject line: <Name of Submitting Entity>_DCCA APP PKG

The Application must be received by 5:00 PM (PST) on Thursday, September 15, 2022.

Application Form

1. Applicant Information	
Applicant/Organization Name:	City of Airway Heights
Applicant Mailing Address:	13414 W Sunset Hwy Airway Heights, WA 99001
Applicant Website:	www.cawh.org
Applicant Phone:	509-244-5578
Organization Official's Name and Title:	Heather Trautman
Email:	htrautman@cawh.org
Phone:	509-244-2552
Statewide Vendor Number:	329 005 587
Unified Business Identifier (UBI)# (if applicable)	SWV0013865-00
2. Applicant Eligibility	
The applicant is which of the following: <input checked="" type="checkbox"/> Local Government, Federally recognized Indian tribe; or <input type="checkbox"/> Other entity entered into an agreement with a Washington military installation under the US Department of Defense Readiness and Environmental Protection Integration Program	
Non-governmental organizations must provide documentation of their 501 C3 status by submitting a 501cs determination letter and proof of registration with the state of Washington as a nonprofit organization.	
Determination letter or proof of registration attached? Yes <input type="checkbox"/> No <input type="checkbox"/>	

3. General Project Information

Project Title:	APZ Backfill Prevention to Reduce Residential Densities
Estimated project start date (MM/DD/YYYY):	01/01/2023
Estimated project completion date (MM/DD/YYYY):	12/31/2027
Project Physical Address:	City of Airway Heights, WA
Project Contact Name:	Heather Trautman
Email:	htrautman@cawh.org
Phone:	509-244-2552
Brief project description:	This project will support the relocation of residents from the Accident Potential Zone (APZ) for Fairchild Airforce Base (FAFB), preventing mobile home park operators from releasing mobile home park spaces or trailers after an existing resident quits the park. This “backfill” prevention strategy will result in the gradual reduction of mobile homes in the Accident Potential Zone. There is now no tool to prevent park owners from leasing available spaces, effectively negating the City’s, County’s, Habitat for Humanity’s, Community Frameworks’, and air force base’s collaborative efforts to relocate park residents out of the APZ. Grant funds will be used to purchase the rights of park owners to re-lease the spaces, removing vacated mobile homes in the process.
Will this project include the following (select all that apply)	
<input checked="" type="checkbox"/> Acquisition of real property or real property interests to eliminate an existing incompatible use.	
<input type="checkbox"/> Projects to jointly assist in the recovery or protection of endangered species dependent on military installation property for habitat.	
<input type="checkbox"/> Projects or programs to increase the availability of housing affordable to enlisted military personnel and nonmilitary residents in the local community.	

Projects to retrofit existing uses to increase their compatibility with existing or future military operations.

Projects to enable local communities heavily dependent on a nearby military installation to diversify the local economy so as to reduce the economic dependence on the military base.

Projects that aid communities to replace jobs lost in the event of a reduction of the military presence.

Projects that improve or enhance aspects of the local economy, environment, or quality of life impacted by the presence of military activities.

Project Scope Description: Please include a thorough project description, including all essential project components. If the project is meant to be conducted in phases, describe the phase elements and approach:

The project's goal is to purchase, over time, the leasing rights for 56 mobile home lots within the City of Airway Heights from the mobile home property owners. All 56 lots are located within the APZ 2 zone for Fairchild Air Force Base's runway. Under the Joint Land Use Plan (JLUS) and adopted development standards, housing and mobile home housing is considered to be a high risk land use in this area. The City's current I2 industrial zoning does not permit residential uses, and the existing mobile home parks are nonconforming.

To amend this and create land use patterns and densities that are compatible with Fairchild, the City proposes a plan to purchase the leasing rights to individual mobile home spaces as residents move out. This proposal is paired with ongoing efforts to purchase the mobile home parks in whole and decommission them, moving residents to affordable, safe housing, within the Airway Heights community.

This will take some time, but the need has already been identified for more than a decade. Past legislative funding appropriations, starting in 2014, have provided the opportunity to purchase and the Solar World mobile home park in the APZ and assisted with purchasing land to develop low income rental and home ownership housing. The City and its housing partners have collaborated for more than 10 years to provide alternative, affordable housing outside of the APZ, and both Community Frameworks and Habitat for Humanity have been engaging in direct outreach to mobile home park residents to promote the relocation opportunity. The City's new projects at Highland Village and Arrowleaf have developed more than 100 affordable units, and many more will become available in future phases. The time is now to become more engaged in resident relocation and ensure the spaces left vacant by those who move cannot again be occupied for residential use.

Residents of the mobile homes may migrate to these new housing options over time, creating opportunities to slowly vacate the mobile home parks, while compensating the property owners in the process.

This project will occur in six phases:

1. **Appraisal** – Phase 1 is already underway and an appraiser has been hired by the City to assess the value of the parks and individually owned lots.
2. **Outreach** – The City of Airway Heights and its housing partners will continue outreach to the residents of the mobile home parks, informing them of options for other affordable housing units available nearby, and providing information about available resources to assist with the move.

3. **Contracting/Lease Purchase Agreement** – The City will establish a purchase of leasing rights agreement to implement this program, setting up the procedures for negotiating and closing agreements to prevent leasing of vacated mobile home sites in perpetuity. The agreement will also provide for abatement of vacant mobile home units once occupancy has terminated and prohibit the space to again be used for residential purposes.
4. **Creation of Dedicated Fund** – When funds become available, the City will create a fund dedicated to this project and hold and manage the funds until vacated mobile home sites become available.
5. **Pilot Project** – The City will embark on a pilot project to demonstrate how this program can succeed. This may include finding a willing mobile home park operator to engage in the purchase of leasing rights, collaborate on the relocation of a willing park occupant, and abate the vacated mobile home unit. The City will provide resources and efforts to ensure the first transition occurs successfully, demonstrating and testing the process.
6. **Assessment/Monitoring of Program** – The City will regularly monitor the success of the program, keeping tabs on how many properties have been vacated, how many residents remain in the mobile home parks, and the level of remaining funding available to complete the project.

Project Work Schedule/Work Plan and Project Milestone Worksheet: Provide a work plan and project milestone worksheet describing proposed activities, timeline, and project milestones, necessary to accomplish the scope of the project. See example provided.

Work Schedule/plan and project milestone worksheet attached? Yes No

Map of Project Area: Provide a map of the project area and define the service area, project site, or proposed project location.

Maps attached? Yes No

Evaluation Category 1: Project Scope: Up to 10 pts

The project application will be evaluated for the quality of the project scope, considering feasibility of the work plan and project milestone worksheet, description of activities, and the associated timeline.

**Use as much space as needed.*

Work Schedule/Plan & Project Milestone Worksheet

Activities	Responsible Party	Start Date (MM/YYYY)	End Date (MM/YYYY)
Get final appraisal of mobile home park lots	City of Airway Heights	09/2022	10/2022
Establish administrative process for purchasing leasing rights	City of Airway Heights	03/2023	06/2023
Enter into contract agreement with property owners	City of Airway Heights	07/2023	09/2024
Pilot Project	City of Airway Heights	07/2023	12/2023
Purchase Leasing Rights	City of Airway Heights	09/2023	12/2024

Describe project milestones, indicating when major elements of the project will be conducted and completed.

Milestones	Anticipated Completion Date (MM/YYYY)
Property appraised	10/2022
Process and purchase instruments created	06/2023
Fund established	06/2023
Pilot Project initiated	07/2023
Purchase of first leasing right	09/2023

Evaluation Category 2: Leveraged Funds: Up to 10 pts

The project application will be evaluated based on the following funding-based categories. There is not a limit or required percentage of local or federal funds; however, projects are scored on total amount of leveraged funds available.

Total Estimated Project Cost:	\$3,472,000
Dollar Amount of DCCA Funding Requested:	\$3,472,000
Are Federal Funds Available? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Dollar Amount of Federal Funds Available for the Project:	N/A
Are Applicant/Local Funds Available? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Dollar Amount of other Local Funds Available for the Project:	\$50,000
Total Non-state Funds Committed to the Project:	\$50,000
Project Budget: Include a project budget, detailing all funding sources available for the project, reflecting the total funds available to support the project. Supportive documents, such as a third party cost estimate may be included to support budget assumptions. See sample project budget.	
Project budget, budget assumption narrative and supportive documents attached? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	

Project Budget and Assumptions

Explain how you built the budget for the project and derived costs for each activity. Your assumptions should include:

- How this budget is reasonable and appropriate considering the scope, substance, and duration of the proposed project.
- The basis and calculations behind the activity costs. Be detailed and specific.
- Source and include documentation of the costs, such as an engineer’s preliminary cost detail, a third party cost estimate, etc. These documents can be referenced and included as an attachment in the application.

Instructions: Submit budget assumptions in the budget narrative, including notes on the costs and sources associated with the activities to complete the project. Budget assumptions should clearly correspond with and support the amounts listed in the budget.

Funding Status	Source 1	Source 2	Source 3	Totals
Are the sources committed? If not, give a date when commitment expected.	Estimated DCCA funding	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
		Local Funds (City of Airway Heights)	Local Partnerships (HFH & Community Frameworks)	
Activity Costs				
Appraise mobile home park lots for value of leasing rights	\$0	\$5,000	\$0	\$6,000
Establish administrative process for purchasing leasing rights	\$0	\$5,000	\$0	\$5,000
Initiate pilot project	\$0	\$5,000	\$0	\$5,000
Negotiate contract agreements with property owners	\$213,000	\$5,000	\$0	\$218,000
Purchase leasing rights and remove units	\$3,786,000	\$0	\$30,000	\$3,816,000
Totals	\$3,999,000	\$20,000	\$30,000	\$4,050,000

This is your opportunity to demonstrate you have clearly thought through all financial aspects of the project and have solid rationale for the administration, project and operation costs, and the need for DCCA investment to make the project successful. DCCA staff use this information as a key component in assessing the financial project need. Add pages as needed to complete your assumptions.

Budget Assumption Narrative:

The amount of DCCA Funding was estimated by assuming the average cost per space would be \$100,000 over a 20-year lifespan. It was then assumed that the City would be able to negotiate payment of half of that price, or \$50,000 per space, as a deal with the property owners. Then legal and demolition costs were estimated at approximately \$21,000 per space, for a total cost of \$62,000 per space. There are 56 units that the City is looking to vacate.

$$56 \times \$71,000 = \$3,976,000.$$

The Pilot Project is assumed to assist with the first three relocations:

$$3 \times \$71,000 = \$213,000$$

City funds, through staff time, are available to assist with finalizing the appraisal process, establishing the administrative processes, negotiating agreements with property owners, working with partners, and providing informational resources for residents.

$$\text{Total} = \$20,000$$

Through local partnerships with Habitat for Humanity and Community Frameworks, it is estimated that they have spent nearly \$30,000 to date assisting with pad rent, boarding up trailers, and application fees. These efforts by our partners have given some momentum to this project.

$$\text{Total} = \$30,000$$

Leveraged Funding: Describe how the project leverages other funding sources and opportunities. Provide evidence of funding secured with offer letters, award letters, funding agreements, etc. List other resources your efforts bring to the project, including other grants, loans, in-kind services, planning and design, equipment, and property resources:

The City will be able to use city staff time to support the efforts of this program. In addition, our partners, Habitat for Humanity and Community Frameworks, have been supporting this project through a first-round acquisition of property within the mobile home parks.

These partners have also been assisting with ensuring alternative housing options are available for residents of the mobile home parks. Community Frameworks, for example, is ensuring that these residents have priority on housing waitlists, and that rental strategies ensure there are units available

to those needing affordable and low-income housing. Letters of support from these two partners are attached in this grant application.

The City will therefore have full capacity, through these partnerships, to be able to operate the program.

Project Match: Describe other funding sources applied for to support this project. If the applicant is in the process of applying for other grants, include descriptions of funding sources, timeline for potential awards, and total funds requested:

No other grants are being sought at this time. The only matching-related funds are those provided by the City to operate the program, and those provided by our community partners, as described above. The City and Spokane County have already invested more than \$1 million in this project in terms of staff time and direct support for the development of new housing communities outside the APZ intended to accommodate mobile home park residents. In addition, the City and County collaborated on the purchase and abatement of the Solar World mobile home park more than a decade ago in pursuit of this objective.

Secured funding documents attached? Yes No

Evaluation Category 3: Need and Priority: Up to 10 pts

The project application will be evaluated for demonstrated need and priority based on the following evaluation categories.

Urgency: Describe the urgency of the project:

Airway Heights is located near Fairchild Air Force Base (FAFB), which is the region's largest employer, generating over \$1 billion in annual economic activity. The Accident Potential Zone (APZ) is an area extends from the runway where accident potential is elevated and land uses are restricted. The APZ is broken down into APZ 1 and APZ 2, where the potential in APZ 1 is greater than the potential in APZ 2, though both are still considered an elevated risk zone. FAFB's APZ 2 covers a large portion of the City of Airway Heights on the south side of US Highway 2.

The JLUS Protections for Fairchild Air Force Base (Airway Heights Municipal Code Chapter 17.16) outline the use restrictions in APZ 2,. Currently, the mobile homes in the APZ2 creates a potential risk hazard for both the residents living within the APZ and the long-term success of Fairchild Air Force Base and the BRAC process for mission stability.

The risks associated with residential density in the APZ indicate that this project is quite urgent. The potential hazards within APZ 2 pose a real risk to the health and safety of the residents of the mobile home parks. According to the 2012 Airway Heights Housing Needs Assessment, approximately 300 individuals live in 159 mobile home units within APZ 2. This project, therefore, would impact about 3% of the entire population of Airway Heights.

Additionally, the residential density poses a threat to the longevity of FAFB. An "encroachment" such as this is an important consideration of the BRAC commission. This residential encroachment threatens the long-term existence of Fairchild- the Inland Northwest's largest employer-as the BRAC commission considers closures in the future. The City of Airway Heights has prioritized improving the conditions within APZ 2 and is committed to removing the land-use encroachment while providing safer alternatives for affordable housing outside of APZ 2.

This issue is critical to the Greater Spokane Region, whose largest employer is at stake, and this need has already been identified for more than a decade. The 2012 Housing Needs Assessment stated that *"the housing needs are immediate for the residents of the Accident Potential Zone"*.

This project is quite urgent to achieve the long-term goals of Airway Heights, FAFB, and the Greater Spokane Region.

Local Conditions: Describe relevant local conditions resulting in the need:

The density of homes located within the eastern approach/departure of APZ 2 is inconsistent with Department of Defense Air Installation Compatible Use Zones (AICUZ) regulations. Accordingly, the density is incompatible and an encroachment to the Base.

In addition to the health and safety risks due to Fairchild's overflight operations, the housing conditions in APZ 2 are substandard.

Airway Heights recognizes the need for low-income and affordable housing and is working to ensure new opportunities are provided. This includes:

- Highland Village: This project has a formal relationship for relocation assistance for those residing in the APZ. This project has 151 housing units and is currently in Phase 2 of development.
- Other nearby housing developments include Aspen Craig and Arrowleaf, which would be available for relocated residents, but do not currently have a dedicated recruiter like Highland Village does, nor the requirement to report relocated residents to the City.

As a result, the City believes that the local conditions (the risk to those living within the APZ 2, the encroachment to Fairchild Air Force Base, and the increasing availability of alternative and affordable housing options in the surrounding areas) result in the need for this grant. Ultimately, it will allow the City to phase away from having housing in areas that are incompatible with the operations at FAFB.

Need addressed: Describe how/if the project will take care of all or part of the need? As a result of the project, how long will the need be addressed:

By phasing out residential development within the APZ in the City of Airway Heights, this project will address both the need to ensure that residents have safe and secure housing, as well as the need to ensure the continued existence of Fairchild Air Force Base.

Over time, as more properties are acquired and preserved, the need will be further addressed until such a time that the residential density within the APZ is adequately low so as to be compatible with Fairchild Air Force Base.

Community Need: Describe the community and service area affected:

Airway Heights is a community of 11,040 people as of 2022. The City has been experiencing tremendous growth in the past 10 years, as evidenced by its 76% population growth between the 2010 Census and 2020 Census. The City's median income is \$54,690, which is lower than Spokane County's median income of \$60,101.

As a fast-growing community, with a lower median income than its surrounding region, Airway Heights has been adding both market-rate and affordable housing to accommodate both local and regional growth. Airway Heights has nearly twice the share of duplexes and multifamily units as both Spokane County and Washington State, indicating the market demand for smaller, affordable housing options. Approximately 40% of Airway Heights' residents meet the ALICE threshold, and many of the mobile home park residents are below the community's median income level. Approximately 19% of the community's households are below the poverty line.

In addition, a new development that opened in 2021, Highland Village, provides a mixed-income housing community with single- and multi-family homes with both rental and ownership options. Rents generally are below 30% AMI.

These expanded options will prove beneficial when looking to vacate the mobile home parks in the APZ, and they demonstrate that there are reliable housing alternatives for those currently living in the mobile home parks.

It is feasible to believe that, over time, the residents of the park will migrate to other housing options, as evidenced by the 2012 Housing Needs Assessment which found that 96 residents within the APZ were willing to move if there were affordable alternatives presented to them. Many are willing to make the move as more affordable options become available, and with the City coming in to purchase the leasing rights, these mobile home parks will likely vacate over time.

Need and Priority Documentation: Provide evidence of the project meeting local priorities. Describe how relevant plans, studies or reports are in alignment with project goals and indicate where in these documents the project is consistent with local goals or recommendations. (Examples include: Comprehensive plan goals, surveys, public outreach efforts, regional and local planning efforts, capital facilities plans, data or other relevant reports).

Airway Heights 2020 Comprehensive Plan

The Comprehensive Plan outlines goals and policies for Housing in Airway Heights. These goals and policies generally support safe and smart housing developments – those that are compatible with surrounding land uses, provide options for a diverse community with different needs, and provide safe and sanitary conditions.

Supporting Goals

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

Supporting Policies

- P.01 Support land use patterns that are compatible with FAFB and airport overlay areas.
- 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.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.14 Encourage maintenance of housing in an attractive, safe and sanitary condition, helping extend the service life of housing and enhancing the general appearance of the city and its neighborhoods.

Airway Heights Housing Needs Assessment 2012

The 2012 HNA identified the need to decrease density in the APZ, and noted the challenge of preventing backfill of vacated units when residents eventually move out.

This document considered the potential of property owner compensation for the owners of the mobile home parks, demonstrating that this issue has been ongoing for some time. During this time, the City has been seeking the resources to change the residential density in the APZ by compensating the property owners as residents move out.

The funds from this grant would have a significant long-term impact to not only Airway Heights and its residents, but to the surrounding region, as well, by ensuring the long-term viability of FAFB, an economic anchor of the Greater Spokane Region.

Supporting documents attached? Yes No

Local Priority: Describe how the public and key stakeholders were involved in identifying and prioritizing the need:

The public and key stakeholders have been involved in the identification and prioritization of this need in numerous ways, including:

- Public support through adoption of the 2020 Comprehensive Plan
- APZ Ballot Measure
- Summary Report APZ Housing Conditions
- City of Airway Heights FAFB 2015 package for funding
- 2012 JLUS Process and Adoption

These studies, reports, and actions have led to a continuous re-statement of this as a major priority for the City and the larger region.

Evaluation Category 4: Project Readiness: Up to 10 pts

The project will be evaluated for its demonstration of readiness to proceed for a timely and successful completion. Due to the wide-range of eligible projects, evidence of project readiness will vary. Provide descriptions and documentation that best supports the type of project submitted. Applicant to include all applicable and supportive documentation.

Risk Assessment and Expediency: Include a statement describing the due diligence applied to identify issues, consider options, and ensure project success. Statement must also demonstrate an ability to complete the project expediently. For example, is the project ready to proceed? If not, what else must be done? What obstacles/risks might affect the timely and successful completion of this project? Describe your plan for addressing or overcoming these obstacles.

This project is nearly ready to begin. The following pieces support project readiness and its ability to begin during the first half of 2023:

- **Policy:** The City's various policy documents support this program, including the City's Municipal Code, the Comprehensive Plan, the Downtown Subarea Plan, and the Industrial Subarea Plan. No new policy work will need to be completed.
- **Partnerships:** This program is supported by our community partners: Habitat for Humanity, Community Frameworks, Spokane County, Greater Spokane Incorporated, and Fairchild Air Force Base. This existing support indicates a readiness to begin almost immediately.
- **Appraisal:** Phase 1 of this program is already nearly complete, and it provides vital baseline information with which to begin negotiations with the property owners.
- **Conversations with Property Owners:** The City has already been in talks with the property owners about the issues and opportunities associated with residential units in the APZ. These property owners are aware of the city's efforts to decrease residential density in the APZ, and have expressed a willingness to work with the City.

The pieces are all in place to begin a successful program. The biggest obstacles facing the completion of this project include:

- Successful negotiation of contract lease agreements with the property owners
- Successful acquisition of funds to purchase leasing rights of mobile home lots
- The willingness of residents of the mobile home park to eventually relocate

These potential obstacles can be overcome through a smart outreach campaign as part of the program. Outreach, which is Phase 2 of the program, will ensure that property owners and residents are informed in a sensitive manner, and provided informational resources to ensure a smooth transition to new housing.

If applicable, feasibility studies, topographical surveys, design schematics, or other relevant documents attached? Yes N/A

Project Site Control: If applicable, provide documents demonstrating that the project site is under control, or evidence that it will be before contract closing, should the project receive funding. If the project includes water rights or easements, include documents to demonstrate their completion or process. If you do not already have site control, describe how and when it will be secured. Describe where in the acquisition process the project resides. If applicable, provide evidence of property owner's interest to sell, or a property deed. If none of the above are applicable, please indicate below and include any other relevant documents or details to support the projects readiness and site control.

The goal of this project is to eventually bring the project site under control, and the funds obtained through this grant will help to control the release of the land to ensure residential density decreases over time.

The property owners are aware of the City's efforts to attain this goal.

Supporting site control documents attached? Yes N/A

Environmental and Cultural Resources Review: If applicable, provide documentation showing the status of any required environmental or cultural consultations and permits. List any permits needed and your status in applying for and obtaining them. Is the project in accordance with Executive Order 21-02?

Describe how your work plan addresses the timing of permit acquisition and any environmental or cultural review issues.

No known environmental or cultural consultations or permits are needed. No development for this site is proposed requiring environmental or cultural resources review.

Supporting documents attached? Yes N/A

Permits and Zoning: If applicable, zoning must be appropriate for the proposed project, or the applicant must provide evidence that it will before contract closing should the project receive funding. Include excerpt from zoning code showing zoning code supports project use. If project permits have been identified or obtained, please describe or provide.

Permit and Zoning information attached? Yes N/A

Project Phases: If applicable, include a description of prior work conducted and/or project phases completed:

- Appraisal: An appraisal of the properties is in process, partially satisfying Phase 1 of the program.
- Lot vacation by partner organizations: Habitat for Humanity and Community Frameworks have begun the process of acquiring mobile home park lots and controlling them to stop the re-leasing of the properties. It is estimated that this has cost around \$30,000 to date. Note that these organizations have not ensured vacancies in perpetuity, rather have been leasing the lots on a monthly basis. Long-term solutions will still be needed for these lots.

Evaluation Category 5: Organizational Capacity: Up to 10 pts

The project application is evaluated on the applicant's capacity to complete and maintain all project components. The applicant must demonstrate capacity to perform and manage the proposed activities – both during the completion of development and ongoing operations of the project.

Project Sustainability: Explain strategy for long-term success of the project:

The City of Airway Heights is prepared to prioritize and operate this program should funds be granted. Staff time and partner organizations will be available to assist with the project phases until the goals of this program are achieved.

Program Management Capacity: 1. List who will be responsible for managing the project and keeping the project on schedule. 2. Further describe how strategic partnerships crucial to project implementation will be managed and the strategy for maintaining resources necessary to carryout the project activities. 3. If this project is in partnership with any other organizations, identify the partner(s) and describe roles of each partner.

The Airway Heights Planning Department will ensure the project proceeds according to schedule. The Planning Department will also manage strategic partnerships including the ones mentioned above:

- Spokane County
 - Role: Provide regional context and support
- Greater Spokane Incorporated
 - Role: Provide support and economic arguments for the long-term viability of Fairchild Air Force Base
- Fairchild Air Force Base
 - Role: Advocate for reducing encroachments to the base within the APZ.
- Habitat for Humanity
 - Role: Assist with connecting mobile home residents with affordable housing alternatives.
- Community Frameworks
 - Role: Assist with connecting mobile home residents with affordable housing alternatives.

Process Management: Describe the operational, technological, staffing, and other resource assets or needs associated with the project:

The City of Airway Heights will be able to manage the operational, technological, and staffing needs for this project by working in conjunction with the community partners listed above.

Evaluation Bonus Category: Up to 15 pts

In addition to meeting the five evaluation categories above, applicants may be awarded an additional five bonus points for meeting priorities stated in SSB 5748, The Defense Community Compatibility Account.

BRAC, CUP/JLUS, REPI Recommendation: Include documents demonstrating recommendations of the recent US Department of Defense (DoD) base Realignment and Closure (BRAC) processes, Compatible Use Study (CUP)/Joint Land Use Study (JLUS) or other federally initiated land use processes, including the US DoD Readiness and Environmental Protection Integration Program (REPI).

Supporting documents attached? Yes N/A

The City, Spokane County, City of Spokane, and Fairchild Air Force Base have been collaborating on multiple land use compatibility efforts, including a JLUS effort and an airbase compatibility report. Spokane County and Airway Heights have also instituted specific zoning and land use regulations to implement the various studies, plans, and recommendations and achieve a foundation of base compatibility across all policy documents.

Mission Viability: Include documentation indicating whether a branch of the US Armed Forces has identified the project as increasing the viability of military installations for current or future missions.

Supporting documents attached? Yes N/A

Community Support: Include letters of support from the nonprofit community or neighborhood-based organizations, public development authorities, federally recognized Indian tribes on the State, or other community partners.

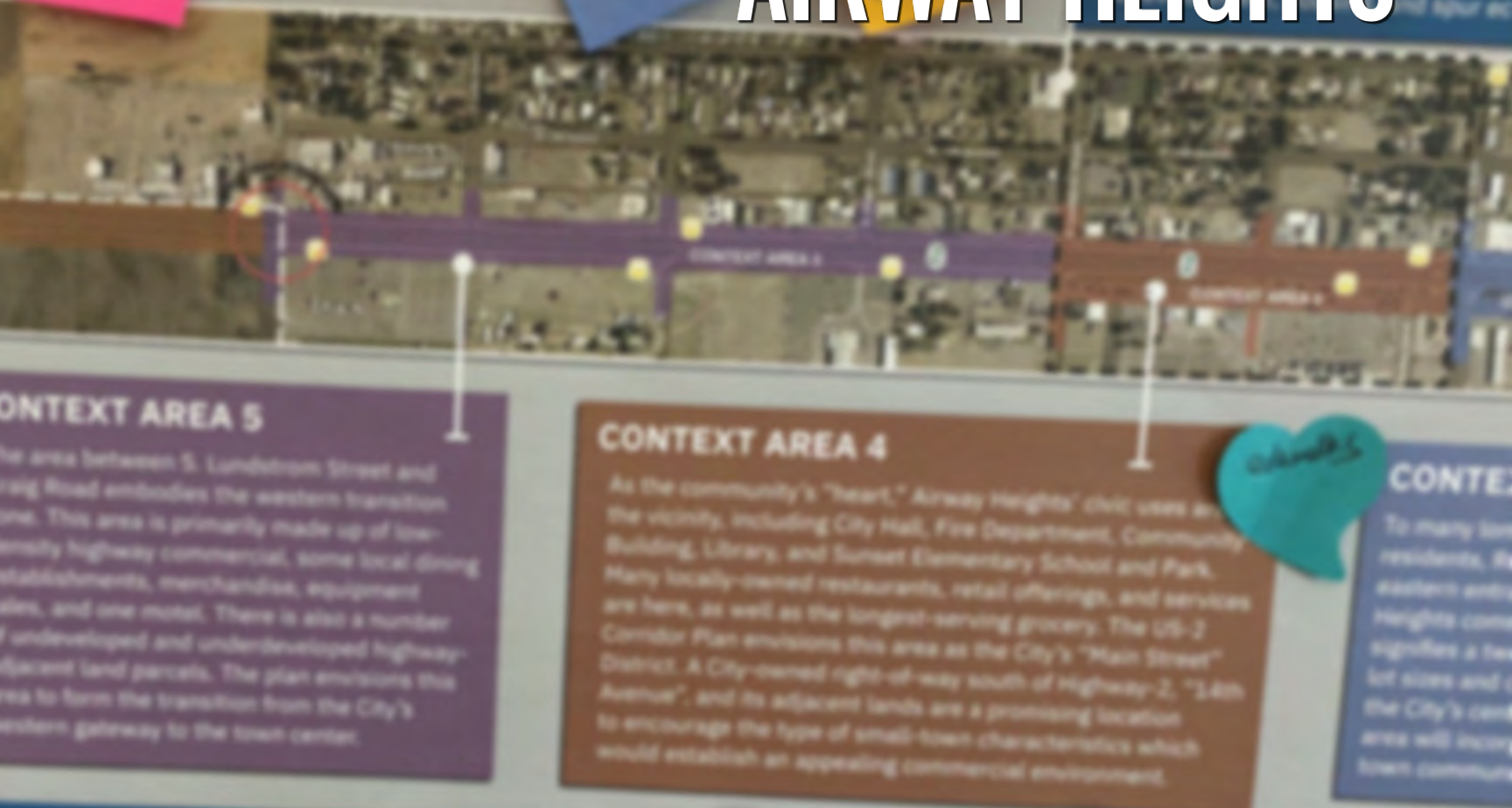
Letter of support attached? Yes N/A

Additional Materials

Included:

- Airway Heights Comprehensive Plan
- Letter of Support
- Aerial Maps

City of
AIRWAY HEIGHTS

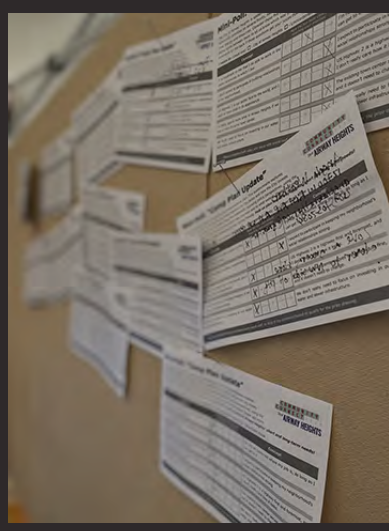


CONTEXT AREA 5
The area between S. Lundstrom Street and Craig Road embodies the western transition zone. This area is primarily made up of low-density highway commercial, some local dining establishments, merchandise, equipment stores, and one motel. There is also a number of undeveloped and underdeveloped highway-adjacent land parcels. The plan envisions this area to form the transition from the City's western gateway to the town center.

CONTEXT AREA 4
As the community's "heart," Airway Heights' civic uses are located in the vicinity, including City Hall, Fire Department, Community Building, Library, and Sunset Elementary School and Park. Many locally-owned restaurants, retail offerings, and services are here, as well as the longest-serving grocery. The US-2 Corridor Plan envisions this area as the City's "Main Street" District. A City-owned right-of-way south of Highway-2, "14th Avenue", and its adjacent lands are a promising location to encourage the type of small-town characteristics which would establish an appealing commercial environment.

CONTEXT AREA 6
To many town residents, the eastern entry into Airway Heights community signifies a few lot sizes and the City's central area will increase town commercial

Comprehensive Plan





Introduction

Policy choices, particularly accompanied by the pace of change Airway Heights is now experiencing, have the potential to dramatically alter the city's character and quality of life. This Comprehensive Plan for Airway Heights is a valuable tool to help evaluate policy options and bring about the change the community desires. This plan rests on the belief that it is wise to look ahead, anticipate change, and manage the future. It covers decisions regarding Airway Heights' growth that are best coordinated with nearly all City services and functions, optimizing the effectiveness and value of its actions. Such decisions include issues such as: overall land use patterns, provision of adequate housing, investments in streets, sewer and water facilities, and protection of natural resources. Because this plan presents policy-level guidance, it provides ample room for discretion as implementation opportunities emerge.

This Comprehensive Plan is designed to satisfy the Washington State Growth Management Act (GMA), primarily codified under Chapter 36.70A RCW. It is also coordinated with Spokane County's Countywide Planning Policies. The various objectives articulated here were developed through and reflect community input over the course of many years, and are adopted by elected leadership.

This plan is intended to guide future revisions to zoning and subdivision ordinances, identify and help direct necessary capital improvements, inform budgeting, and guide development of all regulations that may shape the physical community. Such legal instruments are required to implement this plan and are required by statute to remain consistent with it. In some cases, additional, more detailed plans may be necessary to implement this document, such as a transportation plan, a parks and recreation plan, capital facilities planning, and plans for specific areas like downtown ("subarea plans").

Using the Comprehensive Plan

Towns and cities generally employ two types of instruments to guide and enact legislation. Though each is intentionally distinct, they must be well-coordinated and complementary:

Policy Documents – Such as this comprehensive plan, to set direction;

Regulatory Documents – Such as zoning or development regulations, to implement objectives.

As a policy document, this plan does not hold legal sway over City activities or automatically extend into land-use regulation. Instead, it provides a first comprehensive, coordinated step towards a large variety of community goals. Additional steps may be essential, including development of implementing studies, plans, simple inventories, or updates to create consistency between the comprehensive plan and regulatory documents.

Goal and policy statements are typically expressed in written form, but may also exist as maps or diagrams, such as in land use mapping. Other charts and supporting information are provided to show conditions or projections that shaped plan objectives.

For purposes of this plan, the terms “Goal”, “Policy”, and “Action” are defined as:

Goal – Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter, an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed;

Policy – An objective is a topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan’s goals, reflecting topical nuance as well as an assessment of conditions;

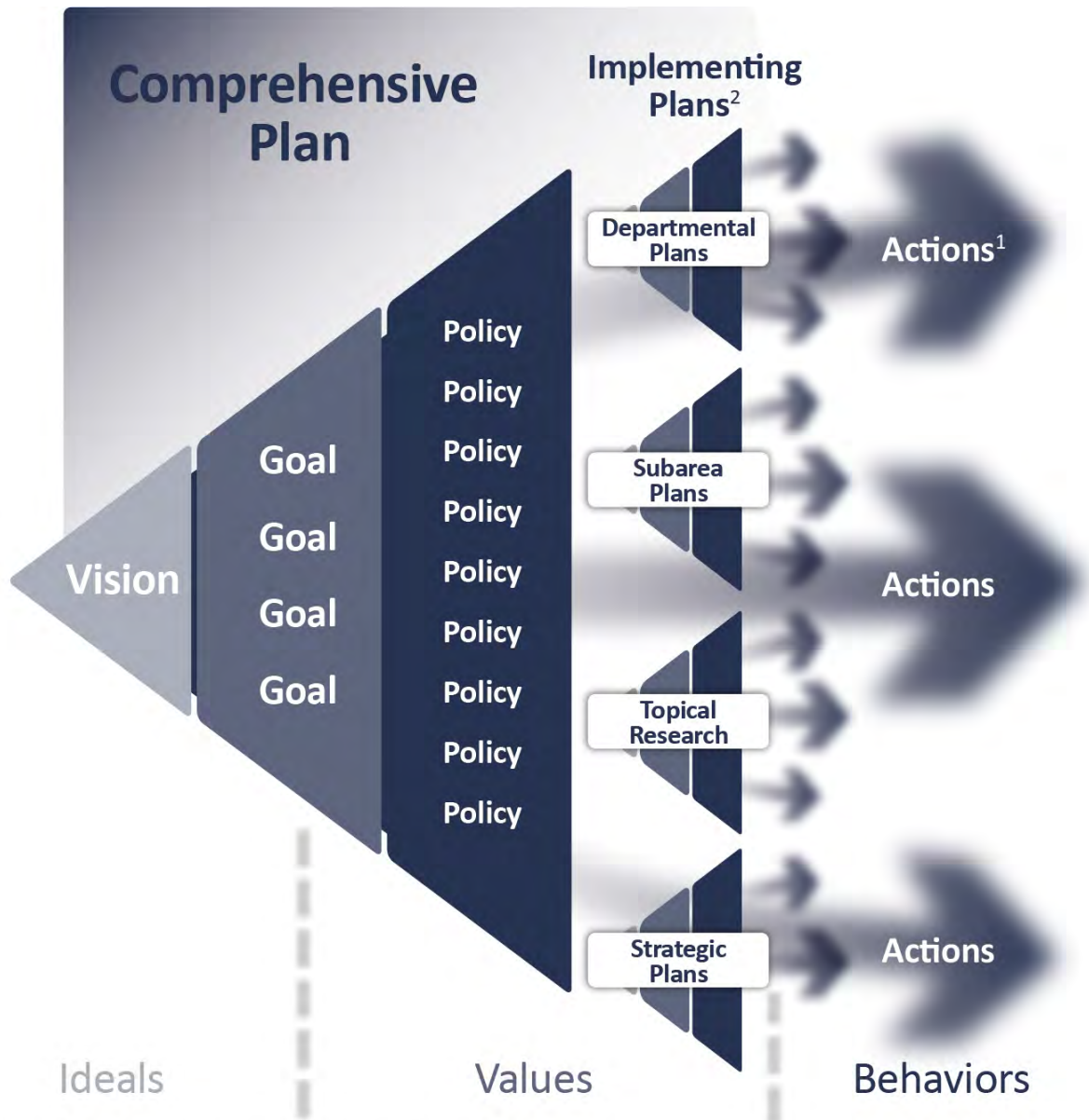
Action – Actions are budgetable steps envisioned or undertaken to implement plan policies. Actions may include the development of more detailed and localized plans, work to implement policies, formal agreements, regulations or other strategies.

Figure 1.1 illustrates how the above features are related, flowing from vision through increasingly defined goals, policies and various types of implementing plans and actions the City may undertake.

Organization

The following is a list of the elements (chapters) included in the Airway Heights Comprehensive Plan. Each features a topical focus; articulates conditions and key objectives the community intends to address and references related goals and policies from the full policy framework. In this plan, action items are not copied into related elements. Instead, these exist only in the Goal and Policy Framework (Appendix A).

- 1 • Introduction** – Providing an overview of the plan, its intent, and the community’s long-term vision.
 - 2 • Community Profile** – Summarizing physical and demographic conditions to which the plan relates.
 - 3 • Land Use Element** – Summarizing existing and forecast land use conditions, and expressing goals and policies including the Future Land Use Map.
 - 4 • Transportation Element** – Expressing existing and forecast transportation conditions, and providing goals and policies including level of service standards.
 - 5 • Housing Element** – Summarizing existing housing conditions, future needs and providing housing-related goals and policies.
 - 6 • Parks & Recreation Element** – Summarizing existing parks, recreation and associated conditions, plus related goals and policies.
 - 7 • Economic Development Element** – Outlining the City’s economic development conditions and objectives, followed by related goals and policies from the comprehensive framework.
 - 8 • Capital Facilities Element** – Providing an overview of city infrastructure, followed by a listing of related goals and policies.
 - 9 • Utilities Element** – Presenting a summary of current and expected utilities conditions in Airway Heights, followed by a listing of related policies.
- Appendix A** – Providing a table containing this plan’s entire goal, policy and actions framework.
- Appendix B** – Listing State planning requirements, including Essential Facilities siting.



¹ Actions include programs, capital investments, regulations, etc.

² Examples only. Implementing plans may include a wide variety of plan types

Figure 1.1- Conceptual diagram, policy hierarchy and implementation.

Airway Heights Vision

As is common for plans, a vision statement has been developed for Airway Heights’ comprehensive plan, providing an over-arching theme for the entire policy framework. Just as individuals choose a route of travel toward a specific destination, the vision is the city’s hoped-for “destination” – and the policies in the comprehensive plan establish the route of travel to get it there. If, twenty years from now, visitors were to come to Airway Heights, how would they describe the city to others after they returned home? If the plan is carried out successfully, their answer should resemble very closely the image that Vision 2039 describes.

Vision 2039

The City of Airway Heights is a proud community that is clean, safe and family oriented. It offers a full range of services while maintaining positive community spirit and small-town character. There are pedestrian-friendly neighborhoods with well-maintained public roads and an attractive central business district. The City’s facilities, parks and services are cost-effective, efficient, well-maintained, and available to all.



Introduction

The purpose of this comprehensive plan is to present the community’s goals and policies guiding future development and growth. For Airway Heights, such policies are especially important due to the large amount of growth experienced in recent years – and which is expected to continue well into the future. Since 2000, the city’s population has doubled¹, driving demand for improved capital facilities, utility services, and improved land use oversight. This plan provides, in effect, a “blueprint” for managing these issues in a way that addresses short-term needs while gradually helping the City achieve its long-term vision.

This Community Profile section articulates past and current characteristics of the community, as well as forecast conditions. It includes information regarding the history and geography of the City, along with key characteristics like demographic composition and population trends. This helps establish an understanding of where the City has been, where it is now, and where it hopes to go in the future – setting the foundations for many if not all of the policies expressed elsewhere in this plan. Whenever possible, data for Airway Heights is compared with data from Spokane County or the State of Washington as a whole, illuminating ways in which Airway Heights is similar to – or differs from – peer communities.

Community Setting

The City of Airway Heights is a small urban city approximately 4.9 square miles in size located eight miles west of Spokane, the largest metropolitan center in Eastern Washington. Airway Heights, along with nine other small cities, lie within the boundaries of Spokane County. Because of the close proximity of Airway Heights to the City of Spokane, the City of Airway Heights both influences, and is influenced by, growth in Spokane.

The city lies on US Highway 2 just north of Interstate 90. The city is greatly impacted by US-2, which effectively divides it into separate districts north and south of the highway.

The city is also located in the “West Plains” area of Spokane County, so named as the topography is relatively flat, with elevation changes of less than 100 feet. Many areas of the West Plains include thin topsoils and exposed basalt outcrop areas. Surface soils are primarily silty loam; the subsurface water table varies between six and eight feet below the surface.

¹ See Table 2.1, this chapter.

One of the most important features of Airway Heights is its location between Fairchild Air Force Base (FAFB) and Spokane International Airport. FAFB lies just to the west of the city, while Spokane International Airport is located immediately to the east. Both facilities have a strong influence on the economic climate of the city and its population.

History of Airway Heights

Historically, the West Plains area was slow to develop, primarily due to the poor suitability of the area for agricultural uses and a lack of surface water. Other areas such as the “Spokane valley” east of Spokane and the Palouse region to the south were much more conducive to development. The need for a city located on the West Plains grew, however, when two military airports were developed.

In 1940, the former Sunset Field airport was taken by the United States War Department and transformed into Geiger Air Base for the purpose of training bomber pilots. By 1941, the City of Spokane had purchased and donated land in the West Plains area to the war department for an air corps depot. Geiger Air Base eventually became the Spokane International Airport, and the air corps depot became Fairchild Air Force Base.

In 1942, Carl and Flora Lundstrom, residents of Electric City, Washington, purchased a section of land for \$6.00 per acre on the north side of Sunset Highway near the air corps depot. Officials from the depot approved, as they saw a need for housing and businesses in the area. In 1946, with World War II coming to an end, three subdivisions were filed: Airway Heights Addition, Airway Heights First Addition, and Airway Heights Second Addition.

The area’s first gas station and post office opened on July 15, 1948, located at Hayford Road and US Highway 2. On May 15, 1951, the Lundstrom family donated land for the construction of a school. In a few months’ time, the “Sunset School” opened and was incorporated into the nearby Cheney School District. Social gatherings and church services, which had been held in a nearby highway building, moved to the Sunset School and continued until 1954 when the Lundstrom family donated additional land for the Airway Evangelical Free Church.

In 1953, Carl Lundstrom announced plans to incorporate one square mile of the West Plains into the City of Airway Heights. At the time the area had around 400 residents, a service station, cafe, furniture store, barber shop, and a lumber yard. On April 15, 1955, by a 50 to eight vote, the City became incorporated. The first city council meeting was held on May 3, 1955 with Mr. Lundstrom presiding as Mayor.

Looking Forward

Even by western US standards, the City of Airway Heights is a young city, and is very much still evolving. As demonstrated in Table 2.1 and Figure 2.1, the City’s historic growth has been sporadic, but recent patterns have been significant and more consistent. Matching growth with services will present challenges for Airway Heights, underscoring the need for the City to manage its investments in concert with long-term objectives. The presence of FAFB, and in recent years, the addition of two tribal trust-land casinos make planning for the City’s future an exciting – if somewhat challenging – task. Airway Heights’ days as a sleepy service hub for servicemembers are over. The city is now a growing, rapidly transforming community.

Community Characteristics

The following summarize some of the demographic and economic characteristics of Airway Heights. These and other community characteristics are covered in greater detail in the Land Use element (Chapter 3) and the Economic Development element (Chapter 7).

Population Trends

Historically, the City’s growth patterns have related to FAFB and the opening of the Airway Heights Corrections Center. But more recent gains are those reflecting growth in Spokane County as a whole, mirroring an influx of residents seeking lower-cost housing and jobs associated with nearby industries. From 4,500 persons recorded in the year 2000 to today’s estimates in excess of 9,000, as demonstrated in Table 2.1 and Figure 2.1, the City’s rate of growth has more than doubled, averaging approximately 5.7% per year.²

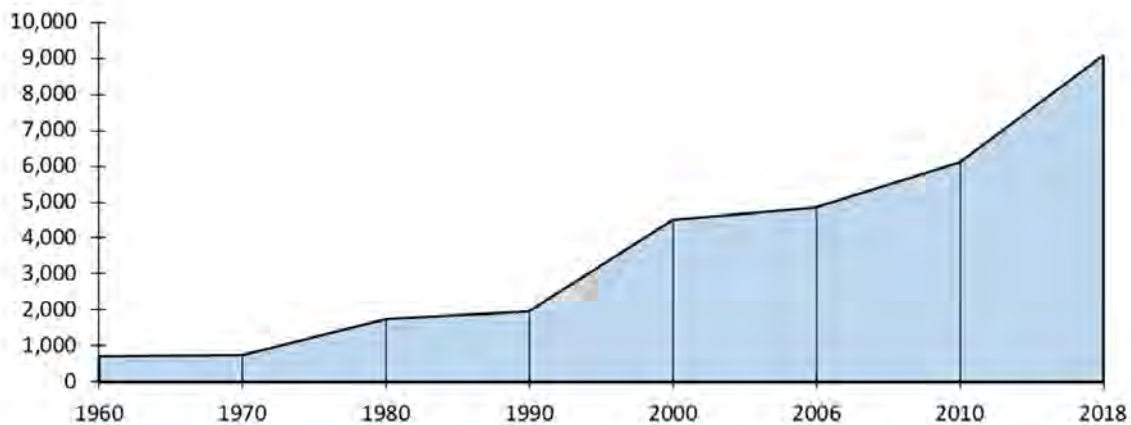
Table 2.1 – Airway Heights population trends, 1960 to 2018

Year	Population	%	Year	Population	%	Year	Population	%	Year	Population	%
1960	708	-	1980	1,730	13.3	2000	4,500	12.8	2018	9,085**	4.8
1970	744	0.5	1990	1,971	1.4	2010	6,114	3.6			

Sources: U.S. Census Bureau and Washington State Office of Financial Management (OFM), 2018

Notes: (%) = Annual growth rate; (**) = Official estimate from OFM

Figure 2.1 – Airway Heights population trends, 1960 to 2018



Significant growth is forecast for Airway Heights. Beginning with numbers issued by the State of Washington’s Office of Financial Management (OFM) and subsequent review and adoption by Spokane County, approximately 5,227 additional persons are expected to reside in Airway Heights by the year 2037 – growing the city’s population from 9,071 in 2017 to 14,298 in 2037.

Recent growth in Airway Heights is somewhat reflective of the growth which has been occurring throughout Spokane County. Since 2000, the total Spokane County population has increased by approximately 21.5 percent, or 1.2 percent per year. While this pace is significant, the rate of growth has

² U.S. Census Bureau and Washington State Office of Financial Management (OFM), 2018.

been higher for Airway Heights. Consequently, the city has increasingly represented a larger percentage of the total County population. As shown in Table 2.2, Airway Heights represented 1.1 percent of the County’s population in 2000, but today, 1.8 percent of County residents live in Airway Heights. Looking forward, this type of growth is expected due to the City’s abundance of undeveloped land, economic growth on the West Plains, and relatively affordable housing stock.

Table 2.2 - Percent of County Population

	1990	1995	2000	2005	2010	2015	2018
Airway Heights Population	1,971	2,910	4,500	4,640	6,114	8,385	9,085
Spokane County Population	361,333	401,200	417,939	436,300	471,221	488,310	507,950
% of County Population	0.5	0.7	1.1	1.1	1.3	1.7	1.8

Sources: U.S. Census Bureau & Washington State Office of Financial Management (OFM), 2018

Racial Distribution

The racial distribution for Airway Heights and Spokane County is presented in Table 2.3. Overall, the “White alone” classification comprises over 69 percent of the total population of Airway Heights, making it by far the largest race classification within the City. The next closest group is the “Hispanic or Latino” classification, which accounts for 12.8 percent of the City’s population. Compared to Spokane County, the city is more culturally diverse, with significantly greater numbers of African American, American Indian and Hispanic residents than the County as a whole. While economic factors may play some role in these differences, the presence of FAFB, and to a lesser degree the tribal casinos, is a primary contributor.

Table 2.3 - Racial Distribution, 2010

Race	% Airway Heights	% Spokane County
White alone *	69.5	89.3
Black or African American alone *	6.8	2.0
American Indian and Alaska Native alone *	5.1	1.8
Asian alone *	3.5	2.4
Native Hawaiian and other Pacific Islander alone *	0.0	0.6
Two or more races	10.3	4.0
Hispanic or Latino **	12.8	5.7
White alone, not Hispanic or Latino	64.4	84.6

Source: U.S. Census Bureau. (*) Includes persons reporting only one race; (**) Hispanics may be of any race, so also are included in applicable race categories

Age

The age distribution for Airway Heights as shown in Table 2.4 demonstrates the number of persons within the City by age group. From this table, it is evident that a large percentage of the City’s population is between 20 and 54 years of age, giving the city a relatively youthful profile. Within this range, the largest age group within the City is the 25 to 29 age group, which represents approximately 15.2 percent of the City’s total population, followed by those between the ages of 30-34, representing 12.2 percent of the population. As with its racial diversity, FAFB is considered a prime factor in Airway Heights’ younger age profile.

Table 2.4 - Age distribution, 2017

Age Group	Persons	Percent
< 5	330	4.1
5 to 9	451	5.6
10 to 14	310	3.9
15 to 19	196	2.4
20 to 24	737	9.2
25 to 29	1,218	15.2
30 to 34	975	12.2
35 to 39	747	9.3
40 to 44	679	8.5
45 to 49	621	7.7
50 to 54	543	6.8
55 to 59	333	4.2
60 to 64	244	3.0
65 to 69	327	4.1
70 to 74	176	2.2
75 to 79	80	1.0
80 to 84	13	0.2
85+	37	0.5
Total	6,523	100

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Education

School Enrollment

The school enrollment numbers as shown in Table 2.5 indicate that a somewhat larger percentage of very young (nursery school, preschool) persons and those enrolled in college in Airway Heights as compared to Spokane County (5.9% versus 5.7%, and 42.0% versus 31.0%, respectively). Conversely, the city’s enrollment rates were lower compared to Spokane County in all other educational tiers. These suggest some correlation with the city’s demographic data, namely, larger numbers of persons either with very young children or persons enrolled in college. The comparative drop in enrollment from kindergarten through high school suggests families may move elsewhere as their children reach primary school.

Table 2.5 - School Enrollment, 2017

Type of School	Airway Heights		Spokane County (%)
	Persons	Percent	
3 years and over enrolled in school	1,825	–	–
Nursery school, preschool	108	5.9	5.7
Kindergarten	44	2.4	5.0
Elementary school (grades 1-8)	601	32.9	38.7
High school (grades 9-12)	305	16.7	19.6
College or graduate school	767	42.0	31.0

Source: U.S. Census 2013-2017 American Community Survey, 5-Year Estimates

Educational Attainment

Educational attainment as presented in Table 2.6 indicates the highest level of education an individual has attained. Therefore, those persons who have graduated from high school include not only those listed in the high school graduate category, but also those with a higher level of educational attainment such as those with associate or college degrees. Comparing data versus Spokane County, Airway Heights residents have lower rates of attainment, with high school and “some college” rates in excess of County rates but significantly fewer residents having received a college degree.

Table 2.6 - Educational Attainment, 2017

Educational Attainment	Airway Heights		Spokane County (%)
	Persons	Percent	
Less than 9th grade	240	4.0	1.9
9th to 12th grade, no diploma	423	7.1	4.8
High school graduate (includes GED)	2,007	33.5	24.7

Some college, no degree	2,099	35.0	26.7
Associate degree	687	11.5	12.6
Bachelor's degree	426	7.1	18.5
Graduate or professional degree	111	1.9	10.9
High school graduate or higher (%)	–	88.9	93.4
Bachelor's degree or higher (%)	–	9.0	29.4

Source: U.S. Census 2013-2017 American Community Survey, 5-Year Estimates

Income & Wages

As shown in Table 2.7, households in Airway Heights have a median annual income of \$49,844, which is less than the United States median or among entities in the City's regional context (other than nearby Cheney, which likely skews lower due to a high percentage of college-age residents). Related to median income, education and occupation figures cited elsewhere, 16.4% of the population for whom poverty status is determined in Airway Heights live below the poverty line. This figure is higher than in Spokane County as a whole (15.2%) or the national average (13.4%). The largest demographic living in poverty is Female 25-34, followed by Male 25-34 and then Male 18-24.

Table 2.7 – Median Household Income, 2017

Airway Heights	Washington	Spokane County	Spokane Metro	Cheney	United States
\$49,844	\$66,174	\$52,159	\$53,321	\$34,103	\$57,652

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates



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 7.2 square miles. This planning area consists of all land within the City limits (approximately 5.8 square miles) and land within the UGA and JPA areas 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.

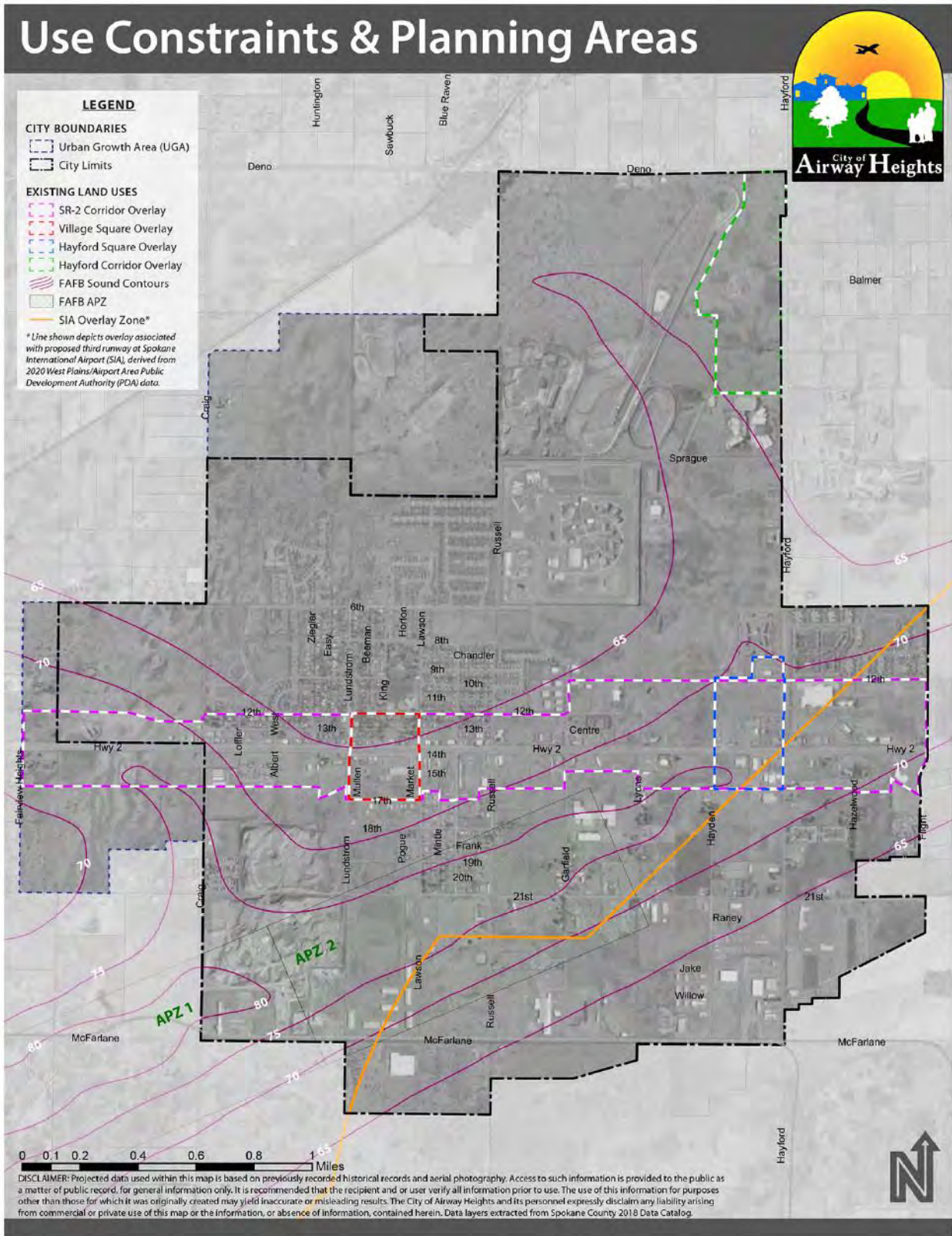
Hayford Road Overlay – Supporting auto-oriented commercial development along the eastern edge of the city.

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.

The Air Force does not require the City to adopt regulations that protect long-term base operations. Regardless, the City maintains a Memorandum of Understanding (MOU) with FAFB that pledges ongoing coordination regarding base operations and city planning, zoning and development activities.

Airway Heights is committed to supporting FAFB operations. But should the base ever close, the City would seek to maintain the facility’s continued use as an airport, leveraging existing land use patterns and infrastructure.

Tribal Holdings

Airway Heights’ land use pattern is also strongly influenced by two tribe-controlled areas, each home to casinos that access U.S. Highway 2. Together, these tribal lands total 497.5 acres, 456.32 of these existing within City limits.

Kalispel Tribe

The Kalispel Tribe of Indians, based on reservation land in Usk, Washington, owns 352.5 acres of Tribal Trust land within Airway Heights. The Tribe operates its Northern Quest 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.

The Kalispel casino relies on City infrastructure and public services. To foster use and development of 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.

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 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 casino.

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. This area is now 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, by 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 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” 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.

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.

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 3.4 presents the number of acres currently associated with each of Airway Heights’ residential zoning categories, and the number of potential dwelling units. Table 3.5 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 3.4 - 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 3.5 - 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.

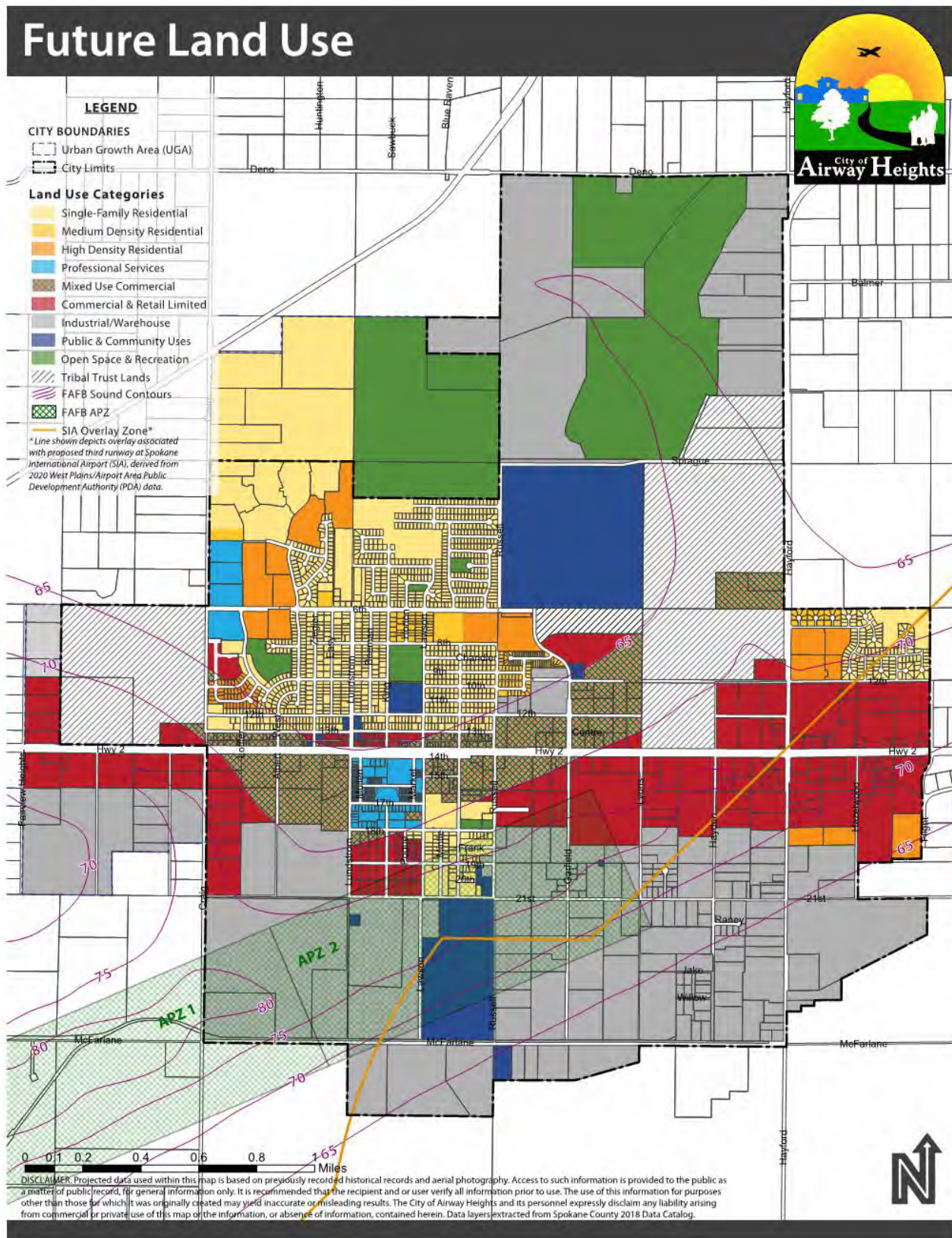
It is currently implemented by the P zone in Airway Heights Municipal Code.

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, 456.32 acres, or 12.68% of the total within City limits, exist on tribal-controlled lands. 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 3.3.

Figure 3.2 - Future Land Use Map



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.



Introduction

This Transportation Element addresses the motorized and non-motorized transportation needs of the City of Airway Heights. It presents the community's policies regarding projected transportation needs (current and future); locations and conditions of the existing circulation system; the cause, scope and nature of transportation issues; presents level of service standards, street classifications, and associated transportation problems the City must address regarding projected growth.

As specified in Washington State's Growth Management Act (GMA), new development is prohibited unless transportation improvements - or strategies to accommodate such impacts - are made concurrent with the development. Such improvements and strategies must be in place or financially planned for within six years of development use.

The type and availability of transportation resources are major factors in shaping land use patterns, while conversely, the way land is used strongly influences the need for transportation facilities. For this reason, land use and transportation facilities planning must be closely coordinated. Now and over time, the City intends to correlate existing uses, future uses and desired characteristics with its transportation planning.

Existing Conditions

Access to Airway Heights by vehicular traffic from Spokane is by Highway 2, which passes directly through the center of the City. Fairchild Air Force Base (FAFB), which is located just one mile from Airway Heights, can be accessed from the City by traveling westbound on Highway 2. Access to the nearby City of Medical Lake is by West and North Brooks Road, which connect to Highway 2. The Airway Heights Corrections Center - a major traffic generator within the City - may be accessed by traveling north on Hayford Road from its intersection with Highway 2 near the east end of the City, or from the west along Garfield Road.

Functional Classifications

The Washington State Department of Transportation (WSDOT) has developed a Functional Classification System which all municipalities in the state use as a guideline for designation of streets. This classification system was developed to ensure consistent determinations of street types throughout the state. The classifications of streets in Airway Heights was developed by the Spokane Regional Transportation Council (SRTC) which is the designated Metropolitan Planning Organization (MPO) for all of Spokane County. A listing of principal, minor, and collector streets is presented in Table 4.1 and are

shown in Figure 4.1, with traffic volumes associated with these classifications shown in Table 4.2. The following street classifications are applied in Airway Heights:

Principal Arterials

Principal arterials are streets or roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. Along principal arterials, it is desirable to limit direct access to abutting property.

The Principal Arterial in Airway Heights is Highway 2.

Minor Arterials

Minor arterials are streets and roadways connecting community centers with principal arterials. In general, minor arterials serve strips of moderate length. Access is partially controlled with infrequent access by abutting property.

Minor Arterials in Airway Heights are: Sprague Road, 6th Avenue, 21st Avenue, and Lawson Street.

Collector Streets

Collector streets are streets and roadways connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector streets and through traffic service is a lower priority.

Collector streets in the city of Airway Heights are: 12th Avenue, 18th Avenue, Lyons Road, Garfield Road, Lundstrom Street, Russell Street, and Hayden Road.

Access Streets

Access streets have a variety of functions to perform with the principle purpose to provide vehicular and pedestrian access to property abutting the public right-of-way. Moving traffic is a secondary function of access streets. Land service is the primary function, and being such, these streets should not carry through-traffic. Buses and heavy trucks should be excluded from access streets except where the access street is in a commercial or industrial district of the City. Access streets also serve as an easement for utilities, open spaces between buildings and as an element of the urban landscape.

Table 4.1 - Street Classification

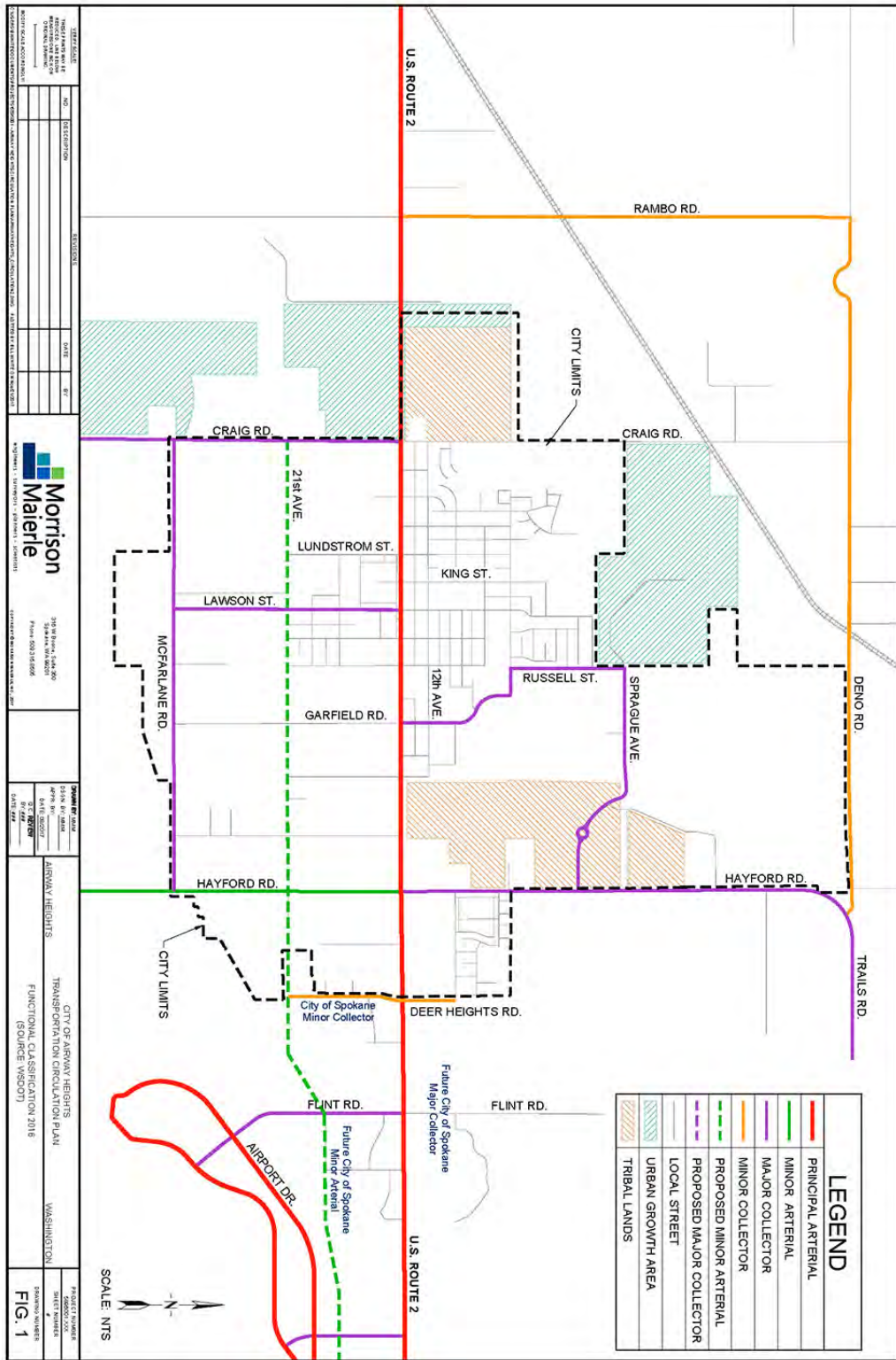
Street Section	Segment	No. of Lanes
Principal Arterial Sections		
US-2	E of Craig Road	5
US-2	W of Garfield Road	5
US-2	E of Garfield Road	5
US-2	W of Hayford Road	5
US-2	E/of Hayford Road	5
Minor Arterial Sections (Assumes Hayford Road as an Arterial)		
Hayford Road	S of Deno Road	2

Street Section	Segment	No. of Lanes
Hayford Road	N of US-2	5
Hayford Road	S of US-2	5
Hayford Road	S of McFarlane Road	2
Major Collector Sections		
Craig Road	N of US-2	2
Craig Road	S of US-2	2
Lawson Street	N of US-2	2
Lawson Street	S of US-2	2
Garfield Road	N of US-2	2
Garfield Road	S of US-2	2
Sprague Avenue	W of Hayford Road	5
McFarlane Road	W of Hayford Road	2
Deno Road	W of Hayford Road	2
Other Street Sections		
Northern Quest	W of Hayford Road	2
12 th Avenue	E of Hayford Road	2
21 st Avenue	W of Hayford Road	2

Table 4.2 - Street Classification and traffic volumes

Street Classification	Daily Traffic Volumes
Access Street	0 - 500
Collector Street	501 - 2,000
Minor Arterial	2,001 - 5,000
Principal Arterial	5,001 or more

Figure 4.1 - Functional Street Classification (2017)



Facilities & Level of Service Standards

Vehicular

Vehicular Level of Service (LOS) standards, which principal and collector streets are measured against, allow the City to determine if a roadway or segment of a roadway is operating at an acceptable level. When a street or a segment of a street falls below the LOS standard assigned to that classification of street, it is an indication that traffic volume exceeds design capacity of the street, or that features such as stop signs, turning lanes, or traveling lanes are in some way insufficient. Multiple factors may ultimately influence driver perception including road condition, aesthetic impressions, relative speed, perceived safety as well as actual transit time. Regardless, the standards used by Airway Heights allow the City to measure roadway performance as part of its combined network, to provide a first-level assessment of performance, and to evaluate impacts of development proposals. In addition to roadway performance, LOS standards are also applied at key Airway Heights intersections.

Other types of transportation, particularly non-motorized forms, are assigned other LOS standards.

Unless otherwise noted, Airway Heights utilizes Washington State Department of Transportation (WSDOT) LOS peak-level LOS standards for its roadways. Specifically, Airway Heights adopts LOS D as the standard for its principal and minor arterials and collector streets, with LOS C applied to local access streets except where such streets abut a principal, minor or collector street - in which case the LOS may be "D" at the intersection. These correlate with WSDOT LOS standards applicable to US-2, a Highway of Statewide Significance (HSS), necessary to facilitate coordination between City-generated six-year transportation programs and WSDOT's ten- year investment program.¹ Roads operating at LOS D are generally considered to be operating at their capacity.

Per WSDOT data, Airway Heights' main principal arterial (SR 2) is presently operating at LOS A. Descriptions for WSDOT's LOS categories are provided in Table 4.3.

Table 4.3 – LOS Descriptions

LOS Category	Description
A	A condition of free flow in which there is little or no restriction on speed or maneuverability caused by the presence of other vehicles.
B	A condition of stable flow in which operating speed is beginning to be restricted by other traffic.
C	A condition of stable flow in which the volume and density levels are beginning to restrict drivers in their freedom to select speed, change lanes, or pass.
D	A condition approaching unstable flow in which tolerable average operating speeds are maintained but are subject to sudden variations.
E	A condition of unstable flow in which operating speeds are lower with some momentary stoppages. The upper limit of this LOS is the capacity of the facility.

¹ The City's LOS D minimum for principal arterials also correlates with countywide standards adopted by the Spokane Regional Transportation Council (SRTC).

F	A condition of forced flow in which speed and rate of flow are low with frequent stoppages occurring for short or long periods of time; with density continuing to increase causing the highway to act as a storage area.
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Source: WSDOT 2007-2026 Highway System Plan

Existing levels of service for principal arterials, minor arterials and intersections in Airway Heights is mapped in Figure 4.2, reflecting 2017 traffic volumes. In general, the levels of service values are relatively high, reflecting congestion free travel.

LOS for intersections are defined in terms of the average delay experienced by all vehicles at the intersection, measured over a specific period such as a peak hour. Table 4.4 provides LOS criteria for signalized and unsignalized intersections, which vary because driver tolerances for delay are higher at signalized versus unsignalized intersections. LOS D is the desired threshold for intersections within the city, with LOS E allowed situationally for unsignalized intersections.

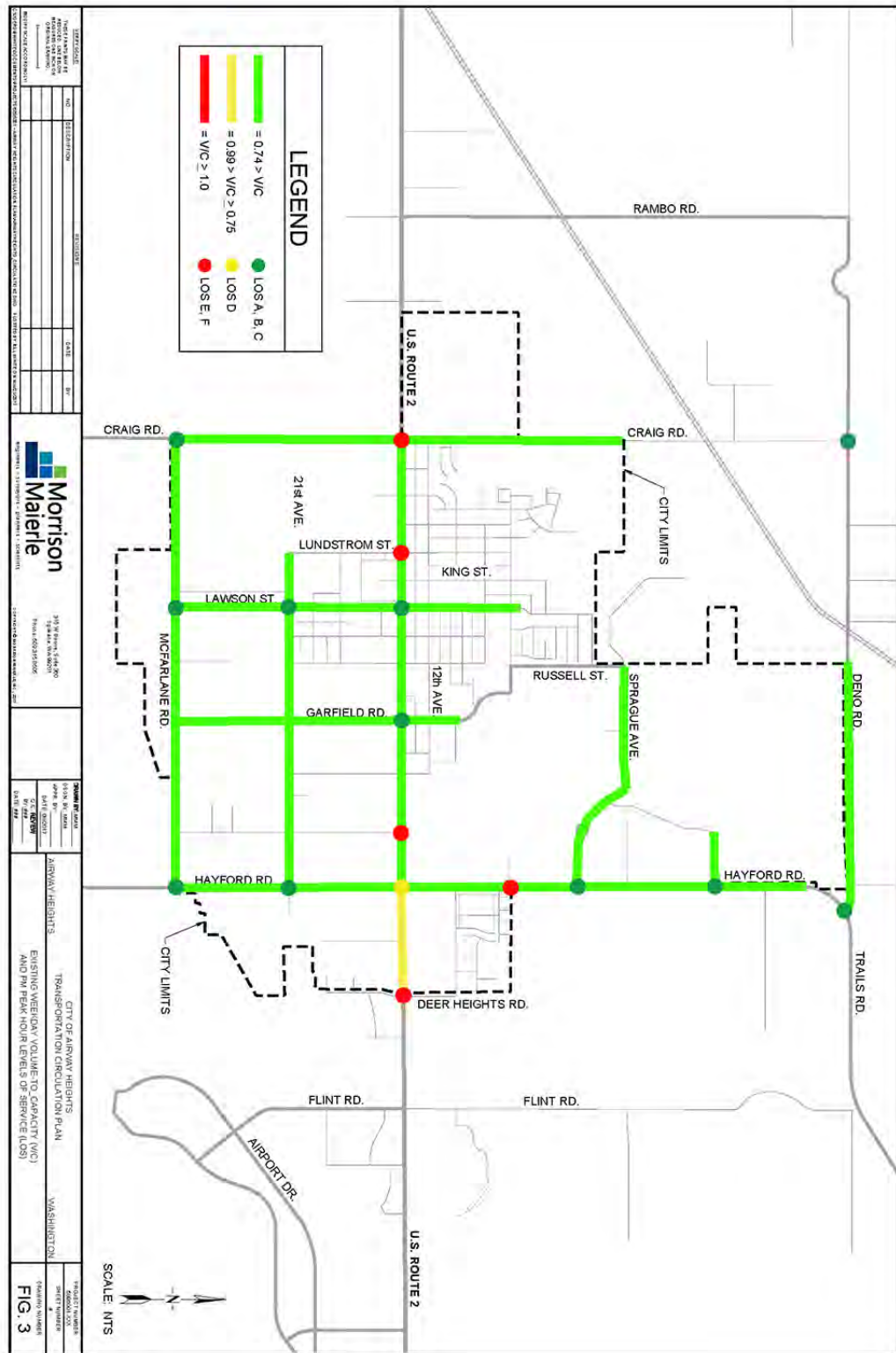
Table 4.4 – Intersection Delay, LOS Thresholds

LOS Category	Signalized Control Delay (sec/veh)	Unsignalized Control Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10–20	> 10–15
C	> 20–35	> 12–25
D	> 35–55	> 25–35
E	> 55–80	> 35–50
F	> 80	> 50

Source: Highway Capacity Manual, 2010

Further analysis of LOS conditions may be found in the 2017 City of Airway Heights Transportation Circulation Plan.

Figure 4.2 - Weekday Volume to Capacity (V/C) & PM Peak Hour Levels of Service (2017)



Public Transportation

Transit in Airway Heights is operated by Spokane Transit Authority (STA) originating from the downtown Spokane hub. At present, a single route operates between Airway Heights and Spokane; this circulates through the City, and beyond western City limits to Fairchild Air Force Base (FAFB).

Specifically, STA Route 61 stops at various sites along U.S. Route 2 and Hayford Road, including Northern Quest Casino, the Department of Corrections, the West Plains Industrial Park, and FAFB. On weekdays, Route 61 operates on a 30-minute rotation from about 5:35 AM until 9:30 PM. Rotation times shift to an hourly schedule on weekends and holidays.

The Airway Heights Park & Ride facility is one of the busiest stops in the City, with an average of 65 persons boarding per weekday.² Figure 4.3 depicts Route 61 stops.

In addition, the West Plains Transit Center, proposed off the Medical Lake Interchange on I-90, will provide a hub and transfer station allowing Airway Heights residents to more quickly access other areas of Spokane County in addition to downtown Spokane.

² *Spokane Transit Authority (STA) Annual Performance Report – Passenger Facilities (2016).*

Truck Routes & Rail Transportation

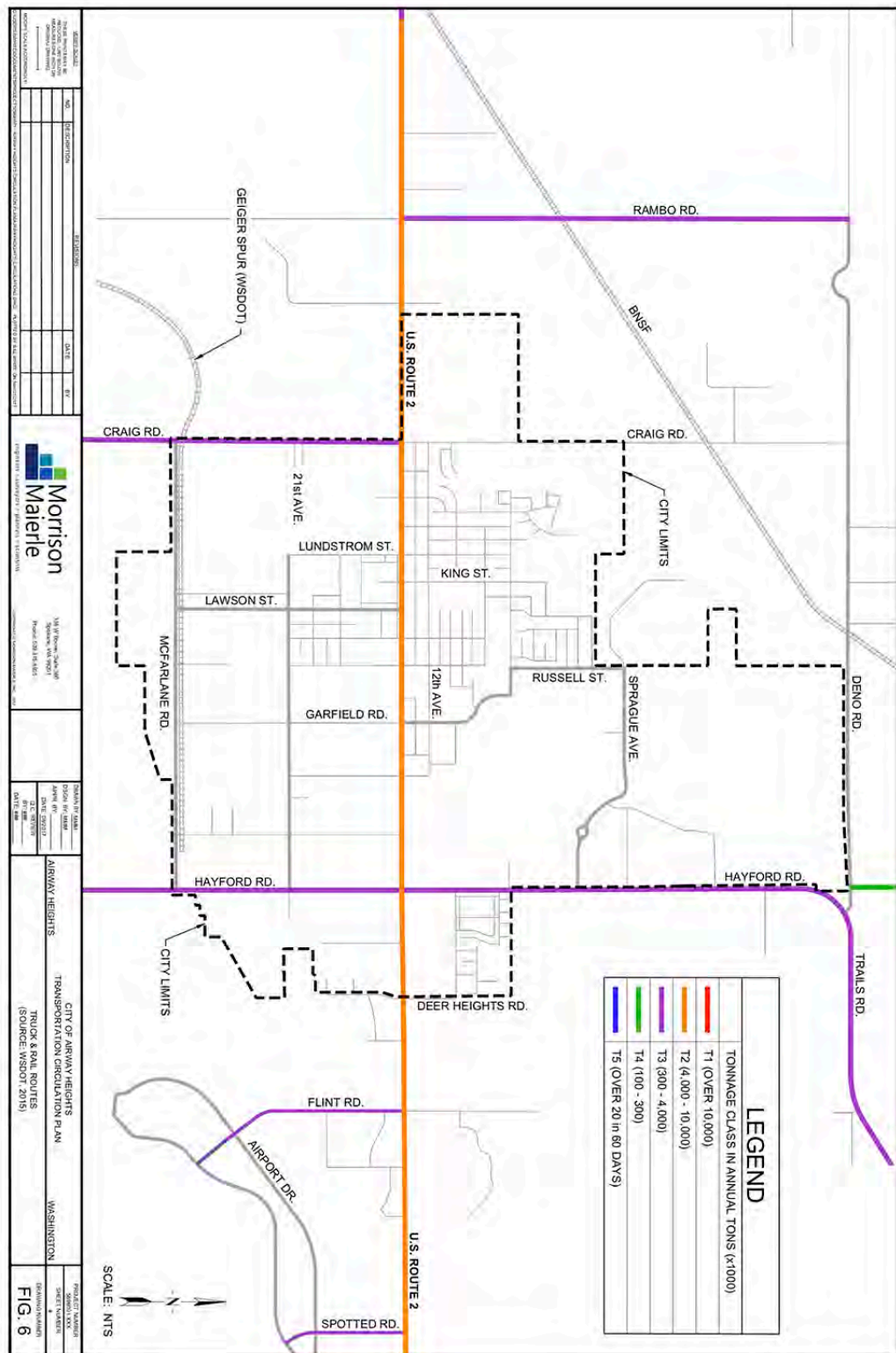
Trucking to and through Airway Heights is an important component of the City's transportation future. Currently, major truck routes through the city are classified from "T1" to "T5" according to estimated annual cargo tonnage. The following lists key routes and their respective classifications:

- U.S. Route 2 – T2 (4,000,000 to 10,000,000 tons/year)
- Hayford Road – T3 (300,000 to 4,000,000 tons/year)
- Craig Road – T3 (300,000 to 4,000,000 tons/year)
- Rambo Road – T3 (300,000 to 4,000,000 tons/year)
- Flint Road – T3 (300,000 to 4,000,000 tons/year)

There are two rail lines in the Airway Heights vicinity. One is owned by Burlington Northern-Santa Fe (BNSF) and runs just outside the northwest limits of the City. The other is part of the Eastern Washington Gateway line (Geiger Spur) and is owned by WSDOT. This spur parallels the southern limits of the City and provides rail access to the industrial businesses along McFarlane Road. Figure 4.4 depicts truck and rail routes within Airway Heights.

The Geiger Spur is currently being reviewed for its potential in shaping industrial and other types of land use development in association with the Spokane International Airport (GEG) and Interstate 90 to the south. Though these efforts are being led by Spokane County and Greater Spokane Incorporated (GSI), the policy implications related to truck, rail and air transportation are seen as very significant.

Figure 4.4 - Truck & Rail Routes



Air Transportation

The City of Airway Heights is located between two major airport facilities. Spokane International Airport (GEG), located just east of the city, serves as the regional center for civilian air travel. FAFB, located to the west of the City, serves as a military center for both air-refueling operations and training.³

As detailed in other elements, the presence of FAFB has a profound effect on City land use, transportation, housing, economic development and other policy considerations. The policy impacts of GEG are also significant (see Truck & Rail Routes section above).

Pedestrian Infrastructure

Many areas in Airway Heights – particularly in older sections of the city - lack adequate sidewalks, marked crossings or other pedestrian infrastructure. Other, more recently-developed areas include these features but the arterials they abut do not, effectively isolating them from neighboring attractions.

US 2 is recognized as a barrier for pedestrian activity between the north and south halves of the city. Regardless, striped crossings are currently located at the signalized Lawson Street, Garfield Road, and Hayford Road intersections. Mid-block crossings are aligned east of Ziegler Street, King Street, and Campbell Street, respectively.

There are about 33 striped crosswalks in Airway Heights along City streets. There are also several crosswalks located along local streets, especially near Sunset Elementary and newer residential developments in the northern areas of the City.

One pedestrian-bike facility of note is a shared use path aligned along portions of US Route 2. Constructed from Garfield Road to nearly Deer Heights Road, it is the intention of the City and the City of Spokane to extend the route to connect both cities, greatly improving east-west pedestrian and bike mobility.

Figure 4.5 maps Airway Heights’ existing (primary) pedestrian and bicycle facilities.

Bicycle Facilities

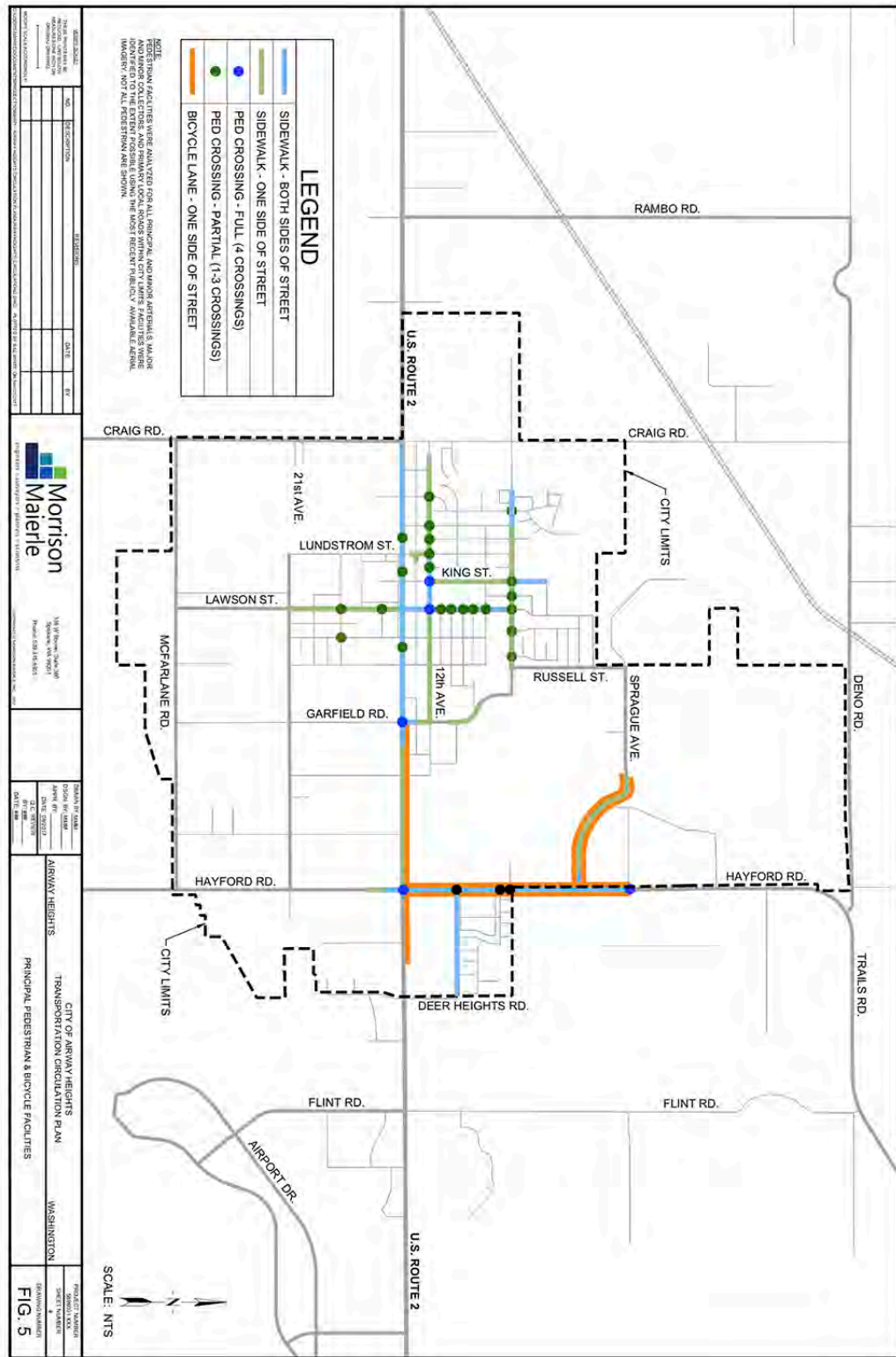
At present, Airway Heights has a limited number of bicycle-specific features or facilities. Some newly-developed areas, such as along Hayford Road and Sprague Avenue, and along an adjacent portion of US 2 enjoy designated bike lanes, but most roadways require shared bicycle and motorized travel. Despite this, residents support polices to improve bicycle infrastructure throughout the city, helping make cycling a safe, enjoyable means of transportation and recreation.

This plan’s policy response directs the City to address this, and the 2017 Transportation Circulation Plan identifies a range of future improvements based on AASHTO guidelines. These are summarized in later portions of this element.

Figure 4.5 maps Airway Heights’ existing (primary) pedestrian and bicycle facilities.

³ Additional details on FAFB are included in Chapter 2.

Figure 4.5 - Principal Pedestrian & Bicycle Facilities



Recommended Improvements

Vehicular

The City has an estimated resident population of 9,071 as of 2017. Per US Census data and Washington State Office of Financial Management (OFM) projections, City population has been increasing at rates between 3.1 and 8.7 percent annually since year 1990 as measured in ten-year increments (4.8 percent annually overall). As indicated elsewhere, population growth is expected to continue in Airway Heights, with a population of up to 14,294 persons anticipated by year 2037.

Continued growth will inevitably spur traffic growth. Airway Heights anticipates the bulk of its increased traffic will be associated with local land use development, for the most part impacting major arterials and minor collectors. However, moderate traffic growth is anticipated from factors such as through-traffic associated with development outside the City, related to casino activity, and growth of FAFB.

The City's 2017 Transportation Circulation Plan applied a 0.5 percent baseline annual growth rate to traffic volumes to forecast future LOS conditions. Extended to 2040, this rate projects approximately 13 percent growth by year 2040, calculating to between 900 to 1,100 Average Daily Trip (ADT) growth along U.S. Route 2 by year 2024 and 3,600 to 4,900 ADT by year 2040, depending upon location.

These forecast volumes identified a number of locations in Airway Heights with failing LOS by 2040, including the signalized Hayford Road/US 2 intersection, all unsignalized intersections along US 2, and the Hayford Road/12th Avenue intersection. Apart from these areas, roadways and intersections in the city are forecast to remain at or above LOS C.

In response, the Transportation Circulation Plan provides a number of improvements to arterials, collectors, and access streets. These improvements are generally informed by the following conditions:

- Arterial and collector roads needed to serve northern expansion areas are mostly in place and adequate for the size and types of land uses envisioned there;
- Local access streets in expansion areas are the responsibility of land developers, but development to the north will require extending collector streets and reconfiguring existing collectors into minor arterials;
- Increased traffic in areas that now experience low traffic volumes may require re-classification and upgrades;
- Additional signalization or traffic controls will be needed to address traffic flow between the northern and southern sides of the City, particularly around the downtown commercial area;
- In addition to developer build-out, funding is expected to come from state and local sources, with state funds being the primary source for the larger projects.

See Figure 4.6 for a mapped overview of recommended roadway and intersection improvements.

Pedestrian Infrastructure

As part of its 2017 Transportation Circulation Plan, Airway Heights mapped existing principal pedestrian and bicycle facilities in the city, followed by an analysis and set of recommendations guided by AASHTO's 2004 A Guide for the Planning, Design, and Operation of Pedestrian Facilities.

Beginning with a map of essential community facilities and services in Airway Heights, ¼-mile radius circles were inscribed around each. The adequacy of facilities within these areas were then examined, looking for missing features such as sidewalks or paved paths, safe crossing elements or other features leading to each essential facility or service. For this effort, "essential community facilities" included schools, parks, the community center, City Hall, primary shopping areas, and transit hubs.

In addition, marked pedestrian crossings of minor arterials and major collectors were mapped. Crossings were then recommended between primary land uses along these roadways on a ¼-mile basis.

Bicycle Facilities

Regarding bicycle facilities, the Transportation Circulation Plan includes a number of recommendations developed in coordination with City engineering staff and using the 2012 AASHTO A Guide for the Development of Bicycle Facilities, which suggests types of bicycle facilities that can be developed given data such as street width and traffic volume measurements. Further, the City’s 2017 US 2 Corridor plan identifies and promotes the completion of a contiguous pedestrian and bike shared-use path along the southern side of the corridor, with similar and complementary elements to the north.

See Figure 4.7 for a copy of the Transportation Circulation Plan’s map of pedestrian improvements, and Figure 4.8 for recommended bicycle network projects.

Figure 4.7 - Pedestrian Improvement Recommendations

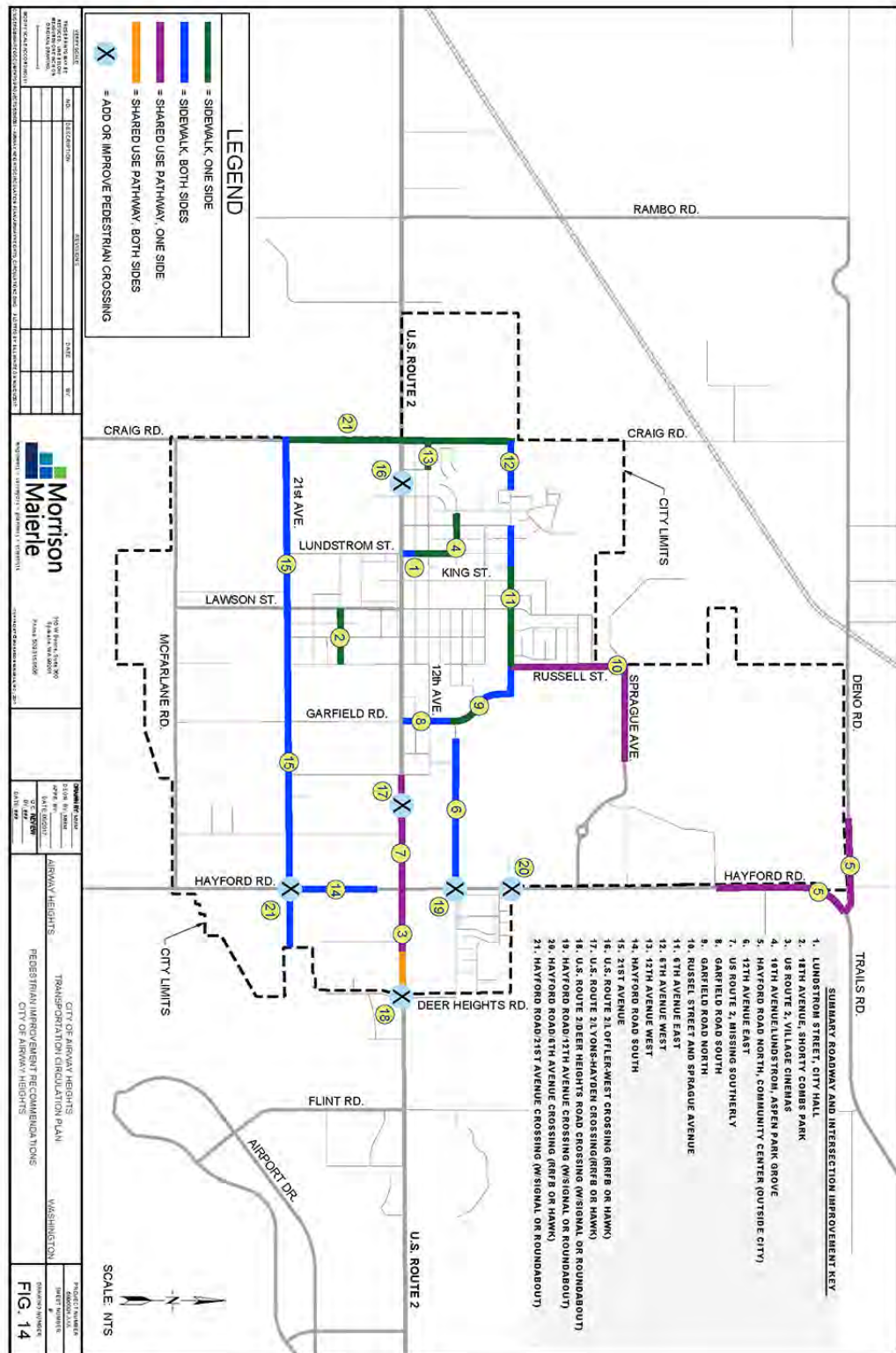
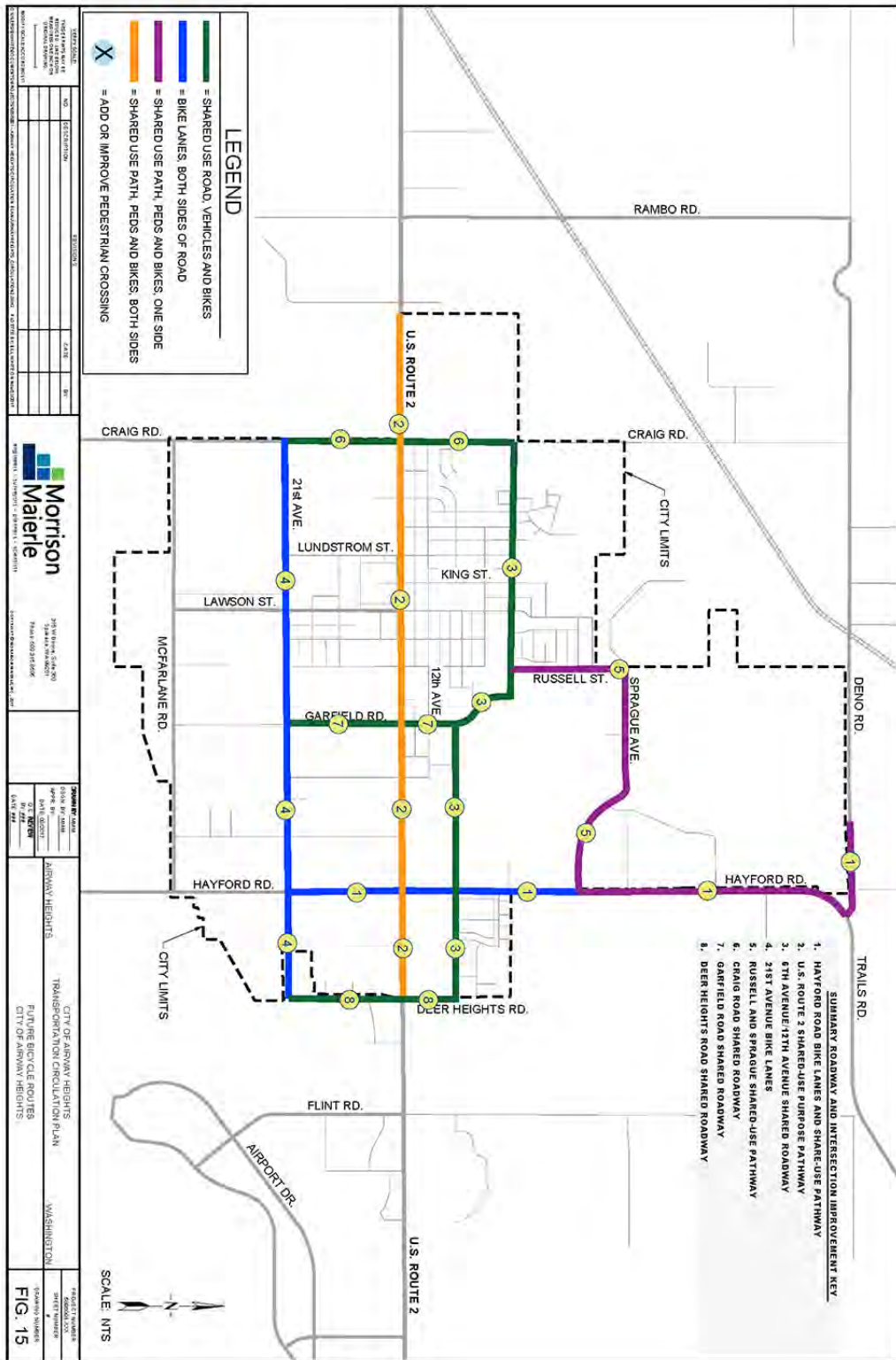


Figure 4.8 - Bicycle Improvement Recommendations



Transportation Concurrency

The State of Washington's Growth Management Act (GMA) requires that a jurisdiction's transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs, funding resources and include a multi-year financing plan. The purpose of this is to ensure that each jurisdiction's transportation plan is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. These requirements are met by the City's 2017 Transportation Circulation Plan, referenced by this element.

Per policy and in concert with GMA requirements, in the event the City is unable to fund proposed transportation projects supporting growth, the City Council should instruct staff to re-evaluate the land use element with the possibility of withdrawing proposed expansion areas.

The following provides an overview of funding types likely suited to Airway Heights' transportation needs.

Impact Fees

Impact fees are authorized by the state to allow cities to charge new development for public facilities needed to serve new growth and maintain GMA concurrency. Such fees are intended to be part of a city's overall financing approach for public facilities, balancing fees and other sources of public funds.

Currently, Airway Heights collects impact fees for parks and streets but not for fire, general services or school facilities.⁴

WSDOT

Funds at the disposal of Washington State Department of Transportation are funds generally tied to improvements for the state highway system. In Airway Heights, WSDOT funding is essentially limited to the SR-2 corridor.

The Urban Arterial Transportation Account (UATA)

These funds are at the disposal of the Washington State Transportation Improvements Board (TIB). UATA funds require a 20 percent local match.

PPF - Pedestrian Facility Program

The funds are aimed at promoting pedestrian mobility and safety. Funds are limited to \$100,000 per project and are administered by the Spokane Regional Transportation Council.

Transportation Demand Management

The objective of Transportation Demand Management (TDM) is to provide incentives for commuter trip reduction to reduce single occupant auto travel to and from work. Incentives may range from bus fare subsidies to employer-provided vans, preferential parking for car pools to working at home. City policy encourages major employers to adopt formal TDM programs.

⁴ See Chapter 12, Chapter 16 of Airway Heights Municipal Code

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 Transportation 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.

Transportation 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.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.

Transportation 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.05 Encourage development patterns that provide suitably-scaled, daily needs services within ¼ 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.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.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.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.19** Maintain safe and efficient, multi-modal traffic flows throughout Airway Heights, measured and monitored using adopted Level of Service (LOS) standards.

- P.20** Develop and enhance a transportation system in Airway Heights that:
 - Facilitates the safe, efficient movement of people, goods and services;
 - Supports non-motorized and recreational needs;
 - Supports land use objectives;
 - Promotes livable neighborhoods;
 - Improves safe pedestrian and bike routes to schools.

- P.21** Improve year-round access, safety, utility, convenience and service levels for alternative modes of transportation, including:
 - Walking;
 - Bicycling;
 - Public transit services;
 - Rideshare/carpooling.

- P.22** Maintain and improve the continuity of sidewalks, trails, and bicycle paths in Airway Heights.

- P.23** Work to improve street and trail connectivity in all areas of Airway Heights, improving walkability, public health and safety, and transportation efficiency.

- P.24** Coordinate transportation planning and provision efforts with the Washington State Department of Transportation (WSDOT), Spokane Regional Transportation Council (SRTC), Spokane County, the City of Spokane, and other nearby cities.

- P.25** Participate and coordinate Airway Heights objectives with inter-jurisdictional and regional planning for commercial air travel and air freight services.

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

P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

P.28 On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- Population growth;
- Demographic trends;
- Building permit trends;
- Regional facility improvements and projections.

P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

P.34 Sustain and enhance the city’s fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.

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.



Purpose & Intent

The purpose of this chapter is to identify and aid provision of housing in Airway Heights according to type, location and quantity, serving projected needs. For this, this element presents a brief analysis of today's housing supply, including condition, characteristics, occupancy and affordability.

Of course, housing carries greater potential than simple provision of shelter. Attractive, affordable, suitable and safe housing is a vital ingredient to the success of any community. The Washington State Growth Management Act (GMA) recognizes this, as reflected in the following GMA goal for housing:

“Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.”

Accordingly, a key objective for Airway Heights is to support the provision of housing as coordinated with a broad range of goals and policies unique to the city, in addition to those required by the GMA. These housing-related goals and policies are provided at the end of this element, showing how the City intends to meet its requirements as well as advance its long-term vision.

Methodology

Policies in this element were developed in view of data that showcase existing and forecast conditions likely to emerge over a 20-year horizon. Topics considered include population counts and projections, household characteristics, unit types, available land quantities and more. Material published elsewhere in the comprehensive plan may at times be referenced, helping minimize overlap and the overall size of the plan.

Existing Conditions

To understand the future of housing opportunities in Airway Heights, it is important to review existing conditions.

The tables in this section examine information from City records, the Washington State Office of Financial Management (OFM) and the US Census. These help illustrate existing conditions in Airway Heights, and how such findings have been used to shape the City's overall housing strategy.

City Population

As detailed in the Land Use Element (Chapter 3), Airway Heights had a total estimated population of 9,085 residents in 2018.¹ Over the next 20 years, Airway Heights expects its population to grow to as many as 14,298 residents in 2037 – adding 5,227 persons at a pace of approximately 261 individuals per year, or 2.9% growth. The methodology used to establish these projections comply with Spokane Countywide Planning Policies (CWPP) and Washington State Office of Financial Management (OFM) guidelines.²

Information provided to the City indicates the Airway Heights Corrections Center is at maximum capacity with no plans for expansion. For this reason, the City has chosen to establish housing and land use policies supporting a relatively static inmate population.

Housing Number & Type

The City of Airway Heights has experienced considerable growth in its housing stock. Figures displayed in Table 5.1 from the Washington State Office of Financial Management (OFM) illustrate the following trends:

Growth was relatively modest between 1980 and 2010, but unit counts grew dramatically between 2010 and 2018, nearly doubling counts in that eight-year span.³

The number of duplex and multi-family units has led all recent growth, from 318 units in 2010 to an estimated 1,630 units in 2018 – a 512 percent increase that boosted the city’s ratio of multi-family housing from 18 percent in 2010 to 48 percent in 2018.

Airway Heights has a relatively high percentage of mobile home units, ranging between 31 and 48 percent of all units between 1980 and 2010.⁴ This ratio dropped to 16 percent of the total by 2018, due primarily to dramatic growth in both single-family and multi-family categories (tracked as “1-unit” and “2 or more” by OFM).

¹ Washington State Office of Financial Management (OFM) official population estimate, 2018.

² See this plan’s Land Use Element (Chapter 3) for additional details on the City’s population projections and associated policies regarding residential land uses.

³ Much of this growth came as a result of a 2012 annexation, bringing 838 units and 1,420 residents into the city.

⁴ In 2000, mobile homes and single-family homes were nearly tied as the leading housing type in Airway Heights, with 41.8 percent in mobile homes and 41.6 percent in single-family housing.

Table 5.1 – Housing by Units in Structure, Mobile Homes

Year	Total Units	1-unit		2 or more		Mobile home*	
		No.	%	No.	%	No.	%
2018	3,389	1,228	36	1,630	48	531	16
2010	1,727	881	51	318	18	528	31
2000	1,095	455	42	179	16	461	42
1990	896	274	31	194	22	428	48
1980	762	300	39	184	24	278	36

Source: WA Office of Financial Management (OFM), Postcensal Estimates of April 1 Housing Units, 1980, 1990 to Present. * = Category listed as “Mobile Home and Special Housing Units.”

Table 5.2 utilizes US Census data (American Community Survey (ACS) five-year estimates) for its unit counts, comparing percentages of Airway Heights housing types with those in Spokane County and Washington State as a whole. Findings in Table 5.2 include:

From 2000 to today, the City’s single-family housing stock percentage has varied widely, increasing from 41.6 to 49 percent between 2000 and 2010, then dropping to 40 percent in 2017. Percentages have been and remain considerably lower than Spokane County or Washington State norms, recorded at 70.3 and 67.2 percent, respectively.

Mobile home percentages in Airway Heights have dropped over time, from 41.8 percent in 2000, to 33 percent in 2010, to just 14 percent in 2017. Regardless, ratios were much lower in Spokane County and Washington state, recorded at 5.4 and 6.6 percent in 2017.

The drop in mobile home shares between 2010 and 2017 seems to have been absorbed by multi-family units, which grew from 11 percent to 41 percent of the total.

The ratio of duplex units in Airway Heights dropped somewhat between 2010 and 2017, from 7.0 percent to 5.4 percent. Regardless, rates remain roughly double the rates seen in Spokane County or Washington State.

Unit counts estimated by the 2017 ACS and the 2018 OFM vary significantly, with 2,255 listed by the ACS and 3,389 listed by OFM.⁵

Table 5.2 - Housing Units, by Type

Housing Units, by type	2000			2010			2017				
	Airway Heights		Spokane County	Airway Heights		Spokane County	WA State	Airway Heights		Spokane County	WA State
	#	%	#	%		#	%		#	%	
Single-Family	453	41.6	68.9	781	49	68.9	65.4	895	39.7	70.3	67.2

⁵ For purposes of this plan, Airway Heights elects to reference OFM unit count estimates.

Two-Family/Duplex	53	4.9	3.6	106	7	3.6	2.8	121	5.4	2.4	2.5
Multiple-Family	124	11.4	20.5	176	11	20.5	22.8	920	40.9	21.8	23.5
Mobile Home	455	41.8	6.9	514	33	6.9	8.5	319	14.1	5.4	6.6
Boat/RV/Van	4	0.4	0.1	4	0.4	0.1	0.5	0	0	0.1	0.2
Total Units	1,089	100		1,581	100.0			2,255	100		

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Housing Occupancy

Table 5.3 details the ACS estimated number of units and occupancy characteristics for housing in Airway Heights, Spokane County and Washington as a whole in the years 2000, 2010 and 2017. Figures are also represented as percentages of unit totals. Key findings include:

Estimated vacancy rates in Airway Heights shrunk from 12.5 percent in 2000 to 10.0 percent in 2017, but remain higher than Spokane County or statewide percentages, recorded at 7.6 and 8.9 percent respectively, in 2017.

Rates of owner-occupied housing are generally far lower in Airway Heights than in Spokane County or Washington as a whole. In 2017, owner-occupied housing accounted for just 38.0 percent of units, compared to 62.4 percent in Spokane County and 62.7 percent across the State of Washington.

Table 5.3 - Housing Units, by Occupancy

Housing Units	2000			2010				2017			
	Airway Heights		Spokane County	Airway Heights		Spokane County	WA State	Airway Heights		Spokane County	WA State
	#	%	%	#	%		#	%			
Occupied	958	87.5	93.5	1,367	86.4	93.3	91.1	2,029	90.0	92.4	91.1
Vacant	137	12.5	6.5	215	13.6	6.7	8.9	226	10.0	7.6	8.9
Total Units	1,095	100.0		1,582	100.0			2,255	100.0		
Owner-Occupied	536	55.9	65.5	624	45.6	65.0	64.8	772	38.0	62.4	62.7
Renter-Occupied	422	44.1	34.5	743	54.4	35.0	35.2	1,257	62.0	37.6	37.3
Total Occupied	958	100.0		1,367	100.0			2,029	100.0		

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Unit Build Counts & Age

Table 5.4 illustrates Airway Heights’ growth by housing unit build counts. Key findings include:

From 1940-1999, approximately 451 housing units were built, developed as a mix of single-family, mobile-home, duplex, and multi-family units. Between 2000 and 2010, an additional 610 units were built or annexed into the city – more than doubling the build unit stock. Between 2010 and 2014 (the latest estimates from ACS), the number increased by an additional 291 units.

Examined as yearly average, housing unit development occurred at a pace of 106 units/year between 2000 and 2009, but dropped to 51 units/year between 2010 and 2013. This slowed pace was likely attributable to the 2008 recession, with the City noting permits for single-family units slowing in 2010.

Examined as a percentage of overall unit counts, growth in Airway Heights lagged well behind development in Spokane County through 1989. From 1990 onwards, the pace of unit development in the city has far outstripped that of the County – most notably between 2000 and 2009 when units built added 47.1 percent to the city’s stock compared to a 14.5 percent increase in Spokane County as a whole.

A majority of units in Airway Heights have been constructed in the last 18 years or so, with records showing 60 percent of the city total built since the year 2000.

Table 5.4 - Number & Age of Residential Units

Year	Units Built		
	Airway Heights		Spokane County
	#	% of stock	
2014 or later	86	3.8	1.1
2010 to 2013	205	9.1	2.5
2000 to 2009	1,061	47.1	14.5
1990 to 1999	451	20.0	14.2
1980 to 1989	73	3.2	9.0
1970 to 1979	174	7.7	18.3
1960 to 1969	85	3.8	7.0
1950 to 1959	54	2.4	11.0
1940 to 1949	66	2.9	6.7
pre-1939	0	0.0	15.8
Total	2,255	100.0	

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Housing Tenure

Table 5.5 documents the relative tenure of householders in the city. Key observations include:

Residents of Airway Heights are typically newer to their homes than those in Spokane County, with approximately 90 percent of city residents having moved there since 2000, compared to 74.3 percent of county residents over the same timeframe.

Table 5.5 – Year Householder Moved into Unit

Year	Airway Heights		Spokane County
	#	% of stock	
2015 or later	466	23.0	13.1
2010 to 2014	892	44.0	32.8
2000 to 2009	466	23.0	28.5
1990 to 1999	133	6.6	13.5
1980 to 1989	59	2.9	5.9
1979 and earlier	13	0.6	6.2
Occupied Units	2,029	100.0	

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Household Characteristics

Table 5.6 presents an overview of household characteristics in Airway Heights including comparison figures from Spokane County and Washington state. In summary:

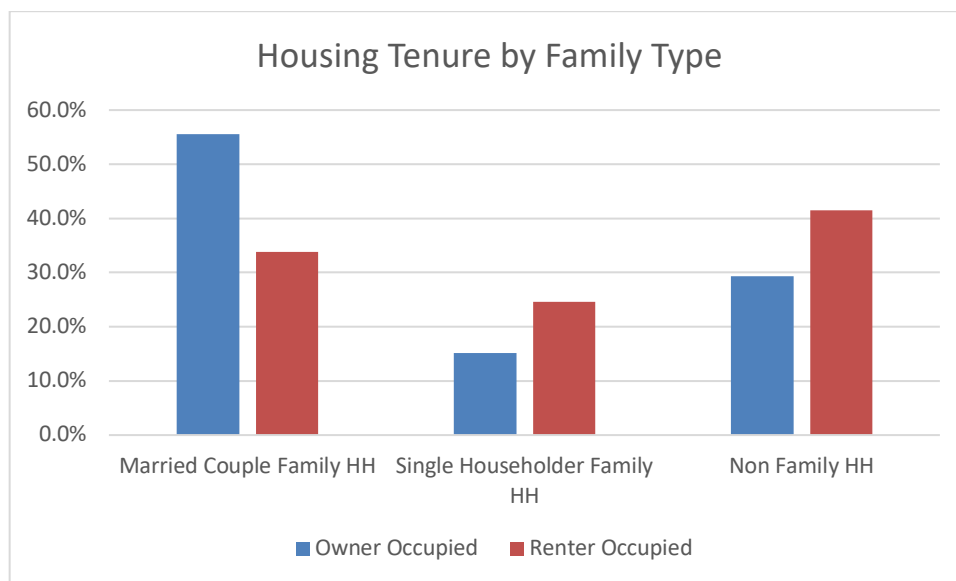
Estimates place the average household size for Airway Heights at 2.54 persons, identical to figures from 2010 and nearly so from 2000. The city’s figures range slightly higher than Spokane County and are nearly identical to statewide averages.

Household size averages for owner-occupied units have remained constant from 2010 to 2017 at 2.57 persons.

Household size averages for renter-occupied units have remained constant from 2010 to 2017 at 2.51 persons.

Figure 5.1 shows the split of owner- and renter-occupied housing units by family type. The majority (55.6%) of owner-occupied units are occupied by married couple families. Whereas non-family households make up the largest family type share for renter-occupied units.

Figure 5.1 – Housing Tenure by Family Type



Renter occupied units are more common for nonfamily and single householder families. Owner occupied units are more common among married couple families. Nonfamily households had the highest share of the renter occupied units, and single householder family households had the lowest share of owner-occupied units.

According to Table 5.6, the percentage of non-family households has been slowly increasing since 2000. If this trend continues, it may indicate that rental units are in greater need than before.

Table 5.6 - Household Characteristics Comparison

Households, by type	2000			2010			2017				
	Airway Heights		Spokane County	Airway Heights		Spokane County	WA State	Airway Heights		Spokane County	WA State
	#	%	#	%		#	%				
Families	656	68.5	64.8	951	69.6	63.8	64.6	1,281	63.1	63.4	64.7
Non-Families	302	31.5	35.2	416	30.4	36.2	35.4	748	36.9	36.6	35.3
Total Households	958	100.0		1,367	100.0			2,029	100.0		
Average Household Size ¹	2.55		2.46	2.54		2.44	2.51	2.54		2.43	2.55
Average Family Size ¹	3.02		3.02	3.01		2.99	3.06	3.01		N/A	N/A
Average Household Size, Owner-Occupied ¹	2.50		2.61	2.57		2.56	2.61	2.57		N/A	N/A

Average Household Size, Renter-Occupied ¹	2.61	2.19	2.51	2.22	2.35	2.51	N/A	N/A
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Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates; US Census Summary File

Permit Activity

Concurrent with population growth, Airway Heights has experienced significant housing growth. By year, permits were issued for the number of housing units shown in Table 5.7. Notably:

Between 2006 and 2018, the City issued permits for 1,156 residential units. An additional 216 units were built on Kalispel tribal trust land not subject to permitting by the City. In 13 years, more than 1,370 units were built in Airway Heights.

Table 5.7 - Number of Units Permitted in Airway Heights, by Year

2006	2007	2008	2009	2010	2011	2012	2013	2014*	2015	2016	2017	2018	Total
34	123	86	69	46	43	11	43	39	51	299	128	184	545

*Does not include 216 multi-family units built on Kalispel Tribe lands.

Property Values

Table 5.8 below provides figure estimates regarding property value ranges for owner-occupied units in Airway Heights, comparing these with related figures for Spokane County and Washington state. For each range, unit numbers and the percentage of total units is provided for Airway Heights. Data is limited to percentage figures for each price range for Spokane County and Washington. Findings from this table include:

The median housing unit value in Airway Heights grew from \$143,900 in 2010 to \$160,900 in 2017. Despite this, values were considerably lower than those in Spokane County or the state as a whole (\$195,500 and \$286,800 respectively, 2017).

Airway Heights has an unusually high percentage of properties valued below \$50,000 (12.6% in 2017) versus County or State figures (4.4% and 4.8% respectively, 2017). Many of these low-value properties are thought to be associated with existing mobile homes and locations within the FAFB flight line, which include use restrictions that limit development value.

The most common valuations for properties in Airway Heights are those between \$150,000 and \$200,000 (34.3% of properties) and between \$200,000 and \$300,000 (23.6% of properties). These values track more closely with those of Spokane County, which recorded 22.3% of its properties as between \$150,000 and \$200,000 and 27.3% of its properties between \$200,000 and \$300,000 in value.

Table 5.8 – Property Values, Owner-occupied Units

Unit value	2010				2017			
	Airway Heights		Spokane County	WA State	Airway Heights		Spokane County	WA State
	#	%	%	%	#	%	%	%
Less than \$50K	169	27.1	4.5	4.2	97	12.6	4.4	4.8
\$50K to \$100K	27	4.3	7.8	4.3	74	9.6	7.6	3.9
\$100K to \$150K	148	23.7	20.8	7.8	140	18.1	17.6	7.7
\$150K to \$200K	174	27.9	21.7	11.5	265	34.3	22.3	12.2
\$200K to \$300K	45	7.2	25.5	25.6	182	23.6	27.3	24.5
\$300K to \$500K	15	2.4	14.3	29.4	14	1.8	15.7	27.6
\$500K to \$1M	32	5.1	4.6	14.5	0	0	4.6	16.0
\$1M or more	14	2.2	0.7	2.7	0	0	0.6	3.2
Units	624	100.0			772	100.0		
Median (dollars)	143,900		187,900	285,400	160,900		195,500	286,800

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Household Income

Airway Heights income data is based on median household income figures from 2013-2017 U.S. Census estimates, as presented in Table 7.4 in this plan’s Economic Development element (Chapter 7). Observations from this data include:

The largest group of households within the City, 23.1 percent, fell into the annual household income bracket of \$50,000 to \$74,999. The largest income group for Spokane County and Washington state was also \$50,000 to \$74,999, though reporting lower figures at 18.6 and 18.1 percent, respectively.

Median incomes in Airway Heights were lower than comparison areas, with \$49,844 estimated in Airway Heights, \$52,159 in Spokane County and \$66,174 in Washington state.

Those in income categories between \$10,000 and \$75,000 were generally more numerous, on a percentage basis, than in Spokane County or Washington state. Below and above these categories, percentages in Airway Heights were lower than comparison areas, particularly among top-earning households (\$150,000 per year or more).

Existing Conditions Summary

Key findings from data presented in this section indicates:

Airway Heights is projected to grow at an accelerated pace over the next decade or more, accommodating more than 14,000 residents – 5,227 more than today – by the year 2037.

As a percentage of its overall stock, the city has seen substantial growth in the number of multi-family housing units, rising from 18 percent in 2010 to 48 percent in 2018. As a result, the city’s percentage of single-family units, at just 36 percent, is lower than in Spokane County (70.3%) or in Washington state (67.2%).

The percentage of mobile homes in the city (14%) have dropped in recent years, but remain higher than in Spokane County (5.4%) and Washington state (6.6%).

Rates of owner-occupied housing are generally far lower in Airway Heights than in Spokane County or Washington as a whole. In 2017, owner-occupied housing accounted for just 38.0 percent of units in Airway Heights, compared to 62.4 percent in Spokane County and 62.7 percent across the State of Washington.

From 1990 onwards, the pace of unit development in the city has far outstripped that of the County – most notably between 2000 and 2009 when units built added 47.1 percent to the city’s stock compared to a 14.5 percent increase in Spokane County as a whole.

A majority of units in Airway Heights have been constructed in the last 18 years or so, with records showing 60 percent of the city total built since the year 2000.

The average household size for Airway Heights is currently estimated at 2.54 persons, nearly identical to figures recorded over the past two decades. The city’s figures range slightly higher than Spokane County and are nearly identical to statewide averages.

Some housing development on Kalispel tribal trust land has already occurred, with additional units reported to be envisioned. Because the City has limited influence on trust land development, and as both Kalispel and Spokane tribal-controlled properties are expected to remain focused on casino (non-residential) development, unit counts on tribal land are not included in this plan update.

Median housing unit values in Airway Heights are considerably lower than those in Spokane County or the state as a whole (\$160,900, versus \$195,500 and \$286,800 respectively).

Airway Heights has an unusually high percentage of properties valued below \$50,000, mainly due to existing mobile homes and units located within the FAFB flight line, which limit development value.

Affordable Housing

Washington House Bill 1923 defines affordable housing as:

“...residential housing whose monthly costs, including utilities other than telephone, do not exceed 30% of the monthly income of a household.”

The bill draws further distinctions between what is affordable for renters and what is affordable for owners. It targets housing that is affordable to renters with a monthly income level of 60% of the county median household income or below. For owners the level is 80% of the county median household income or below, once adjusted for household size.

Guidelines established by the U.S. Department of Housing and urban Development (HUD) assess housing affordability using the following three income groups:

Very low-income households – are those with household incomes below 50 percent of the area’s median household income;

Low-income households – are those with household incomes between 50 and 80 percent of the area’s median household income;

Moderate-income households – are those with household incomes between 80 and 95 percent of the area’s median household income.

According to estimates presented in the Household Income section above (and in Table 7.4 in the Economic Development element), the median annual household income in Airway Heights is \$49,844 and the average household size is 2.54. Accordingly, household income ranges for the groups described above are as follows, assuming an average household size of 2.54:

- Very low-income Less than \$24,922 per year;
- Low-income Between \$24,922 and \$39,875 per year;
- Moderate-income Between \$39,875 and \$47,352 per year.

For households of different sizes, HUD provides adjusted home income limits for very-low and low-income categories. HUD lists these limits for the Spokane Metro Area for household sizes ranging from 1 to 8 people.

Households by Income Category

The number of households in the city sorted according to HUD income categories are presented in Table 5.9, based on the current housing supply and projected over the 20-year planning period.

Table 5.9 - Households by Income Category

	Monthly Gross Income (2017 dollars)	30% of Cash Income (2017 dollars)	Percentage of Households by Category	Projected Number of Households by Category			
				2023	2028	2033	2037
Very Low-Income (<\$24,922)	Less than \$2,076	\$623 or less	22.8%	890	1,007	1,124	1,218
Low-Income (\$24,922 - \$39,875)	\$2,076 - \$3,323	\$623 - \$997	8.4%	328	371	414	449
Moderate-Income (\$39,875 - \$47,352)	\$3,323 - \$3,946	\$997 - \$1,184	18.9%	738	835	932	1,010
Remaining (>\$47,352)	More than \$3,946	\$1,184 or more	49.9%	1,948	2,205	2,461	2,667
Total Households			100.0%	3,903	4,418	4,932	5,344

Affordable Housing Needs Assessment

Forecasts for the number of households in each income category (shown in Table 5.9) indicate a high demand for very low-income housing. In 2018, an estimated 23 percent of households were in the very low-income range. Projected over the 20-year planning period, this percentage puts an estimated 1,218 households in the very low-income range by 2037.

HUD guidelines further indicate that no more than 30 percent of a household’s income should be spent on housing, including utilities for rental units. Using this guideline, an assessment of monthly housing costs as a percentage of household income is presented in Table 5.10 below. This assessment indicates that 14 percent of occupied housing units currently have a household income of an income of less than \$20,000 (which would fall into the very low-income range) and spend 30 percent or more of their income on housing costs. Looking at renter-occupied units only, the percentage of households in this category rises to nearly 19 percent. Overall, a full 40 percent of the city’s households spend 30 percent or more of their income on housing costs (36.6 percent of owner-occupied households; 45 percent of renter-occupied households). Together with the data presented in Table 5.9, this assessment indicates that there are deficiencies in the existing housing stock across all affordable housing income categories. As the City continues to grow, additional affordable housing units are needed; in particular, there is a significant need for additional housing units to serve the very low-income population.

Table 5.10 – Monthly Housing Costs as a Percentage of Household Income

		All occupied units	Owner-occupied units	Renter-occupied units
Households with income less than \$20,000 (%)		15.5%	9.2%	19.3%
Monthly income spent on housing (%)	Less than 20%	0.2%	0.6%	0.0%
	20-29%	1.2%	2.3%	0.5%
	30% or more	14.0%	6.2%	18.9%
Households with income of \$20,000-\$34,999 (%)		14.7%	9.8%	17.7%
Monthly income spent on housing (%)	Less than 20%	1.2%	0.8%	1.4%
	20-29%	2.9%	2.5%	3.2%
	30% or more	10.6%	6.6%	13.0%
Households with income of \$35,000-\$49,999 (%)		18.9%	17.2%	20.0%
Monthly income spent on housing (%)	Less than 20%	3.1%	4.9%	1.9%
	20-29%	6.8%	4.5%	8.2%
	30% or more	9.1%	7.8%	9.9%
Households with income of \$50,000-\$74,999 (%)		23.1%	29.3%	19.3%
om e spent on	Less than 20%	6.1%	4.1%	7.3%

	20-29%	11.0%	14.6%	8.8%
	30% or more	6.0%	10.5%	3.2%
Households with income of \$75,000 or more (%)		26.9%	34.5%	22.2%
Monthly income spent on housing (%)	Less than 20%	23.8%	29.0%	20.6%
	20-29%	2.8%	4.7%	1.6%
	30% or more	0.3%	0.8%	0.0%
Households with zero or negative income (%)		1.0%	0.0%	1.6%

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Affordable Housing Strategies

The City of Airway Heights' ability to address affordable housing needs are generally limited to the following strategies:

Ensure adequate land is available for housing;

Support land use policies that encourage a broad spectrum of residential development, including single-family homes, duplex units, apartments, condominiums, townhomes, cottage housing, accessory dwelling units, and mobile homes;

Ensure areas designated for residential development are adequately serviced with utilities and street facilities;

Ensure development regulations encourage affordable housing development;

Work with affordable housing agencies and service providers to facilitate and spur creation of needed housing.

This element lists the City's policy approaches to each of the above listed strategies, with various other elements including Land Use (Chapter 3) and Capital Facilities (Chapter 8) providing additional detail. Updates to the City's zoning regulations are included in this update's program recommendations, listed in Appendix B.

Affordable Housing Agencies

Information regarding affordable housing agencies that operate in Spokane County are provided below.

Department of Housing and Urban Development

The Department of Housing and Urban Development (HUD) is a federal agency which operates affordable housing programs throughout the country. At the time of this plan's adoption, three HUD Low Income Housing Tax Credit Properties were listed within Airway Heights. In exchange for HUD tax credits, owners supply a set percentage of affordable housing to tenants that qualify based on income guidelines.

Spokane Housing Authority

Created in 1972 by the City of Spokane, the Spokane Housing Authority (SHA) serves Spokane, Lincoln, Pend Oreille, Stevens, Ferry, and Whitman counties. The agency provides housing assistance to low income families through a combination of tenant-based rental assistance, project-based rental assistance, SHA-managed apartment communities, and scattered-site housing. At the time of this plan’s adoption, no SHA-related properties were listed in Airway Heights.

Spokane Neighborhood Action Program

Spokane Neighborhood Action Program (SNAP) works with Airway Heights to provide housing including single family and multi-family low-income housing. The agency also provides a wide range of services including:

- Pre-purchase counseling and grants for low-income housing;
- Provision of SNAP-owned/operated rental housing units for low-income households;
- Programs which assist with minor home repairs, single and multi-family home weatherization;
- Single-family housing rehabilitation grants and loans;
- Assistance with heating costs for low-income households (HUD-funded program).

Spokane Housing Ventures

Spokane Housing Ventures (SHV) is a private, non-profit community housing development organization created to provide affordable housing options in Spokane, Lincoln, Yakima, Grant, Klickitat, Okanagan, Jefferson, Pierce, Clallam, and Kitsap counties. SHV offers a broad range of housing solutions; supportive housing for the homeless; apartments and houses for large families; retirement communities for senior citizens; accessible housing for those living with disabilities, and workforce housing for those earning wages at or just above Washington’s minimum.

Demand & Needs Assessment

As detailed under the existing conditions section and in Chapter 3, Airway Heights had a total estimated population of 9,085 residents in 2018, with projections of as many as 14,298 residents living in the city by 2037 – adding 5,227 persons at a pace of approximately 261 individuals per year.⁶

Per Census and OFM estimates, 3,389 residential units existed within City limits in 2018, with an average of 2.54 persons per unit. At this density, the community will need to accommodate another 2,058 units to house projected growth. See Table 5.9 for projected need of different types levels of affordable housing⁷

Per the land use quantity analysis (see Chapter 3), the city has sufficient land to accommodate the number of housing units required to service projected growth.

Data also indicates strong demand for alternative housing types including duplexes, townhouses, cottage housing and accessory dwelling units. Such housing is also likely to aid provision of affordable housing, meeting the goals of the GMA as well as a number of policies expressed in this comprehensive plan.

⁶ 2037 population forecast and resulting figures are calculated using a 2017 resident baseline of 9,071. Because this plan incorporates 2018 OFM population estimate (cited above) into the 2037 OFM forecast, minor count discrepancies may occur.

⁷ 14,298 forecast population minus 9,085 residents in 2018 = 5,227 persons housed at 2.54 persons per unit = 2,057.8 units.

Housing Unit Forecasts

The 20-year projected population increase will require a substantial increase in the City’s housing stock. In order to meet the demands created by the forecasted population, the City is projected to need 5,344 housing units by the year 2037, an increase of 1,955 units over today’s total. Forecasts for housing units by type of housing through 2037 are presented in Table 5.11. These estimates were provided by OFM, and the trends show the share of single-family housing rising from 36.2% of total housing to 38.8%. The multi-family housing share rises from 48.1% to 50%, and the mobile home housing share decreases from 15.7% to 11.3%.

Table 5.11 - Housing Forecasts, by Unit Type*

Year	Total Housing	Single Family	Multi-Family	Mobile Home
2018	3,389	1,228	1,630	531
2019	3,492	1,272	1,685	535
2020	3,595	1,317	1,739	539
2021	3,698	1,361	1,794	542
2022	3,801	1,406	1,849	546
2023	3,903	1,450	1,904	550
2024	4,006	1,495	1,958	554
2025	4,109	1,539	2,013	557
2026	4,212	1,583	2,068	561
2027	4,315	1,628	2,122	565
2028	4,418	1,672	2,177	569
2029	4,521	1,717	2,232	572
2030	4,624	1,761	2,287	576
2031	4,727	1,806	2,341	580
2032	4,830	1,850	2,396	584
2033	4,932	1,894	2,451	587
2034	5,035	1,939	2,505	591
2035	5,138	1,983	2,560	595
2036	5,241	2,028	2,615	599
2037	5,344	2,072	2,670	602

Year	Total Housing	Single Family	Multi-Family	Mobile Home
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Source: Washington State Office of Financial Management (OFM) 2018 housing estimate and population projections

** = Forecasts for each unit type were projected based on the amount of available land in each residential zone as identified in the residential land capacity analysis in Table 3.5, with zones R-1 and R-2 accommodating single-family growth, zones R-3 and C-1/C-2 accommodating multi-family growth, and zone MH accommodating mobile home growth.*

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 housing considerations. For this reason, the goals and policies that follow may “skip” numeric sequence. See Appendix AX for the complete Airway Heights comprehensive plan goal and policy set.

Housing Goals

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.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.

Housing 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.05 Encourage development patterns that provide suitably-scaled, daily needs services within ¼ 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.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.14 Encourage maintenance of housing in an attractive, safe and sanitary condition, helping extend the service life of housing and enhancing the general appearance of the city and its neighborhoods.

P.15 Encourage the preservation and rehabilitation of older housing stock throughout the community.

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.20 Develop and enhance a transportation system in Airway Heights that:

- Facilitates the safe, efficient movement of people, goods and services;
- Supports non-motorized and recreational needs;
- Supports land use objectives;
- Promotes livable neighborhoods;
- Improves safe pedestrian and bike routes to schools.



Introduction

This Parks and Recreation element serves to summarize the community’s objectives, needs and priorities for recreation planning, coordinating these objectives with other planning considerations. In all communities, recreation serves an important function for residents and visitors alike, providing places for exercise, sports, children’s play, relaxation and community gatherings. Parks and recreation areas also enhance the aesthetic quality of the city, adding value to surrounding neighborhoods and commercial areas.

As with other facilities and services that the City provides, parks and recreation planning must take place to advance community goals and address population growth. Adequate land must be set aside for these purposes, and capital funds must be secured to develop and maintain the facilities. In addition to more detailed parks planning, this element helps ensure the future of recreational facilities in Airway Heights, improving the quality of life for the community as a whole.

Department Organization

Parks and recreational facility needs in Airway Heights are overseen by a five-member, mayor-appointed Parks Advisory Board. Board activities are also influenced by two six-member panels in the form of a Senior Advisory Commission and a Youth Advisory Commission.

Board oversight and direction is carried out by a staff-level Parks, Recreation & Community Services Director, a Parks, Recreation & Community Services Deputy Director, a group of supervisors for the Fitness, Aquatics, Guest Services, Parks and Facilities and the Recreation divisions of the department, with Coordinators supplementing in the Parks and Aquatics Divisions and Technicians supplementing in the Facilities and Parks divisions. All divisions are also supported by part time employees. Key objectives listed for Airway Heights’ parks include:

- Strengthen community image and “sense of place”;
- Support economic development;
- Improve resident safety and security;
- Promote health and wellness;
- Foster social, intellectual, physical and emotional development;
- Increase cultural unity;
- Protect environmental resources;
- Provide recreational experiences;

- Facilitate community problem solving.

Inventory

Airway Heights' parks system currently includes a total of five parks plus a newly-opened recreation complex, encompassing 33.11 acres, and a citywide trail network. The City also has approximately 50 acres of undeveloped property at the recreation complex site that is planned for eventual recreational use. The following inventory provides the basis for a system-wide assessment of necessary features and their locations, allowing comparison of facilities with adopted level of service standards. Non-City features are also listed, providing additional context regarding features generally available to residents. Finally, City-led recreation programs are listed, providing a general sense of offerings.

City Recreation Facilities

Sunset Park

This City-owned, 9.6-acre park is located just north of Sunset Elementary School near the center of town. Sunset Park includes:

- One baseball/softball field (Martella Field) serving adult and junior leagues, as well as youth t-ball;
- One unlit basketball court;
- Three covered picnic areas with tables and barbecue pits, available for rental and utilized for family picnics and social gatherings;
- A variety of picnic tables and benches throughout the park;
- A skate park;
- One sand volleyball court;
- Walking trails, generally surrounding the park circumference;
- Two playground areas;
- A splash pad;
- Bathroom facilities, open during the summer months;
- Maintenance storage facilities.

Many of the park's features may be reserved at nominal cost for special group events. The park is ADA-accessible.

Shorty Combs Park

This two-acre park, located at Campbell Street and 18th Avenue, is the only such facility located south of US-2 in Airway Heights. Shorty Combs Park includes:

- One unlit basketball court;
- A small playground area;
- One youth soccer field;
- One t-ball field;
- Bathroom facilities, open during the summer months;
- Maintenance storage facilities.

Cleveland Park

Cleveland Park is just over two acres in size and is located in the Sunset Crossing subdivision just north of 6th Avenue along Campbell Avenue. Park elements include:

- Playgrounds for pre-kindergarten and grade school age children;
- Park benches;
- A paved pathway that bisects the park;
- Large, grassy open play areas.

Traditions Park

Traditions Park is approximately one acre in size, located in the Traditions subdivision just north of 6th Avenue at 4th and Lawson Street. Park elements include:

- One playground facility;
- A paved pathway and surrounding sidewalk;
- A large, grassy play area.

Landreth Park

This 8.5-acre facility, located in the northwest corner of the city at 10th Avenue and Aspen Street, was originally set aside for stormwater retention purposes as part of an agreement with a private developer. The park currently includes substantial open grassy areas suitable for casual play, surrounded by a 0.3-mile paved loop pathway.

Airway Heights Recreation Complex

Responding to increased demand for recreational facilities, Airway Heights voters approved funding for construction of a 45,000 square foot facility fronting Deno Road just west of Hayford Road near the Northern Quest Casino. Opened in May 2019, the recreation center includes a gymnasium, a banquet room with kitchen facilities, a child watch area, an open community living room area and a natatorium featuring an indoor lap pool, recreation pool, hot tub and sauna. A second floor includes a fitness center with one side dedicated to free weights, one side dedicated to cardio and plate loaded equipment and a studio space for group exercise classes. The recreation center occupies approximately ten acres of a 70-acre parcel acquired by the City in 2010. The development of the Recreation Center also kicked off phase one of the outdoor field space encompassing approximately ten acres, elements include:

- One unlit basketball court;
- One covered picnic shelter;
- One soccer/football field;
- One softball/baseball field;
- Bathroom facilities, open during summer months.

The remaining 50 acres of the parcel is planned for future development of additional recreational facilities in multiple phases. The complex is expected to become one of Airway Heights' most transformative features, improving recreational offerings for many years to come.

Trail Network (Citywide)

Airway Heights is currently working to improve its non-motorized (active) trail network, allowing residents to safely navigate the entire city on-foot or by bicycle. Components of this system already in place include:

- Dedicated bike lanes and sidewalks along both sides of Hayford Road between US-2 and Northern Quest Drive;
- Dedicated bike lanes and sidewalks along both sides of Sprague Avenue between Hayford Road and Industry Drive;

- A shared-use trail along the north edge of US-2, roughly fronting the Walmart center, and west as far as Garfield Road;
- Segments of shared-use trail along the south edge of US-2 near the Hayford intersection and fronting the Village Center Cinemas.

The City's 2017 US-2 Corridor plan identifies and promotes the completion of a contiguous pedestrian and bike shared-use path along the southern side of the corridor, with similar and complementary elements to the north.

See this plan's Transportation Element for maps of the above features, and for improvements recommended by the City's 2017 Transportation Circulation Plan.

Undeveloped City Park Properties

Airway Heights Recreation Complex (Future Phases)

The recently-opened recreation complex sits on a 70-acre parcel, of which approximately 50 acres is currently still undeveloped. Construction of the recreation center and development of approximately ten acres of outdoor fields comprised Phase 1 of a multi-phase master plan for the parcel that is intended to be implemented over time, with development driven by community need and funding opportunities.

City Recreation Programs

The City of Airway Heights offers a wide range of programs for residents, generally grouped by age category including youth, teen, adult and senior life offerings. For youth, the City leads seasonal sports programming, "adventure" programs held at the community center, and "drop-in" programs designed for all-day and after-school participation. For teens, the City offers late night activities at the community center and gymnasium, and periodic field trips. Adult programs include group sports, fitness activities such as a running club, and various instructional classes. Senior life offerings include a lunch program, a movie club and numerous trips to nearby attractions.

Other Recreation Facilities

Sunset Elementary School

Sunset Elementary School is located just south of Sunset Park and covers approximately two acres. This facility is part of the Cheney School District, but within the boundaries of Airway Heights City Limits. The school facilities include:

- A small playground facility;
- An asphalt play area;
- An unlit basketball court;
- Field space for soccer/flag football;
- Two indoor gymnasiums.

Spokane County Off-Road Vehicle (ORV) Park

Located north of Sprague Avenue at Russell Street, the Spokane County Off-Road Vehicle (ORV) Park contains 183 acres of courses and tracks for go-karts, motocross, and other ORV activities. The facility is operated and managed by a private operator, with regular events organized by various clubs and

organizations. In addition to two separate courses for motorcycle racing, the ORV park is home to a small 1/5-mile dirt oval track.

Spokane Raceway Park

Located just west of the Northern Quest Casino along Sprague Avenue, Spokane Raceway Park is a County-owned facility hosting a wide range of motorsport activities. The raceway includes a quarter-mile drag strip, a 2.3-mile road course, and a half-mile oval track. In addition to periodic National Hot Rod Association (NHRA) events, the facility is used for driving schools and for marque-specific events. Day-to-day operations are managed under private contract.

Fairchild Air Force Base (FAFB)

Recreational facilities and programs associated with FAFB are not included in this element.

Demand & Needs Assessment

A highly simplified parks demand assessment was completed for this plan update by comparing population counts to Level of Service (LOS) standards for the City, currently established at ten acres per 1,000 persons. Facility needs are being re-evaluated in the next comprehensive plan update.

Per Capita Requirements

In this and in prior plans, the City has established a level of service standard of ten acres per 1,000 people. The future demand for additional park facilities necessary to maintain this level of service standard is presented in Table 6.1. Unless otherwise noted, population numbers used do not include Airway Heights Corrections Center inmates.

Analysis of Table 6.1 shows that the City is not currently meeting its LOS goal of ten acres per 1,000 people. In order to achieve this LOS goal, additional park facilities must be developed. An additional 50 acres of undeveloped land is planned for future recreation use, which would bring the City’s park facilities to 83.11 acres. Even once these currently undeveloped lands are included, however, population forecasts indicate that by the year 2028, the demand for parks will still exceed the supply. Over time, the City should plan to acquire additional lands for recreational purposes. By the year 2038, an additional 6.79 acres of park land (beyond the 83.11 acres already owned by the City) will be required to meet level of service standards.

Table 6.1 - Forecast of Future Park Demand

Year	Resident Population*	Demand (acres)	Surplus/Deficit (acres)
2017	6,813	68.13	-35.02
2018	7,074	70.74	-37.64
2019	7,336	73.36	-40.25
2020	7,597	75.97	-45.47
2021	7,858	78.58	-45.47
2022	8,120	81.20	-48.09
2023	8,381	83.81	-50.70
2024	8,642	86.42	-53.31
2025	8,904	89.04	-55.93
2026	9,165	91.65	-58.54
2027	9,427	94.27	-61.16
2028	9,688	96.88	-63.77
2029	9,949	99.49	-66.38
2030	10,211	102.11	-69.00

Year	Resident Population*	Demand (acres)	Surplus/Deficit (acres)
2031	10,472	104.72	-71.61
2032	10,733	107.33	-74.22
2033	10,995	109.95	-76.84
2034	11,256	112.56	-79.45
2035	11,517	115.17	-82.06
2036	11,779	117.79	-84.68
2037	12,040	120.40	-87.29
2038	12,301	123.01	-89.90

**Because incarcerated persons do not have an impact on recreational facilities, resident population was calculated by subtracting current at-capacity population of Airway Heights Corrections Center (2,258) from the City's 20-year population projections.*

Source: Washington State Office of Financial Management (OFM), 2017; Spokane County resolution 16-0553, August 3, 2016 (population projections/allocations).

Accessibility Requirements

The City's 2015 Parks and Recreation Master Plan identifies areas of the community that are not currently being served by specific parks and recreation facilities. The findings of this analysis were intended to serve as a guide for future site locations and facilities. Physical boundaries, such as highways, were identified as hazards or barriers to site accessibility. See the 2015 Parks and Recreation Master Plan for maps of the existing recreation facilities and their service areas.

Guidelines laid out by the National Recreation & Park Association recommend a service area of a half-mile radius for neighborhood parks (parks five to ten acres in size), and a quarter-mile radius for mini parks (those less than five acres). Sunset Park and Aspen Grove Park serve the majority of the residential community, though the south side remains on the edge of the service limits and Highway 2 limits access. As development continues to occur the City will place a high priority on acquiring land for park development that will provide service to most of the residences in the eastern annexation area north of the Walmart shopping complex. On the south side of Highway 2, most residential units are served by Shorty Combs Park, the sole recreational facility south of the highway. Still, with Shorty Combs classified as a mini park, there are no neighborhood parks on the south side. While a number of striped crossings are provided across US 2, the highway is still recognized as a barrier for pedestrian activity between the north and south sides of the city. As development occurs, the City should pursue the acquisition of land for a neighborhood-scale facility to serve residences on the south side of the highway, as well as the design of additional safe highway crossings to link the City to all available resources.

Improvement Strategies

The demand and needs assessment demonstrate a need for additional parks and recreation facilities within the City – both in terms of access and in terms of per capita requirements. Regarding access, US-2, which divides the City in half, inhibits pedestrian travel between the north and south sides of the City.

The divided nature of the City creates a need for additional facilities to improve access to recreational opportunities.

The City’s 2017 US 2 Corridor plan identifies and promotes the completion of a contiguous pedestrian and bike shared-use path along the southern side of the corridor, with similar and complementary elements to the north. The City should support the implementation of these elements, as they will improve access across the highway.

In order to provide an adequate level of service to the existing City population, additional park facilities must be developed over the twenty-year planning period. While 50 acres are currently planned for development as a part of the future phases of the recreation complex, it will be necessary for the City to develop 89.9 additional acres of parkland by the year 2038 in order to reach the desired service level of ten acres per 1,000 people. Consequently, the City will still need to acquire 39.9 acres of land for parks and development over the twenty-year planning period. The City should closely follow future residential development patterns to determine the most appropriate locations for acquisition.

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 Parks & Recreation 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.

Parks & Recreation 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.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.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.10 Sustain and expand Airway Heights’ arts, cultural and civic environment.

Discussion: Residents of Airway Heights value and support local arts, cultural and social organizations, events and facilities. This goal and supporting policies direct the City to help sustain and expand community arts programming, historic and cultural resources - benefitting the civic health, quality of life, and economic vitality of Airway Heights.

Parks & Recreation 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.05 Encourage development patterns that provide suitably-scaled, daily needs services within ¼ mile of residential areas, allowing a measure of independence for those who cannot or choose not to drive.

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.20 Develop and enhance a transportation system in Airway Heights that:

- Facilitates the safe, efficient movement of people, goods and services;
- Supports non-motorized and recreational needs;
- Supports land use objectives;
- Promotes livable neighborhoods;
- Improves safe pedestrian and bike routes to schools.

P.21 Improve year-round access, safety, utility, convenience and service levels for alternative modes of transportation, including:

- Walking;
- Bicycling;
- Public transit services;
- Rideshare/carpooling.

P.22 Maintain and improve the continuity of sidewalks, trails, and bicycle paths in Airway Heights.

P.23 Work to improve street and trail connectivity in all areas of Airway Heights, improving walkability, public health and safety, and transportation efficiency.

P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

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.44 Promote landscaping guidelines that:

- Protect wildlife habitats by maintaining existing trees and vegetative cover;
- Re-vegetate disturbed areas;
- Beautify streets, roadways and surface parking lots;
- Help treat and address stormwater issues.



Introduction

The understanding of economic development patterns and opportunities within a city is an important factor in managing a city’s growth. The reason for this is that the economic status of a city plays such a major role in determining growth. If there are employment or business opportunities within a community, people will be attracted to the area. If there is a lack of these things, people will likely go elsewhere. For planning purposes, those cities where a great number of economic opportunities exist must be prepared to deal with substantial growth. In those areas where few opportunities exist, it is necessary to examine why that is, and what can be done to invigorate the city’s economy.

Planning also plays a major role in facilitating economic growth through land use decisions that are made in the comprehensive plan. It is important to assure that there is ample land designated for commercial and industrial uses to fulfill the demand for these uses. A proper functioning relationship between supply and demand for commercial and industrial lands is vital to maintaining a smooth operating market.

The City of Airway Heights is faced with a unique economic situation. Even though the City itself is small in population, its location allows it to draw business from surrounding areas. As a result, the economic opportunities within the City are much greater than its size would indicate.

Employment

Classifications

As Table 7.1 demonstrates, in Airway Heights, as in Spokane County, the most prevalent class of worker is private for-profit wage and salary workers. In Airway Heights, this group comprises 64.8 percent of all total workers. Airway Heights also exhibits a high percentage of federal government workers relative to Spokane County.

Table 7.1 - Employment Classifications, 2017

Class of Worker	Airway Heights		Spokane County Percent
	Persons	Percent	
Private for-profit wage and salary workers	1,564	64.8	68.9
Private not-for-profit wage and salary workers	94	3.9	9.9

Local government workers	116	4.8	6.0
State government workers	215	8.9	6.5
Federal government workers	369	15.3	2.9
Self-employed and unpaid family workers	55	2.3	5.8

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

In Airway Heights, 15.3 percent of all workers are federal government workers, while in Spokane County, this number is only 2.9 percent. The relatively large percentage of Airway Heights residents classified as federal government workers can largely be explained by the City’s close proximity to Fairchild Air Force Base.

Industry of Employed Persons

As Table 7.2 demonstrates, Accommodation & Food Services is the largest employing industry of City residents, employing 16.1 percent of the workforce. Spokane County as a whole differs from Airway Heights in this respect, as the health care & social assistance industry employs the largest percentage of the County’s workers (17.7 percent).

The health care & social assistance industry is also a major employer in Airway Heights, employing 15.6 percent of the work force, followed by the retail trade industry at 12.7 percent. In Spokane County as a whole, the retail trade industry is the second largest employing industry, employing 12.3 percent of the County’s workforce, followed by the educational services industry at 9.9 percent.

Other industries that employ significant numbers of Airway Heights workers are public administration; administrative/support/waste management services; and arts/entertainment/recreation. Employment in other industries is presented in Table 7.2.

Table 7.2 - Industry of Employed Persons, 2017

Industry	Airway Heights		Spokane County (%)
	Persons	Percent	
Accommodation & Food Services	389	16.1%	7.2%
Health Care & Social Assistance	376	15.6%	17.7%
Retail Trade	306	12.7%	12.3%
Public Administration	258	10.7%	5.0%
Administrative & Support & Waste Management Services	162	6.7%	3.7%
Arts, Entertainment, & Recreation	159	6.6%	2.1%
Educational Services	135	5.6%	9.9%
Construction	126	5.2%	5.5%
Manufacturing	119	4.9%	8.6%

Transportation & Warehousing	102	4.2%	4.5%
Other Services, Except Public Administration	94	3.9%	4.5%
Finance & Insurance	81	3.4%	4.2%
Professional, Scientific, & Technical Services	53	2.2%	4.9%
Utilities	21	0.9%	0.7%
Wholesale Trade	18	0.7%	3.9%
Real Estate & Rental & Leasing	14	0.6%	2.4%

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Occupation of Employed Persons

The most prevalent occupation for workers in both Airway Heights and Spokane County is office & administrative support occupations, which amount to 14.5 percent of the total working population in each entity. The next largest segment of Airway Heights workers, 14.3 percent, is employed in food preparation & serving related occupations; Spokane County as a whole differs from Airway Heights in this respect, as only 5.5 percent of the County's population is employed in similar occupations. Sales & related occupations employ 13.4 percent of the City's population (and 11.5% of the County's population). Other occupations prevalent among Airway Heights workers include building/grounds cleaning & maintenance occupations and personal care & service occupations.

Table 7.3 - Occupation of Employed Persons

Occupation	Airway Heights		Spokane County (%)
	Persons	Percent	
Office & Administrative Support Occupations	350	14.5%	14.5%
Food Preparation & Serving Related Occupations	346	14.3%	5.5%
Sales & Related Occupations	323	13.4%	11.5%
Building & Grounds Cleaning & Maintenance Occupations	198	8.2%	3.3%
Personal Care & Service Occupations	194	8.0%	4.5%
Management Occupations	111	4.6%	10.4%
Construction & Extraction Occupations	111	4.6%	4.6%
Material Moving Occupations	86	3.6%	3.0%
Healthcare Support Occupations	84	3.5%	3.2%
Health Technologists & Technicians	74	3.1%	2.2%
Production Occupations	73	3.0%	4.5%
Law Enforcement Workers Including Supervisors	68	2.8%	0.8%

Transportation Occupations	66	2.7%	4.5%
Education, Training, & Library Occupations	43	1.8%	3.5%
Health Diagnosing & Treating Practitioners & Other Technical Occupations	43	1.8%	5.4%
Community & Social Service Occupations	42	1.7%	2.3%
Installation, Maintenance, & Repair Occupations	38	1.6%	2.6%
Arts, Design, Entertainment, Sports, & Media Occupations	32	1.3%	1.9%
Fire Fighting & Prevention, & Other Protective Service Workers Including Supervisors	30	1.2%	0.3%
Computer & Mathematical Occupations	29	1.2%	1.7%
Business & Financial Operations Occupations	23	1.0%	4.5%
Architecture & Engineering Occupations	17	0.7%	1.6%
Life, Physical, & Social Science Occupations	14	0.6%	1.1%
Farming, Fishing, & Forestry Occupations	11	0.5%	0.7%
Legal Occupations	7	0.3%	1.2%

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Income

Household income for Airway Heights is presented in Table 7.4. The largest group of households within the City, 23.1 percent, fell into the annual household income bracket of \$50,000 to \$74,999. The largest income group for Spokane County was also \$50,000 to \$74,999, although Spokane County showed only 18.6 percent of households falling into this category. On a statewide basis, the household incomes tended to be slightly higher than in the City of Airway Heights. Both the State of Washington and Spokane County also experience greater percentages of households in the highest income categories than does Airway Heights.

Table 7.4 - Percentage of households by income, comparative

Income (\$)	Airway Heights	Spokane County	Washington
< 10,000	4.6	7.3	5.6
10,000 to 14,999	7.2	4.9	3.7
15,000 to 24,999	10.9	10.3	7.9
25,000 to 34,999	8.4	11.3	8.3
35,000 to 49,999	18.9	14.3	12.2
50,000 to 74,999	23.1	18.6	18.1

Income (\$)	Airway Heights	Spokane County	Washington
75,000 to 99,999	16.5	12.9	13.5
100,000 to 149,999	9.0	12.6	16.4
150,000 to 199,999	1.4	4.6	7.1
>200,000	0.0	3.4	7.3
Total	100.0	100.0	100.0
Median Income (\$)	49,844	52,159	66,174

Source: U.S. Census 2013-2017 American Community Survey 5-Year Estimates

Capture of Retail Potential

Sales

Not all retail and service purchases by Airway Heights residents are made in Airway Heights. Many purchases take place in the nearby City of Spokane. Likewise, not all retail purchases made within the City are made by residents of the City. Consumers from surrounding areas, particularly Fairchild Air Force Base, have significant impacts upon the total sales within Airway Heights.

Greater Spokane Incorporated, a non-profit organization representing commerce and economic development interests in the greater Spokane area, commissioned a consumer spending report in 2019 that analyzed several aspects of the retail market, both in the overall metropolitan area and within each individual community. The report's analysis of estimated sales by business type in Airway Heights is presented in Table 7.5.

The analysis found that Airway Heights businesses in the Arts, Sports, Entertainment, and Recreation category had the community's greatest share of estimated sales, followed by businesses in the Manufacturing (electronics, furniture, machinery, metal, transportation, misc.) category and then businesses in the Wholesalers category.

Table 7.5 – Airway Heights estimated sales, 2017

Business Type	Total Businesses	Estimated Employees	Estimated Sales
Accommodation and Food Services	23	259	\$28,447,000
Administrative and Support and Waste Management and Remediation Services	1	5	\$296,000
Agriculture, Forestry, Fishing and Hunting	3	7	\$989,000
Arts, Sports, Entertainment, and Recreation	6	2,464	\$184,640,000
Banking, Finance and Insurance	8	33	\$6,627,000
Construction	17	165	\$44,053,000

Business Type	Total Businesses	Estimated Employees	Estimated Sales
Education	2	50	\$484,000
Health Care and Social Services	3	22	\$1,639,000
Information	4	8	\$4,625,000
Manufacturing - Chemical, Fuel, Paper, Plastic, Wood	2	182	\$67,249,000
Manufacturing - Electronics, Furniture, Machinery, Metal, Transportation, Misc.	13	495	\$97,757,000
Manufacturing - Processed Food, Textiles, Clothing	2	6	\$327,000
Other Services - Repair, Personal Care, Laundry, Religious, etc.	31	174	\$11,597,000
Professional, Scientific, and Technical Services	4	75	\$16,598,000
Public Administration	11	75	\$75,000
Real Estate and Rentals	6	21	\$3,550,000
Retail: Hobby, Media, General Merchandise	7	36	\$5,164,000
Retail: Home, Food, Automobiles, Personal Care	18	275	\$87,068,000
Transportation and Warehousing: Couriers and Messengers, Warehousing and Storage	1	3	\$3,000
Transportation and Warehousing: Private and Public Transportation, Oil and Gas Pipelines, Sightseeing	2	60	\$11,546,000
Unclassified	1	1	\$1,000
Wholesalers	11	61	\$67,280,000
Total	176	4,477	\$640,015,000

Source: Greater Spokane Incorporated / Applied Geographic Solutions, 2019

Consumer Expenditures

The 2019 Greater Spokane Incorporated consumer spending report also contains data on major expenditures for households in Airway Heights. As shown in Table 7.6, many of the largest expenditures for Airway Heights households include basic necessities – shelter, transportation, food and beverages, and health care, for example. (The food and beverages category also includes bars, restaurants, and other food service establishments.) Among non-necessities, the largest shares of spending by households in Airway Heights went toward entertainment, apparel, and household furnishings.

Table 7.6 – Airway Heights major household expenditures, 2017

Expenditure Category	Household Spending
Shelter	\$ 17,773,000

Expenditure Category	Household Spending
Transportation	\$ 15,343,000
Food and Beverages	\$ 12,518,000
Health Care	\$ 7,255,000
Utilities	\$ 6,515,000
Entertainment	\$ 4,569,000
Household Operations	\$ 3,181,000
Apparel	\$ 2,883,000
Household Furnishings	\$ 2,848,000
Education	\$ 2,157,000
Gifts	\$ 1,870,000
Miscellaneous Expenses	\$ 1,552,000
Contributions	\$ 1,180,000
Personal Care	\$ 1,116,000
Tobacco	\$ 585,000
Personal Insurance	\$ 251,000
Reading (Newspapers, Magazines, Books)	\$ 179,000
Total	\$ 81,775,000

Source: Greater Spokane Incorporated / Applied Geographic Solutions, 2019

Potential Business Opportunities

By analyzing retail leakage among the various communities in the greater Spokane region, the 2019 consumer spending report also determined the retail potential, both regionally and for each individual locale. Table 7.7 illustrates the market areas in which the analysis determined the greatest retail potential in Airway Heights – that is, the types of businesses with the largest potential for expansion within the City of Airway Heights.

Areas determined to have the greatest potential include gasoline stations without convenience stores, full-service restaurants, and warehouse superstores. These are the areas in which consumers are going outside of Airway Heights to make purchases, meaning there are likely market gaps that exist within the city.

Table 7.7 – Airway Heights retail potential, 2017

Type of Establishment	Retail Potential	Type of Establishment	Retail Potential
Gasoline Stations without Convenience Stores	\$ 5,750,000	Children and Infant Clothing Stores	\$ 154,000
Full Service Restaurants	\$ 5,064,000	Hobby, Toy, and Game Stores	\$ 138,000
Warehouse Superstores	\$ 4,826,000	Gift and Souvenir Stores	\$ 119,000
Mail Order and Catalog Stores	\$ 2,787,000	Other Apparel Stores	\$ 114,000
Department Stores	\$ 1,895,000	Other Health and Personal Care Stores	\$ 107,000
Family Clothing Stores	\$ 937,000	Office and Stationery Stores	\$ 97,000
Other General Merchandise Stores	\$ 724,000	Men's Clothing Stores	\$ 81,000
Special Food Services and Catering	\$ 565,000	Vending Machines	\$ 80,000
Limited Service Restaurants	\$ 500,000	Clothing Accessory Stores	\$ 74,000
Sporting Goods Stores	\$ 452,000	Used Merchandise Stores	\$ 68,000
Pet and Pet Supply Stores	\$ 406,000	Mobile Home Dealers	\$ 59,000
Shoe Stores	\$ 388,000	Sewing and Needlecraft Stores	\$ 42,000
Hotels and Other Travel Accommodations	\$ 357,000	Musical Instrument Stores	\$ 40,000
Women's Clothing Stores	\$ 351,000	Florists	\$ 35,000
Fuel Dealers	\$ 279,000	Art Dealers	\$ 32,000
Other Direct Selling Establishments	\$ 216,000	Luggage Stores	\$ 15,000
Other Miscellaneous Retail Stores	\$ 186,000	RV Parks	\$ 3,000
Jewelry Stores	\$ 174,000	Rooming and Boarding Houses	\$ 3,000
Book Stores	\$ 164,000	Gasoline Stations with Convenience Stores	\$ 0
Drinking Places	\$ 160,000	Record, Tape, and CD Stores	\$ 0
		Total	\$ 27,442,000

Source: Greater Spokane Inc. / Applied Geographic Solutions, 2019

The above statistics and analysis are not intended to lead one to conclude that there is guaranteed success in starting new retail outlets in the areas outlined above showing substantial market leakage. Instead, market analysis and the preparation of a detailed business plan is recommended before commitments are made to start up a new retail operation in Airway Heights.

Land Use

Commercial & Industrial Land Use

Existing land use patterns show the area within the City that is currently being used for commercial and industrial purposes, as well as the location of those activities. The amount of land occupied by each type of land use within the City is presented in Table 3.3, and the location of existing land uses within the City is presented in Figure 3.3 in the Land Use element (Chapter 3).

Commercial Land

Approximately 629 acres of the land within Airway Heights is currently used for commercial purposes (listed in Table 3.3 under the “Commercial & Retail” and “Professional Services” land use categories), accounting for 15.5 percent of the City’s total land use. The majority of commercial land uses are located along Highway 2, Hayford Road, and to the south side of the City. The reason for this is that approximately 75 percent of land in the south side is located within the accident potential zone (APZ) or noise zone of the military base, making it unsuitable for residential use. Consequently, commercial development is encouraged in the south side of the City.

Industrial Land

Industrial land uses (listed in Table 3.3 under the “Industrial/Warehouse” category) currently occupy approximately 569 acres of the land within Airway Heights, representing 14 percent of the City’s total land use. The majority of the City’s industrial land use is found in the southernmost part of the City, along the southern corporate boundary.

Zoning

Airway Heights’ zoning policies direct commercial and industrial development to certain locations within the City. They also determine the amount of land to be allocated for these uses. The amount of land in each zoning category is presented in Table 3.1, in this plan’s Land Use element (Chapter 3). The location of zoning areas is also illustrated the Land Use element, in the Zoning and Future Land Use map (Figure 3.4).

Table 3.1 shows the largest segment of land falls into the heavy industrial zoning classification (I-2), which encompasses nearly 972 acres within the City. General commercial zoning (C-2) accounts for the second largest acreage with 713 total acres, followed by open space & recreation (O) with 477 total acres.

It is interesting to note that the ratios of land zoned for each use varies greatly between the north side and the south side of the City (largely due to the location of the FAFB APZ and noise zones, as previously mentioned). For example, nearly all of the 408 acres of residential R-1 land are located north of US-2, while for the heavy industrial (I-2) zoning classification, 806 of the 972 total acres are located in the south side of the City. These numbers demonstrate the different land use goals that the City has for the north and south sides. The north side has been designated as the area where the City plans to concentrate its residential development, while the south side is the area where industrial uses will be concentrated.

Availability of Commercial & Industrial Lands

As shown in Table 7.8, the City’s commercial zones contain a total of 760.80 acres of land, of which 435.82 acres are currently undeveloped. The industrial zones contain 1,424.53 acres, of which 671.83 acres are currently undeveloped. Of the lands currently zoned for commercial and industrial uses, then, a total of 1,117.55 acres remain undeveloped.

Table 7.8 - Undeveloped Commercial & Industrial Lands

Land Use Type	Total Acres	Current Developed	Vacant/Undeveloped
Commercial	760.80	324.98	435.82

Industrial	1,424.53	742.80	671.83
Total	2,185.34	1,067.79	1,117.55

Although it is not practical to project commercial and industrial need based on population growth, as discussed in this plan’s Land Use element, a crude assessment of availability can still be made based on existing employment conditions in combination with the amount of commercial and industrial land that remains undeveloped.

Of the City’s current population of 9,085¹ persons, 2,413² (26.6 percent) are estimated to be active in the work force. A rough estimate of the City’s future workforce can be obtained by applying the same percentage to the 2037 population forecast, resulting in an estimate of 3,798 workers in 2037, or an additional 1,385 members of the work force.³ Using this estimate with a conservative employment density of 5 workers per acre would yield a future need for 277 acres of commercial and industrial lands. For the purposes of this plan, then, areas currently zoned for commercial and industrial uses are assumed to be sufficient for future growth.

¹ Washington State Office of Financial Management (OFM), 2018 official population estimate

² U.S. Census 2013-2017 American Community Survey, 5-Year Estimates

³ 14,298 forecast population * 26.6 percent = 3,798 persons in workforce

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 Economic Development 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.

Economic Development 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.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 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.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.10 Sustain and expand Airway Heights’ arts, cultural and civic environment.

Discussion: Residents of Airway Heights value and support local arts, cultural and social organizations, events and facilities. This goal and supporting policies direct the City to help sustain and expand community arts programming, historic and cultural resources - benefitting the civic health, quality of life, and economic vitality of Airway Heights.

G.11 Maintain the City of Airway Heights’ long-term fiscal health.

Discussion: Services that cities provide cannot be sustained without fiscal balance and accountability. This goal serves to anchor the City of Airway Heights’ obligation to sustain its fiscal health - achieved through the gathering of revenue in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.

Economic Development 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.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.20 Develop and enhance a transportation system in Airway Heights that:

- Facilitates the safe, efficient movement of people, goods and services;
- Supports non-motorized and recreational needs;
- Supports land use objectives;
- Promotes livable neighborhoods;
- Improves safe pedestrian and bike routes to schools.

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

P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.



Introduction

This Capital Facilities element provides summary information derived from the most current Airway Heights Capital Facilities Plan (CFP), describing City’s existing public facilities and the need for future facilities to address the requirements of a growing population. In conjunction with the CFP, this element provides guidance for the City to achieve its goal of providing public facilities appropriate and necessary to maintain service levels for residents and businesses.

The CFP is a six-year plan for capital improvements that supports the City’s current and future population and economy. Identified improvements are to be fully funded (i.e., not a “wish list”). One key criterion for identifying CFP improvements are standards for “levels of service” (LOS). Accordingly, the CFP contains LOS standards for each public facility and requires that development be served by adequate facilities consistent with the land use element and concurrent with, or prior to, the impacts of development (i.e., the “concurrency” requirement).

Why Plan for Capital Facilities?

There are at least three reasons to plan for capital facilities:

Growth Management Act (GMA) requirements.

Proactive and fiscally-responsible service provision.

Eligibility for grants and loans.

Growth Management

A CFP is required by Washington State’s Growth Management Act. A capital facilities element, describing the CFP in coordination with other planning considerations, is one of five required elements for all GMA-compliant comprehensive plans.

Capital Facilities elements are required in order to:

- 1) Demonstrate intent and capacity to provide services associated with land development that is envisioned or authorized by the land use element of the comprehensive plan.
- 2) Maintain the quality of life for existing and future residents by establishing and maintaining LOS standards.
- 3) Coordinate and provide consistency among all plans for capital improvements, including:

- Other elements of the comprehensive plan (i.e., land use and transportation elements);
 - Other studies or topical plans led by local government;
 - Plans for capital facilities of state and/or regional significance;
 - Plans of adjacent local agencies or governments, and
 - Special district plans.
- 4) Ensure the timely provision of adequate facilities as required by GMA.
 - 5) Document capital projects and their financing (including projects to be financed by impact fees and/or real estate excise taxes authorized by GMA).

The requirement to fully finance projects identified in the CFP provides a reality check on the goals and objectives set forth in the comprehensive plan. Additionally, the capacity of facilities described in the CFP affects the size and configuration of growth within City limits as well as in its urban growth area (UGA).

Responsible Service Provision

Planning for major capital facilities and their costs enables the City of Airway Heights to:

- 1) Demonstrate the need for capital facilities and the need for revenues to pay for them;
- 2) Estimate eventual operation and maintenance costs of new capital facilities that will impact the budget;
- 3) Take advantage of sources of revenue (i.e., grants, impact fees, real estate excise taxes) that require a CFP in order to qualify for the revenue; and
- 4) Get better ratings on bond issues when the City borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money).

Eligibility for Grants & Loans

Grants and loans administered by the Washington State Department of Commerce require that local governments have some type of CFP in order to be eligible for loans. Some other grants and loans have similar requirements or give preference to local governments that have a CFP.

Statutory Requirements

The GMA requires the CFP be updated on an annual basis, identifying public facilities that will be required during the six years following adoption. The CFP must include the location and cost of the facilities, and the sources of revenue that will be used to fund the facilities. The CFP must be financially feasible – in other words, dependable revenue sources must equal or exceed anticipated costs. If the costs exceed the revenue, the City must reduce its level of service, reduce costs, or modify the land use element to bring development into balance with available or affordable facilities. For this reason, CFP updates are completed in advance of City budget cycles, allowing incorporation of necessary improvements.

Implementing the CFP may, at times, also require updates to the City’s development regulations. In such a case, the GMA requires regulatory updates be adopted within one year of the initiating CFP’s adoption.

Concurrency

GMA requirements that facilities and service levels provision be planned for and maintained are termed “concurrency” (or “adequate public facilities”). Specifically, maintaining concurrency means that:

Facilities to serve development be in place at the time of development or that a financial commitment is in place to complete the improvements or strategies within a specified time period;¹

Such facilities have sufficient capacity to serve development without decreasing LOS below minimum standards adopted in the comprehensive plan.

Relative to other services, GMA concurrency requirements for transportation are quite specific, and is the only area of concurrency that specifies denial of development if LOS standards cannot be met. Accordingly, Airway Heights’ municipal code specifies specific methods and approaches to transportation concurrency, addressing timely and coordinated provision of other services through regular updates to its comprehensive plan and CFP.

Local jurisdictions may adopt concurrency mechanisms for other public facilities that are deemed necessary for development, such as parks and recreational facilities, sanitary sewer systems, stormwater facilities, and schools.² Airway Heights does not currently have formal concurrency mechanisms beyond that for transportation facilities. For water and sewer systems, the City considers concurrency achieved where the “condition of development” permit includes an agreement by the developer to construct or pay for the construction of water and sewer services.

Impact Fees

Washington State authorizes counties, cities, and towns planning under the GMA to impose impact fees for the following services:

- Public streets and roads;
- Publicly owned parks, open space, and recreation facilities;
- School facilities;
- Fire protection facilities.³

Impact fees may only be imposed for “system improvements”, i.e., public capital facilities in a local government’s capital facilities plan designed to provide service to the community at large (not private facilities); are reasonably related to the new development; and will benefit the new development.

Impact fees cannot exceed a proportionate share of the cost of the system improvements and municipalities must have additional funding sources (may not rely solely on impact fees to fund the improvements). Further, impact fees may not be used to correct existing deficiencies and must be expended or encumbered within 10 years of receipt, unless there is an “extraordinary and compelling reason” for fees to be held longer.

Detailed requirements exist for fees addressing transportation, parks, schools, and fire protection. Additional requirements for fee determination, collection and utilization are listed under RCW 82.02.060, RCW 82.02.070 and RCW 82.02.080.

¹ RCW 36.70A.070(6)(b)

² WAC 365-196-840(2)

³ RCW 82.02.050 - .110 and WAC 365-196-850 RCW 82.02.050 - .110 and WAC 365-196-850

Airway Heights currently administers impact fee programs addressing transportation and park infrastructure needs.

Levels of Service

As noted above, the GMA requires cities to provide and maintain services on-pace with growth, developing and updating Capital Facilities Plans (CFPs) to identify needs and budget accordingly. In most cases, doing so relies on service benchmarks known as Levels of Service (LOS).

Some LOS standards are easy to quantify, such as traffic volume capacity per mile of road, or acres of park per capita. Other LOS standards are more difficult to quantify, in which case cities may elect to adopt regionally-adopted standards or provide guideline-level standards that advise facilities improvements. Regardless, communities have significant latitude in establishing LOS thresholds, allowing cities to address needs in context of other policy objectives, LOS standards in surrounding areas, and other factors.

Table 8.5 below lists adopted LOS standards for Airway Heights’ services. For purposes of comparison, this table also lists LOS minimum standards adopted by the Spokane County Steering Committee.

Table 8.5 - Level of Service Standards

Service	Airway Heights LOS	Countywide Planning Policies
Transportation	LOS C, as applied and directed by Chapter 14.09 of AHMC ²	LOS C
Parks	10 acres / 1,000 population	–
Police	1.6 officers / 1,000 (non-institutional) population	2.2 patrol officers / 1,000 population; 0.3 support personnel / patrol officer; 134 square feet of facility space / personnel
Fire	6-minute average response time and Fire Insurance Rating of 6 or less	Fire Protection Class rate of 6 or better; flow and hydrant distribution in accordance with Uniform Fire Code
Emergency (EMS)	6-minute average response time	BLS within 5 miles and ALS within 6 miles or 10 minutes response time ³
Water	30 residential, 40 psi non-residential; 311 gallons per day per ERU	Coordinated Water System Plan conformance
Sewer	245 gallons per day per ERU ¹	Wastewater collection and transport system per Ecology regulations
Solid Waste	Regional Standard	–
Libraries	.41 square foot per capita per Library District	-

1 = Equivalent Residential Unit, a dwelling with 2.5 persons living in it, or a non-residential development producing equivalent demand; 2 = Generalized LOS minimum per North American Highway Capacity Manual, see transportation element for multi-modal service standards, 3 = BLS is Basic Life Support and ALS is Advanced Life Support

Existing Facility Conditions

The City of Airway Heights owns and manages a variety of capital facilities, including roads, parks, utility systems, fire and police facilities, and administrative buildings. The following provides a high-level summary of facilities, some of which may be detailed in greater depth in other elements of this plan, or in other City-developed master plans such as the Parks & Recreation Master Plan.

Water

The City of Airway Heights provides drinking water within the city limits, sourced from eight City-owned and operated supply wells.⁴ The City's service area is bordered on the east and south by the City of Spokane's service area, and the Fairchild AFB water system borders on the southwest.

In 2017, a Comprehensive Water Plan was prepared for the City of Airway Heights. This plan contains an analysis of the existing system, current consumption levels, and the service area. It examined the future service area the City's water system was expected to cover, and using population projections, provided a forecast for future water system demand. Finally, the plan addressed discrepancies between projected demand and the City's existing capacity, suggesting necessary improvements to meet future demand. The following summarizes findings from that plan, updated with current data, as available.

Sewer

Adequate sewer disposal is necessary to ensure public health is protected and environmental damage is avoided. Two primary methods of disposal within the City of Airway Heights are centralized sanitary sewer systems and septic tanks. The sewer system currently serves only a small percentage of the total wastewater collection within the City. The centralized system serves both sides of the City and includes the Department of Corrections facility. Plans are underway, however, to significantly expand the area serviced by sewer. In 1996, a sewer plan was developed which laid out the preliminary design for extension of sewer services to the south side of the City. In 1997 and 1998 the sewer system was extended to the south side. In 1998 additional north side lateral lines were extended. The city's long-term goal is to extend sewer services to the entire incorporated area.

Parks & Recreation Facilities

Airway Heights' parks system currently includes a total of five parks plus a newly-opened recreation center, and a citywide trail network. The City also has approximately 65 acres of undeveloped property that is planned for eventual recreational use.

The City's adopted level of service for parks is ten acres per 1,000 people. Existing park acreage is 30.11 acres. In order to provide an adequate level of service to the existing City population, additional park facilities must be developed over the twenty-year planning period. The City must develop 92.9 additional acres of parkland, including the 65 acres already planned for development, by the year 2038 in order to reach the desired service level. See the Parks & Recreation element (Chapter 6) and the City's most recently-adopted Parks & Recreation Master Plan for additional information about existing recreation facilities.

Municipal Building

City Hall is located on Lundstrom and 12th adjacent to the fire station. Across Lundstrom and on the corner of 13th Street is the West Plains Community Center which is utilized for public meetings and various programs. A new addition of 4,043 square feet has recently been added to the existing 4,644

⁴ Seven of eight wells are presently active.

square feet for a total of 8,687 square feet. The building is owned and operated by the City. The City does encourage private services such as ECEAP to operate in the Center.

The Building Code Enforcement and Parks Departments are located in a 1,944 square foot building on Lundstrom adjacent to the City Park. Some improvements are necessary through the six-year plan. Finally, the Public Works maintenance building and vehicle storage building are located on Russell Street and 21st. These facilities require improvements for the heating system and paving work.

Law Enforcement

The City's police station is centrally located on the north side of Highway 2. There are seven officers employed by the department which provides a high LOS for Airway Heights. The existing facilities are adequate through the 20-year plan horizon, but upgrades to the station and equipment replacement are necessary.

Fire Department

Airway Heights Fire Department is located on Lundstrom Street, adjacent to City Hall. The station is centrally located, particularly for the residential areas on the north side of Highway 2. Fire response time standard is three minutes, while trauma response average is two to three minutes, which meets state requirements. Current fire insurance rating is currently classified as a "4."

Staffing for the department includes two full-time personnel, five part-time residents, two part-time non-residents and 15 to 25 volunteers. The two full-time members cover the daylight hours while the residents cover most nights and weekends, leaving the volunteers to fill in the gaps. The department has a Chief, Assistant Chief and three Captains with the rest being firefighters/EMT's.

Fire vehicles include two engines, one pumper ladder, two tenders, one brush, one rescue, one command and one utility vehicle. Purchase of a new pumper truck will be necessary in (year) at a capital cost of \$325,000. Generally, fire equipment is replaced on a ten-year cycle, meaning that the cost of replacement fire vehicles will likely total \$1,250,000 over the 20-yr planning period through 2039. A new stand-alone station with the necessary bays, quarters, training and office space is estimated to cost \$1,800,000 and may need to be on line by the end of 2027. However, depending on the City's approach to consolidating services, a new fire station may be located with the City's administrative functions in the future.

Transportation

County roads generally define the corporate limits and the Urban Growth Boundary. South is McFarlane Road and on the north is Deno Road. To the east is Hayford Road and on the west is Craig Road. The relatively flat topography and the linear grid pattern of the existing streets provide good access in all areas of the community.

Lawson Street is the major north-south arterial designated by the city. Although major improvements and widening of Lawson Street is not a priority in current street plans, the importance of this street's signalized intersection on Highway 2 makes the improvements a priority for future planning. Levels of service (LOS) standards are not generally a problem in the city with most streets enjoying LOS "A" which provides for free-flowing traffic. Where this standard is occasionally not met and will continue to be a problem is access onto and across Highway 2. Shift changes at Fairchild AFB along with increasing industrial traffic may push the LOS to "C" or below in some instances. Arterial planning to provide collector streets to move traffic to signalized intersections on Highway 2 will be necessary. The other north-south arterial is Garfield Road and was designated to provide access to the Department of Corrections facility.

Highway 2 is the major east-west arterial with 6th Avenue on the north and McFarlane on the south side designated as minor arterials. Both of these minor arterials serve extensive areas of undeveloped land. In concert with flight pattern safety needs, residential development is generally directed north of the highway, with lands south of the highway available for industrial and commercial use.

Maintenance of existing streets and incorporation of pedestrian and bicycle infrastructure is a high priority for transportation in Airway Heights. The six-year CFP estimates the overall costs of necessary improvements at \$25,640,000.

Forecast Future Needs

Water

Improvements that have been identified for the City’s water system can generally be categorized as responding to five different system issues:

1. Inadequate pressure and flow.
2. Improving overall system hydraulic efficiency.
3. Customers receiving less than standard level of service.
4. Recent or future growth demands on the system.
5. Improved system operations and reducing future maintenance.

Table 8.1 below lists projects identified in the current water system plan. See the Utilities element (Chapter 9) for additional information on needed improvements to the water system.

Table 8.1 - Capital Facilities Water Plan

Project	Year	Cost	Funding Sources
Hayford Rd, Ph II, constructing a 12” water line from 1,100 foot mark to 21 st Ave and loop	2020	\$348,000	Developer
Water source improvements, including new wells or treatment to accommodate PFAS contamination	2021	\$8,000,000 to \$12,000,000	Dept of Defense
Dead end looping, eliminating dead-end lines (17 th and Lundstrom to Lawson)	2020 – 2022	\$372,000	City funds/CDBG
Hayden Ave water line from Sprague to SR 2	2022	\$1,104,000	Developer
Lundstrom St water line replacement	2022	\$648,000	City funds/CDBG
21 st Ave water main, constructing new 12” line from Russell to Garfield	2023	\$288,000	City funds

Project	Year	Cost	Funding Sources
SR2 crossings, replacing existing 6" crossing at Craig and 12" at Lawson	2023	\$372,000	CDBG
18 th St water main replacement, replacing 6" steel line from Lundstrom to Lawson	2023	\$288,000	City funds/CDBG
SR 2 water main replacement, constructing 12" line from Ziegler to Craig	2024	\$504,000	City funds/CDBG
New 1 MG reservoir and pump station, adding storage to accommodate growth	2025	\$950,000	City funds/bonds/PWTF
Hayden water main, constructing new 12" line from SR 2 to 21 st	2025	\$624,000	City funds/Developer
Replace aging water mains as needed	Annually	\$250,000/yr	City funds/CDBG
New distribution mains, expanding system as necessary	As needed	As needed	Developer
New well to accommodate development	2030	\$1,500,000	City funds/CDBG
Reclaimed water system	2016-2021	Funding and cost estimates are outlined in the City's Reclaimed Water System Plan, 2013	

Source: Airway Heights Comprehensive Water System Plan, 2017

Sewer

Airway Heights is making progress to provide additional wastewater treatment capacity. Utilizing bond funds, approximately \$16,000,000 is planned for this purpose by the year 2030.

Table 8.2 - Capital Facilities Sewer Plan

Project	Year	Cost	Funding Sources
Flow diversion manhole @ Kalispel bypass	2022	\$15,000	City Funds
Water reclamation plant capacity upgrade	2030	\$16,000,000	City funds/Ecology/EPA/PWTF Other grants/loans

Source: Airway Heights Sewer System Plan/Capital Improvement Program

Airway Heights typically employs loans from the Public Works Trust Fund or voter-approved General Obligation Bonds to address wastewater facility needs. The Public Works Trust Fund, Community

Development Block Grant (CDBG) program, Centennial Clean Water Fund and federal programs such as Rural Development offer alternative sources for treatment facilities.

Streets & Sidewalks

Citywide access is served by a transportation network that is still developing. The City is working toward increased connectivity and non-motorized access, and the street and sidewalk improvements identified in the transportation system plan are intended to achieve greater levels of network density. Over the next six years, the City expects to invest more than \$25 million into its transportation system. Much of the funding will come from grants from SRTC, WSDOT and TIB, with the City and developers contributing as appropriate to either provide for an enhanced local street network and to enhance the design and quality of arterials and highways constructed by others. In some cases, like the Deer Heights roundabout, funding will include contributions from the City of Spokane.

The detailed list of street and sidewalk improvements is included in the City's 2017 transportation system plan, incorporated into this comprehensive plan by reference. That plan also informs the City's annual Transportation Improvement Program, identifying shorter-term transportation system investments at six-year intervals.

Parks

Parks improvement needs are identified in the parks element of this comprehensive plan and the periodic updates to the City's parks, recreation and open space plan. Proposed parks capital expenditures to serve the growth anticipated in this plan will total approximately \$1,500,000 in land acquisition and \$1,500,000 in development, improvements, and rehabilitation.

Funding for park improvements can come from authorized impact fees, or from the following sources:

1. Short-term borrowing.
2. Gifts.
3. Privatization.
4. State grants and loans.
5. State park and recreation commission grants.

Specific sources of funding for each project are identified in the parks, recreation and open space plan, updated every six years and incorporated into the City's annual budget.

Municipal Building

The City is planning no short-term capital investments in its municipal facilities, but it is considering improvements to support consolidation of its administrative services at a single site, as yet to be determined. If that occurs, the City may invest approximately \$1,650,000 in the new facility. If a new facility is not constructed, the City will expect to invest approximately \$450,000 in maintenance and upgrades to existing offices over the next 20 years.

One or more of the following sources may be used:

1. Bonds.
2. Short-term loans.
3. Tax increase (temporary excess levy).
4. Leasing.
5. State grants and loans.

- 6. Reserve funds.

Law Enforcement

Most of the proposed expenditures for the Police Department are for upgrades and replacement of equipment. They will be made from current expense funds and are not considered capital facilities.

Capital Facilities Program

Airway Heights’ CFP calls for extensive infrastructure requirements over its six-year planning period. These are listed in Table 8.6 along with the estimated expenditures necessary to fund the projects. All of the projects listed have been classified as essential needs, meaning they are imperative to meet level of service standards.

Table 8.6 - Estimated Capital Facilities Investments

Description	Need	Cost
Municipal Buildings	The focus of these investments are to maintain and upgrade existing facilities as necessary to serve forecast need. This cost will need revision if the City decides to construct a new consolidated administration facility.	\$450,000
Parks-Park Improvements	This includes capital investment for park land and development/improvement to address forecast demand and maintain existing facilities to meet demand.	\$3,000,000
Police Department	Police needs are planned to be addressed through current expense funds.	\$0,000
Fire Department	Fleet expansion and replacement cycles and the construction of a new fire station comprise this cost. The cost indicated here will need revision if the City decides to construct a new consolidate administration facility and if that facility will also include a fire station.	\$3,375,000
Transportation	Costs are based on a comprehensive list of transportation system improvements included in the six-year TIP and likely to be addressed within the 20-year horizon of this comprehensive plan.	\$25,640,000
Water	These water system improvements are drawn from the most recent water system plan.	\$8,578,000
Sewer	These sewer system improvements are drawn from the most recent water system plan.	\$16,015,000
Total		\$57,058,000

Financing

Financing Capital Facilities in Airway Heights over the next six years has been carefully planned, and the City places a priority on long-term fiscal management to ensure service needs beyond 6-year CIP requirements are met. The City is projecting that it will have surplus capital facility money in the short term, with much of its most expensive capital investments provided for by others. Funds from water and sewer revenues will be dedicated to the payment of bonds, retiring debts on both existing and proposed improvements. General fund monies will be dedicated to invest in the City’s other capital facilities,

including law enforcement, fire, municipal buildings and parks and recreation facilities. These needs will inform the City’s annual budgeting process, ensuring that adequate funds are dedicated as necessary to address forecast need.

The City’s enterprise funds – comprised of its water and sewer utility – charge rates designed to pay for anticipated system improvements. When possible, the costs of street enhancements are also incorporated into utility projects, allowing the City to make incremental transportation system enhancements as part of its utility system expansion and improvements. The City monitors its utility rates to ensure they fairly reflect the costs for maintaining the system and making necessary improvements to satisfy statutory requirements and community level of service standards. In general, new utility system expansions are borne by those who benefit by them, with new development paying or contributing toward capital costs to serve their needs.

Airway Heights also depends on cooperation from WSDOT and SRTC to ensure its arterial street system is constructed and maintained to meet the regional demand it serves. Highway 2, Hayford Rd, Craig Rd, McFarlane Rd, and various other street corridors are included as part of the regional mobility system, and the City routinely partners with WSDOT and SRTC – as well as with developers whose projects draw access from the regional system – to ensure roadway capacity is adequate to accommodate regional mobility. Much of the City’s local investment in the transportation system is devoted to enhancing these corridors to serve non-motorized needs and to enhance the quality of the traveling experience.

Alternative Methods of Financing

When considering financing of capital facilities, the City should evaluate alternative methods of financing, including both the capital costs and the operation and maintenance costs. There are a number of methods available for financing the capital facilities improvements that will be required over the planning period. It is likely that the improvements will be financed by a combination of methods summarized in the CFP, depending upon variable design elements and timing considerations for the proposed projects.

Additional Service Areas

Department of Corrections

The Department of Corrections facility places a major demand upon the City’s capital facilities. As such, it is important for the City to maintain constant communication and coordination with the Department of Corrections in order to achieve the goal of concurrency. The City must be able to plan ahead to assure that adequate capital facilities are available if the Department of Corrections expands its operations. By involving the Department of Corrections in capital facilities planning, the City will be much more prepared to provide the services that are demanded.

Kalispel Tribe

The Kalispel tribe owns approximately 49 acres of trust land located just inside the eastern corporate boundary of Airway Heights, north of Highway 2. The tribe operates the Northern Quest Resort and Casino, which places a major demand upon municipal services, such as water, sewer, transportation, and police. In order for the City to provide adequate services for tribal operations, the City must maintain a cooperative relationship with the Kalispel tribe to address capital facilities issues.

Spokane Tribe

The Spokane Tribe of Indians owns 145 acres of trust land located near the western limits of the City, and operates its own casino there. The tribe broke ground on its casino in 2016, spending approximately \$40

million toward an eventual \$400 million master-planned project including resort facilities, retail space and other features.

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 Capital Facilities 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.

Capital Facilities Goals

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.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.11 Maintain the City of Airway Heights’ long-term fiscal health.

Discussion: Services that cities provide cannot be sustained without fiscal balance and accountability. This goal serves to anchor the City of Airway Heights’ obligation to sustain its

fiscal health - achieved through the gathering of revenue in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.

Capital Facilities Policies

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

P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

P.28 On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- Population growth;
- Demographic trends;
- Building permit trends;
- Regional facility improvements and projections.

P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

- P.31** Promote the use of geographic information systems (GIS) as a means of improving the provision of city services.
- P.32** Plan and locate private and public utilities consistent with best management practices.
- P.33** Provide timely, professional and efficient processing of building permits, development review, and municipal code administration.
- P.34** Sustain and enhance the city’s fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.
- 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.37** Continue participation in regional wastewater planning on the West Plains, updating wastewater master plans accordingly.
- P.38** Coordinate with the Airway Heights Fire Department to plan for and locate fire stations and provide adequate water flow for fire protection.
- P.39** Maintain police protection in accordance with the Level of Service (LOS) adopted in the City’s Capital Improvement Plan (CIP).
- P.40** Coordinate with and support local emergency service providers.
- 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.42** Cooperate with regulatory agencies in the identification and abatement of local environmental quality problems.
- 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.44** Promote landscaping guidelines that:
 - Protect wildlife habitats by maintaining existing trees and vegetative cover;

- Re-vegetate disturbed areas;
- Beautify streets, roadways and surface parking lots;
- Help treat and address stormwater issues.

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.



Introduction

The provision of services, utilities, and facilities is the primary purpose of any general-or special-purpose governmental agency and is direct evidence of the taxpayer's and utility customer's dollar in action. Governments, in many ways, are like businesses, which provide goods and services in exchange for tax dollars, fees, and utility billings. Their goal should be to provide the maximum benefits given a limited revenue base. This demands proper planning and efficient utilization of funds.

Planning plays a significant role in capital expenditures programming by providing a growth framework by which potential expenditures may be evaluated. For example, an area may be projected for industrial expansion, but is lacking necessary water and sewer utilities. Should the local government wish to stimulate development in this area, it can plan for and participate in the construction of these utility systems. On the other hand, lands retained for rural uses will demand relatively little expenditure of limited revenues.

Planning can also anticipate future gas and stormwater needs which will be generated by development and propose a system for making those improvements. Other governmental agencies benefit from a plan that provides predictable growth patterns for the future. School districts can utilize planning data when forecasting student enrollments and space needs. Fire districts can utilize the plan to project future revenues and specialized equipment needs to accommodate specific types of development. It can be seen that the plan is the foundation of capital improvement programming for the City.

This element presents an overview of existing utility systems in Airway Heights as well as needs forecast over the course of this plan's 20-year horizon. As with other elements, this chapter also presents topic specific listings from the City's overall goal and policy framework.

Existing Conditions

Water System

The City of Airway Heights historically provided drinking water within the city limits, from eight City-owned and operated supply wells.¹ The City's service area is bordered on the east and south by the City of Spokane's service area, and the Fairchild AFB water system borders on the west.

In 2017, a Comprehensive Water Plan was prepared for the City of Airway Heights. The final approval of this plan was interrupted by contamination of the City's drinking water sources and discontinuation of

¹ Seven of eight wells are presently active.

the wells that provided drinking water to the system. With the discontinuation of use of the City wells a second interim agreement was reached with the City of Spokane to construct and utilize a second intertie with the City of Spokane's water system located near the intersection of McFarlane Road and Craig Road. This intertie was sized to provide 2,500 gpm of drinking water source in addition to the previous 1,500 gpm provided through the first intertie. The agreement is renewable up to 5 years. The 3,500 gpm was determined to provide sufficient capacity through agreement term. The United States Air Force is currently developing an analysis of options to mitigate the impacts that the groundwater contamination has on the City's groundwater sources. For this plan it is assumed that the final mitigation measures identified and funded by the Air Force will at a minimum provide drinking water sources equivalent to what the City had prior to discovering the contamination.

This Comprehensive Water System Plan which was based on the City's wells providing the drinking water source, contains an analysis of the existing system, current consumption levels, and the service area. It examined the future service area the City's water system was expected to cover, and using population projections, provided a forecast for future water system demand. Finally, the plan addressed discrepancies between projected demand and the City's existing capacity, suggesting necessary improvements to meet future demand. The following summarizes findings from that plan, updated with current data, as available.

Service Area

The existing water service area is limited to the area within the City limits. Since sizable portions of city land are vacant, service lines do not currently service all areas of the City. In particular, with the exception of the City's new Recreation Center, the area north of the Washington State Department of Corrections facility is currently not serviced. The existing water service area is shown in Figure 9.1.

Water Supply

It is assumed that the City will obtain all its potable water supply from groundwater resources in the future after the contamination mitigation is complete. There are five (5) wells on the south and southeast sides of the City, which were used as water sources. The total well capacity for the City of Airway Heights was 1,395 gpm, not including the capacity of well #2 (since it is currently inactive) or Parkwest well which is only available in an emergency condition. In addition, the City is connected to two interties with the City of Spokane water system capable of providing water to the City of which only one is permanent. The following describes each of these water sources:

- Well #1 and #4 – These wells are located together approximately 800 feet east of Lawson Street and 900 feet north of McFarlane Road, and are considered a well field. Both wells are drilled to a depth of approximately 200 feet and supply the City with a capacity of 395 gpm.
- Well #2 – This well is located approximately 600 feet east of Garfield Road and 600 feet north of 21st Avenue. It is 200 feet deep and pumps at a rate of 35 gpm. This well has not been utilized by the City because of its low volume along with a number of operational problems that have been experienced with this well. Testing reported in 1995 exhibited high levels of nitrate, and for this reason, the well is used for “non potable” supply.
- Well #3 – This well is located near the City maintenance shop at 21st and Russell Street. It is 148 feet deep and has a flow of approximately 60 gpm. As with Well #2, this well is not currently used due to high nitrate readings. The well will be placed back in operation as soon as a proper period of testing certifies that the well is clear of nitrates.
- Well #5 - This well is located approximately 600 feet east of Garfield Road and about 40 feet north of McFarlane Road. It is 200 feet deep and has a capacity of 65 gpm. This well is also not used unless there is an emergency condition.

- Well #7 - This well is located at the intersection of Russell Street and McFarlane Road approximately 150 feet south of McFarlane. The capacity of this well is 120 gpm. The well is used occasionally and/or when it is needed.
- Parkwest Well – This well is located approximately 2.5 miles south of the City adjacent to Craig Road. The well is 301 feet deep and has a capacity of 1,400 gpm. Due to impacts to adjacent wells when Parkwest well is pumping, the City entered into an agreement with Washington State Department of Ecology to only use this well under emergency conditions.
- Well 9 (Recovery Well) – This well was drilled in 2012 with the intent to withdraw reclaimed water from the Reclaimed Water Plant. The well is located approximately 470 feet south of the intersection of 21st Ave. and Lundstrom Street. It has a capacity of 1,000 gpm.
- City of Spokane -The City of Airway Heights receives water from the City of Spokane permanent intertie on an as-needed basis through a dual pump booster station. This source is capable of providing 1,500 gpm to the City of Airway Heights water system.

Water Distribution

The present distribution system in the City of Airway Heights is a network of four-inch (4”) through 12-inch diameter water lines. Primarily, water line materials consist of poly-vinyl chloride (PVC), asbestos-cement (A-C), ductile iron, and thin-wall steel pipe. During maintenance, the City has been using PVC as its replacement material. An existing pipe inventory is presented in Table 9.1.

Table 9.1 - Water Distribution System

Diameter	PVC	Ductile Iron	A-C	Steel	Total	Percent of Total
4”	–	–	-	2,400 lf	2,400 lf	2.7
6”	13,050 lf	–	12,000 lf	16,400 lf	41,450 lf	46.0
8”	6,400 lf	–	500 lf	–	6,900 lf	7.7
10”	4,200 lf	–	3,200 lf	–	7,400 lf	8.2
12”	27,650 lf	2,200 lf	2,000 lf	–	31,850 lf	35.4
Total	51,300 lf	2,200 lf	17,700 lf	18,800 lf	90,000 lf	100.0

Source: Airway Heights Comprehensive Water System Plan, 2017

The intertie connecting Airway Heights to the City of Spokane water system is fed from a 24-inch diameter waterline extension. This line is reduced to 12 inches in diameter at Highway 2 and Hayford Road then to eight inches (8”) in diameter as it extends into the metering vault. Once through the vault, it increases to a 12-inch diameter pipe to the booster station. A 12-inch diameter pipe extends from the booster station to the City of Airway Heights water system.

Water Demand

Water use in Airway Heights at the time of this plan’s development is presented in Table 9.2 below, expressed in per-capita and gallons per-minute figures.

Table 9.2 - Water Demand

	Gallons/Capita/Day	Gallons/Minute
Average Daily Demand	236	413
Maximum Daily Demand	531	929

Source: Airway Heights Comprehensive Water System Plan, 2017

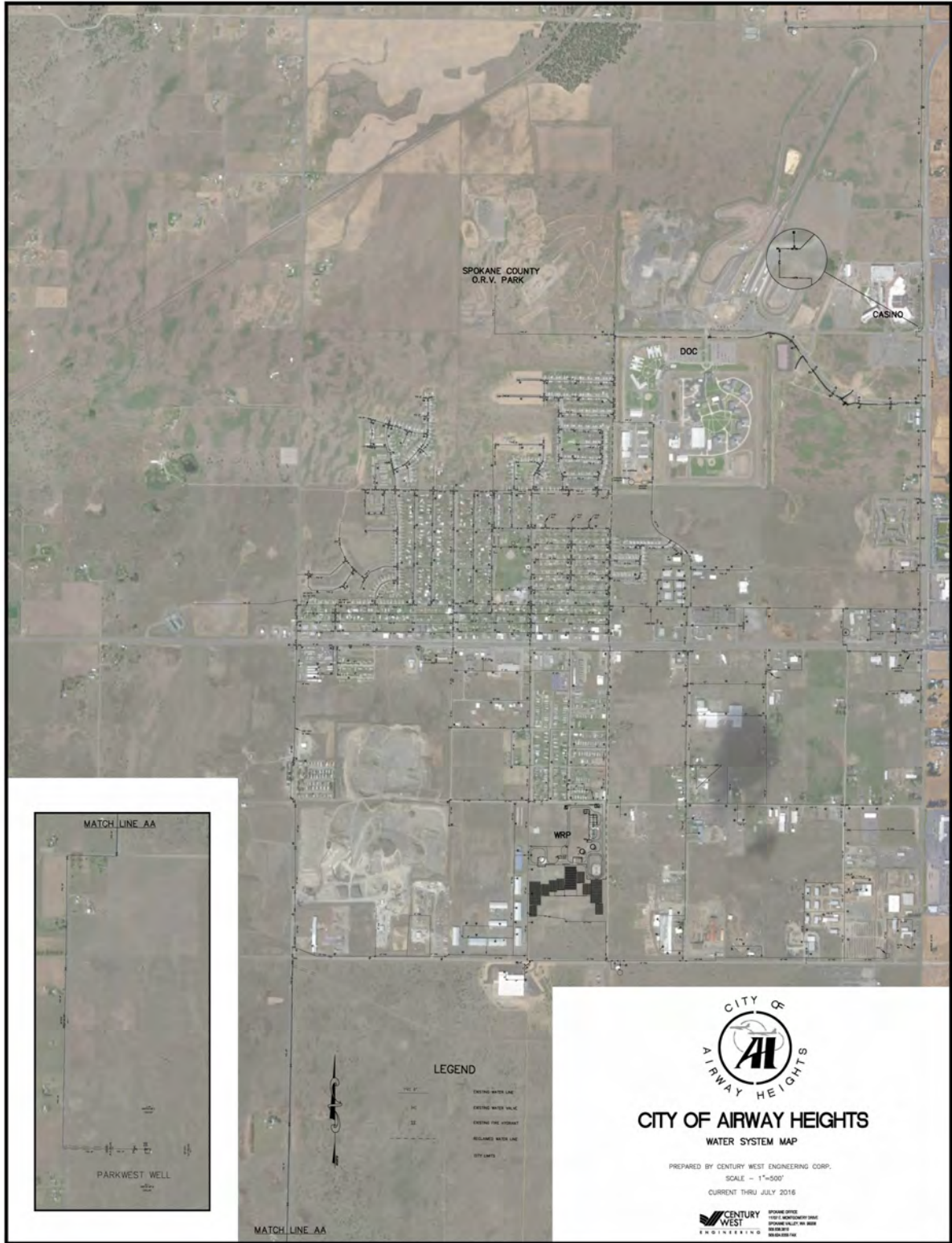


Figure 9.1 - Water Service Area

Sewer System

Adequate sewer collection, treatment and disposal are necessary to ensure public health is protected and environmental damage is avoided. Two primary methods of disposal within the City of Airway Heights are centralized sanitary sewer systems and septic tanks. The sewer system currently serves the majority of the residential and commercial properties within the City, with septic systems still serving the mobile home parks and some industrial businesses south of State Highway 2. The centralized sewer collection system serves both the north and south sides of the City and includes service of the Department of Corrections Facility and developments within lands under control of the Kalispel and Spokane Tribes. All new development north and south of State Highway 2 is served by the City's sewer collection system. Areas within the City limits east of Hayford Road are served with sewer by the City of Spokane.

Sewer Collection System

The sewer system serving Airway Heights incorporates a system of gravity and force mains, delivering wastewater to the City's wastewater treatment plant. The City also maintains an emergency overflow connection to the Spokane International Airport (SIA) trunk sewer line, which was developed by the City of Spokane to service Fairchild Air Force Base, Airway Heights, and an area to the south of Airway Heights. The trunk line connects to the City at the intersection of Highway 2 and Hayford Road, the sewer collected in this line flows to the City of Spokane Riverside Park Water Reclamation Facility. Prior to the City constructing its Water Reclamation Facility all flows from the City of Airway Heights were treated at the City of Spokane's Reclamation Facility through an agreement between the two agencies. The emergency overflow was constructed to allow flow to enter the Spokane system if the main City lift station were to fail, preventing surcharge in the City's system and potential overflows.

The sewer main that serves the north side of the City was constructed in 1991 by the Department of Corrections facility. Subsequently, the sewer collection system was extended to service other areas within the north side of the City as they developed.

Sewer Service Area

As Figure 9.2 illustrates, current service extends to areas both north and south of State Highway 2. The collection system north of State Highway 2 flows through a sewer interceptor on 10th avenue and crosses the highway west of Hayford Road then flows south to a large lift station that is south and west of the intersection of Hayford and Highway 2. This lift station pumps the sewer collected north and south of the highway to the Water Reclamation Facility through two 12" force mains shown in red in Figure 9-2. A portion of the sewer collected in an area northwest of the treatment facility flows by gravity to a second lift station near the Reclamation facility where it is pumped into the Reclamation Plant. Another small portion of the City's collection system south of McFarlane Road flows to the City of Spokane's interceptor that lies along the south side of the City and is treated at the City of Spokane's facility through an agreement between the two agencies.

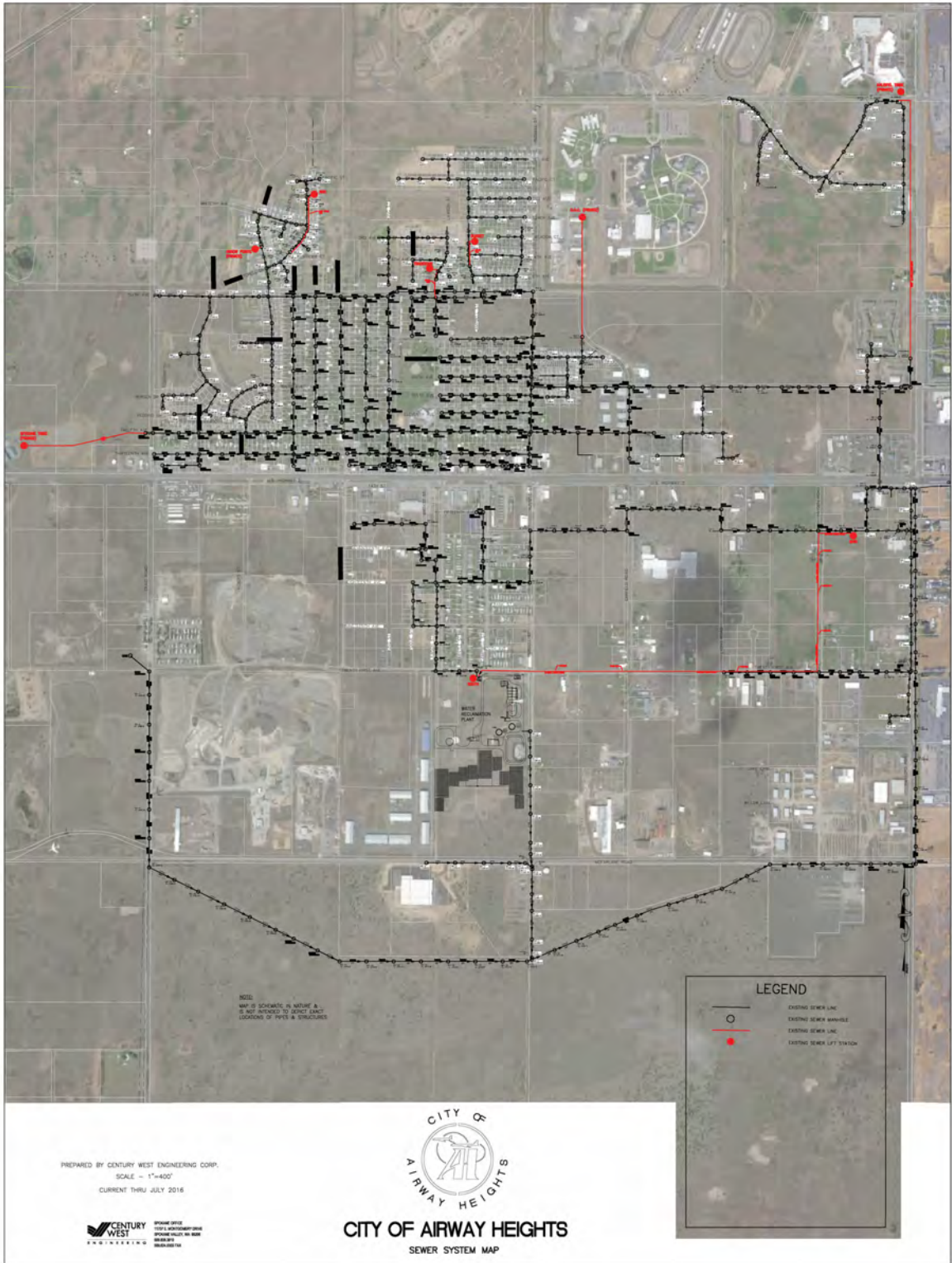


Figure 9.2 - Sewer Service Area

Sewer Treatment Plant

The City manages and operates its own water reclamation plant. In 2019, the reclamation facility treated over 322 million gallons of wastewater or approximately 883,000 gallons per day on an annual daily average. This wastewater was treated to Class A plus reclaimed water standards. The reclaimed water was used for aquifer recharge and landscape irrigation for public facilities, businesses, parks and resorts. In 2019 the City put approximately 47 million gallons of reclaimed water to beneficial reuse. The reclaimed water that was not utilized through reuse was used to recharge an aquifer that has been depleted through regional over pumping. In addition to the environmental benefits the reclaimed water has through reuse and aquifer recharge the City’s wastewater was removed from the City of Spokane’s discharge to the Spokane River, which is an impaired surface water for a number of water quality parameters.

Sewer Treatment Capacity

The Airway Heights wastewater treatment plant has a design capacity of 1.00 million gallons per day (GPD) on an average annual flow basis. The plant operates under a Reclaimed Water Permit (ST0045504) issued by the Washington State Department of Ecology. The permit provides criteria that the plant must perform to. The permit also limits the flow, BOD loading, and TSS loading into the plant on a maximum monthly average. The maximum monthly average flow limitation in the permit is 1.4 million gallons per day (MGD). In 2019 the maximum monthly average occurred in April with 927,333 gallons per day flowing into the plant. On a flow basis the plant is running at approximately 66% of its permitted capacity. When the flow or other design criteria (BOD/TSS) reaches 85% of its permitted capacity the City is required to submit a planning document to address treatment of future flows.

Stormwater

The City of Airway Heights does not have a comprehensive stormwater management system servicing the City. Level of service goals for stormwater (per Countywide standards) focus on on-site specific mitigation of impacts. This means that for particular areas where stormwater may become a problem, mitigation measures are located on the site where the problem may occur. Current practices for site-specific stormwater management rely on such techniques as the usage of drainage swales to allow for stormwater to collect and then infiltrate into the ground.

Due to the relatively flat topography and the lack of surface water within the City, plus generally permeable soil conditions that allow stormwater to infiltrate rather rapidly, ponding of stormwater is not normally a problem in Airway Heights. As the City experiences further development and more of the City’s land is converted to impervious surfaces, stormwater management is likely to become more of a problem, and a stormwater management plan will need to be developed.

Solid Waste & Recycling

Solid waste collection is contracted to Waste Management of Washington, Inc. This service includes curbside collection of garbage, recycling and yard/food waste for all residents and businesses. The City will continue to work with Waste Management to provide adequate services and explore innovative waste reduction strategies.

Electricity

The provision and level of service for electricity is regulated by the Washington Utilities and Transportation Commission (UTC), which expresses the obligation to serve customers “all available...electricity...as demanded.” Inland Power and Light and Avista Utilities each provide electrical

service to different parts of the City through 115kV substations that can handle loads up to 150 megavolt amperes (MVA).

Inland Power and Light's substation is located on the south side of Deno Road, north of the Spokane County Raceway and just inside the City's northern boundary. The Avista Utilities substation is located just outside the City limits on the west side of Craig Road, north of Highway 2.

Natural Gas

The U.S. Department of Transportation and the UTC regulate the provision of natural gas service. Natural gas regulation relies on economic provision of service based on a capital investment analysis.

Natural gas is provided to Airway Heights by Avista Utilities. To ensure that customers receive adequate service, natural gas transmission and distribution systems have the ability to connect to more than one source, to route gas on different paths, and to store gas to meet peak-flow conditions. This provides flexibility for maintenance of facilities, and to ensure service to customers is maintained during abnormally low temperature conditions when demand for natural gas supplies is the greatest.

Telecommunications

Telecommunications is the transmission of information in the form of electronic signals or similar means. The Telecommunications Act of 1996 set the regulatory climate for siting telecommunications infrastructure, and at the local level, the City has implemented regulations through the Airway Heights Municipal Code (AHMC 17.28) to regulate telecommunications infrastructure in a way that befits the specific needs of the community. The City works with a number of service providers to supply a telecommunications infrastructure that offers a broad range of information and services to meet citizens' modern needs. Telecommunications services are provided by request, so future growth demands will be addressed by private providers.

Landline Telephone

CenturyLink delivers telephone services to the City of Airway Heights as regulated by the UTC. CenturyLink is also subject to various federal laws and regulations administered by the Federal Communications Commission (FCC). The service lines in the City of Airway Heights are primarily aerial, and the main feed line runs along State Route 2.

It is important to note that RCW 80.36.090 requires all telecommunications companies operating in the state to provide adequate telecommunications services on demand. Accordingly, CenturyLink will provide facilities to accommodate any future growth.

Wireless & Cellular Communications

A variety of cellular communications and wireless data service providers are available in Airway Heights, including AT&T, Verizon, T-Mobile, and Sprint. Currently, these services rely on ground-based antennae located on towers or buildings.

Cable & Satellite Television

Cable service is provided to Airway Heights by Comcast. Cable service is delivered through electronic components and cable installed on overhead lines throughout the community; some newer developments receive service through underground cables. Satellite providers include Dish and DirecTV.

Internet Service

A number of broadband Internet providers serve Airway Heights, including AT&T, CenturyLink, and Comcast Xfinity. Satellite Internet is provided through HughesNet.

Future Needs

Water System

Supply

Population forecasts indicate that based upon growth trends assigned the City by Spokane County, the 2037 population of Airway Heights will be 14,298 persons. As Table 9.3 indicates, the average daily demand is assumed as 236 gallons per day for each person. Because future demand is expected to remain relatively constant over time, per capita demand may be applied to population forecasts to project future water demand. A table of forecasted average daily demand is shown in Table 9.3, with peak daily demand expressed in Table 9.4.

Table 9.3 - Average daily demand

Year	Population	Gallons/Capita/Day	Gallons per Day
2018	9,332	2,202,352	1,662,000
2027	11,685	2,757,660	2,259,000
2037	14,298	3,374,328	2,870,000

Source: Airway Heights Comprehensive Water System Plan, 2017

Table 9.4 – Maximum (peak) daily demand

Year	Population	Gallons/Capita/Day	Gallons per Day
2018	9,332	4,955,292	4,151,000
2027	11,685	6,204,735	5,641,000
2037	14,298	7,592,238	7,168,000

Source: Airway Heights Comprehensive Water System Plan, 2017

The water system has an existing demand of 929 gallons/minute and capacity to provide 2,895 gallons/minute sustained flow.

Forecasts for the year 2037 show an average daily demand of 2,343 gpm and a peak demand of 5,272 gpm. At these levels of demand, the City can expect a shortfall of 2,300 gallons per minute at peak. Since the intertie with the Spokane water system is in place, facilities potentially exist to satisfy this demand. However, using the intertie to meet the well source deficiencies will require maximum booster station capacity. Additional supply should be obtained to provide assurance that there will be a sufficient quantity of water to service future demand. The City also provides reclaimed water to a school, a number of businesses and public facilities. The use of reclaimed water, particularly for irrigation purposes significantly reduces the demand on the domestic drinking water system to serve peak system demands. The City is aggressively pursuing conversion of some of the larger water users from use of drinking water for irrigation to use of reclaimed water. This will extend the time that the City's current capacity can provide adequate drinking water supply to increased demand from growth. Airway Heights is also working closely with the City of Spokane and Fairchild Air Force Base to augment water supply given the

compromised nature off its municipal wells, using the City of Spokane water system intertie to supplement the City's own water.

Storage

The existing storage reservoirs provide 2,643,000 gallons of usable storage for the City water system. This storage must be capable of providing the required capacity to meet residential daily demands (equalization storage) and emergency demands (standby) and provides fire flow storage.

The projections provided in the 2017 Draft Comprehensive Water Plan have been reviewed and adjusted based on actual available storage. This evaluation indicates the existing storage capacity will be sufficient to provide the required storage through 2028. The addition of new reclaimed water users will also have a positive impact on the future needs of domestic drinking water storage requirements. The City currently has 1,000,000 gallons of storage for its reclaimed water system.

Sewer System

Ability to Meet Future Demand

As future development occurs, and the City's sewer system will be expanded to meet the needs of growth. The City has taken steps to expand its sewer collection system through its plans and actions to provide sewer service to areas both north and south of State Highway 2.

Improvements: Collection System

In order to meet the City's goal of providing complete sewer service to the entire City, the existing collection system must be expanded. Additional sewer lines must be constructed, leading to the City's treatment facility, and the City's treatment facility will need to expand its capacity.

The new lines will be located within existing road rights of way and will be designed to use gravity flow wherever possible. In low-lying areas, sewer lift stations will be required to transport wastewater to the collection system.

In 2019 the City reviewed the collection system expansions that would be needed to expand its sewer collection system south of Highway 2 to accommodate development in those areas and to determine what improvements if any to the existing collection system would be needed to accommodate the additional flows from that future development. New sewer gravity mains, lift stations and force mains were identified in Russell Street, Garfield Road, Lyons Road and McFarlane Road as future expansions to the system. Existing sewer interceptor upgrades were identified in the 10" interceptor that runs east and west parallel to Highway 2 from Russell Street to east of Hayden Road that would be needed to accommodate the additional future flows. A recent parallel sewer interceptor running north and south from State Highway 2 to the 10 Avenue interceptor constructed by the Kalispel Tribe eliminated future capacity issues in the existing interceptor that crosses Highway 2 west of Hayford Road.

Improvements: Increased Capacity

As the City begins to approach its 1.4 million GPD maximum permitted capacity in the Reclamation Plant, the City must invest in expanding its wastewater treatment capacity. There are two ways that may be possible to achieve this goal. In 1993 the City entered into an agreement with the City of Spokane for Spokane to accept and treat up to 680,000 gallons of wastewater per day. The City has had discussions with Spokane regarding the use of this capacity as a potential interim solution when the plant reaches its capacity. The first option is to negotiate a new agreement with the City of Spokane to utilize the City's capacity within the SIA trunk sewer line and the Riverside Park Reclaimed Water Facility. The second alternative is for the City of Airway Heights to expand its own Reclaimed Water Plant. While the need for additional capacity is not urgent, planning should begin soon to assure accommodations are made for additional capacity by the time they are needed. In this way, the City can avoid limits being placed upon

future development. At the time planning is required the City should evaluate both options to determine which is most beneficial to the City on a cost/funding and sewer rate basis.

Other Utilities

Non-city utility providers will experience increased demand for services as the City grows and will need to plan for new or improved facilities. As new technologies for Internet, wireless telephone, and other telecommunications systems are implemented, these improvements will further the City's goal of economic growth and competitiveness. Through its land use regulation and permitting authority, the City should ensure that these utilities are broadly available to residents and businesses throughout the City, and that there are not excessive visual impacts within existing neighborhoods and local centers.

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 utilities 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.

Utilities Goals

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.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.11 Maintain the City of Airway Heights’ long-term fiscal health.

Discussion: Services that cities provide cannot be sustained without fiscal balance and accountability. This goal serves to anchor the City of Airway Heights’ obligation to sustain its fiscal health - achieved through the gathering of revenue in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.

Utilities Policies

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.28 On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- Population growth;
- Demographic trends;
- Building permit trends;
- Regional facility improvements and projections.

P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

P.32 Plan and locate private and public utilities consistent with best management practices.

P.34 Sustain and enhance the city's fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.

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.



Introduction

The following pages present the goal, policy and actions developed for the City of Airway Heights Comprehensive Plan.

For purposes of this document, the terms "Goal", "Policy", and "Action" are defined as follows:

Goal – Broad statements indicating a general aim or purpose to be achieved. A goal is a direction setter, an ideal future end, condition, or state related to the public health, safety, or general welfare toward which planning and implementation measures are directed;

Policy – An objective is a topic-specific statement providing guidelines for current and future decision-making. It indicates a clear commitment of the local legislative body. A policy is an extension of a plan's goals, reflecting topical nuance as well as an assessment of conditions;

Action – Actions are budgetable steps envisioned or undertaken to implement plan policies. Actions may include the development of more detailed and localized plans, work to implement policies, formal agreements, regulations or other strategies.

Reading the Goals, Policies & Action Tables

The following pages present the goal, policy and program matrix developed for Airway Heights' Comprehensive Plan. These were developed using the following resources and methodologies:

Existing framework – Goals and policies from the 2011 Airway Heights Comprehensive Plan were a primary resource in developing this matrix. For the purpose of clarity and brevity, each and every 2011 policy was evaluated according to expressed intent, and:

- Re-categorized - per the plan's definitions of goals, policies and actions (see above);
- Edited - for clarity, to reduce the use of jargon and/or to collate objectives under common headings;
- Combined or removed - where duplicated or functionally identical goals or policies were discovered.

Public input – This framework was informed by community input received during development of the 2017 Highway 2 Corridor Plan.

GMA Compliance – All goals and policies were reviewed to ensure compliance with Growth Management Act requirements (RCW 36.70A.070(1)).

Other plans – The goal and policy set were influenced by other existing and adopted plans developed for Airway Heights, including the most current parks and recreation plan and the US-2 corridor plan.

All goals, policies and programs are numbered sequentially. The numbering and order of items in no way indicate City priority or relative importance.

Goal and Policy sections include a “Element Listings” column to the left, indicating those plan elements where each goal and policy was referenced at the time of plan adoption. For this, a chapter abbreviation key is provided in the matrix footer. Where they appear in multiple elements, the listing deemed most closely associated with the goal or policy topic is listed first. Italicized text below each goal is provided to help introduce and describe the source of, and the purpose for, the referenced item. Explanatory text below action listings may also elaborate on the recommended scope of work.

Goals

ED LU XP PR 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.

CF LU XP PR UT 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.

LU HO XP PR ED 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.

LU HO ED XP 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.

Goals

HO LU ED 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.

XP LU PR CF 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.

LU HO PR ED CF 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.

CF LU ED UT 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.

PR LU ED 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.

Goals

PR G.10 Sustain and expand Airway Heights’ arts, cultural and civic environment.

ED

Discussion: Residents of Airway Heights value and support local arts, cultural and social organizations, events and facilities. This goal and supporting policies direct the City to help sustain and expand community arts programming, historic and cultural resources - benefitting the civic health, quality of life, and economic vitality of Airway Heights.

CF G.11 Maintain the City of Airway Heights’ long-term fiscal health.

ED

UT

Discussion: Services that cities provide cannot be sustained without fiscal balance and accountability. This goal serves to anchor the City of Airway Heights’ obligation to sustain its fiscal health - achieved through the gathering of revenue in responsible, equitable ways, and through decisions, investments and actions that provide rate-payers with efficient, effective services now and in the future.

LU 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.

Chapter Abbreviation Key: CF = Capital Facilities; ED = Economic Development; HO = Housing; LU = Land Use; PR = Parks & Recreation; UT = Utilities; XP = Transportation

Policies

- LU P.01** Support land use patterns that:
- HO
XP
PR
ED
- *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.*

- LU P.02** Apply or revise zoning designations with careful consideration of factors including:
- XP
PR
HO
CF
- *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.*

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

- CF 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.
- LU

- LU P.05** Encourage development patterns that provide suitably-scaled, daily needs services within ¼ mile of residential areas, allowing a measure of independence for those who cannot or choose not to drive.
- XP
PR
HO

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

Policies

LU **P.07** Encourage traditional residential development patterns, typically featuring:
 XP
 HO

- *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.*

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

LU **P.09** Prioritize location of schools in areas with:
 XP
 HO
 CF

- *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.*

LU **P.10** Prioritize location of new industrial development in areas that provide:
 XP
 HO
 CF
 UT

- *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.*

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

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

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

HO **P.14** Encourage maintenance of housing in an attractive, safe and sanitary condition,
 helping extend the service life of housing and enhancing the general appearance of the city
 and its neighborhoods.

Policies

HO P.15 Encourage the preservation and rehabilitation of older housing stock throughout the community.

HO 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.

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

LU

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

LU

XP

- *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.*

XP P.19 Maintain safe and efficient, multi-modal traffic flows throughout Airway Heights, measured and monitored using adopted Level of Service (LOS) standards.

XP P.20 Develop and enhance a transportation system in Airway Heights that:

PR

ED

HO

- *Facilitates the safe, efficient movement of people, goods and services;*
- *Supports non-motorized and recreational needs;*
- *Supports land use objectives;*
- *Promotes livable neighborhoods;*
- *Improves safe pedestrian and bike routes to schools.*

XP P.21 Improve year-round access, safety, utility, convenience and service levels for alternative modes of transportation, including:

PR

- *Walking;*
- *Bicycling;*
- *Public transit services;*
- *Rideshare/carpooling.*

XP P.22 Maintain and improve the continuity of sidewalks, trails, and bicycle paths in Airway Heights.

PR

Policies

XP PR P.23 Work to improve street and trail connectivity in all areas of Airway Heights, improving walkability, public health and safety, and transportation efficiency.

XP P.24 Coordinate transportation planning and provision efforts with the Washington State Department of Transportation (WSDOT), Spokane Regional Transportation Council (SRTC), Spokane County, the City of Spokane, and other nearby cities.

XP ED P.25 Participate and coordinate Airway Heights objectives with inter-jurisdictional and regional planning for commercial air travel and air freight services.

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

CF XP PR ED P.27 Maintain infrastructure and personnel at levels that provide Airway Heights residents with services that are high-quality, effective, and affordable.

CF UT XP P.28 On a regular basis, review and update the Capital Improvement Plan (CIP) and all related plans incorporating factors including:

- *Population growth;*
- *Demographic trends;*
- *Building permit trends;*
- *Regional facility improvements and projections.*

CF XP PR UT P.29 Support and cooperate with other agencies and providers of public services to maintain identified Levels of Service (LOS).

CF XP PR UT P.30 Plan new development to ensure provision of public services at current Levels of Service (LOS) or the LOS identified in City-adopted master plans.

Policies

CF P.31 Promote the use of geographic information systems (GIS) as a means of improving the provision of city services.

UT P.32 Plan and locate private and public utilities consistent with best management practices.
CF

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

CF P.34 Sustain and enhance the city’s fiscal stability through good capital planning and use of a wide array of financial tools to fund infrastructure needs.
XP
UT

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

LU P.36 Guide annexation decisions guided by and considering:
XP
PR
CF

- *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.*

CF P.37 Continue participation in regional wastewater planning on the West Plains, updating wastewater master plans accordingly.

CF P.38 Coordinate with the Airway Heights Fire Department to plan for and locate fire stations and provide adequate water flow for fire protection.

CF P.39 Maintain police protection in accordance with the Level of Service (LOS) adopted in the City’s Capital Improvement Plan (CIP).

CF P.40 Coordinate with and support local emergency service providers.

Policies

- LU P.41** With Spokane County, base determination of Urban Growth Area (UGA) limits considering:
- CF**
- XP**
- UT**
- *Future service capabilities;*
 - *Infrastructure planning;*
 - *Ground and surface water provision and quality;*
 - *Protection of public health.*

- CF P.42** Cooperate with regulatory agencies in the identification and abatement of local environmental quality problems.

- CF 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.
- LU**

- CF P.44** Promote landscaping guidelines that:
- PR**
- *Protect wildlife habitats by maintaining existing trees and vegetative cover;*
 - *Re-vegetate disturbed areas;*
 - *Beautify streets, roadways and surface parking lots;*
 - *Help treat and address stormwater issues.*

- CF 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.
- LU**

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Actions

A.01 Study and implement, as appropriate, impact fees.

A.02 Update the City's concurrency ordinance.

A.03 Update the City's parks and recreation plan to:

- *Further coordinate and link recreation areas throughout Airway Heights.*
-

A.04 Regulations update - Revise development regulations to:

- *Actively mix housing and commercial uses in and near the commercial center to provide higher quality, lower cost housing;*
 - *Encourage mixed uses and variety in housing types;*
 - *Reduce parking requirements for mixed uses, especially those designed to serve low income or senior citizen residents;*
 - *Eliminate redundant and unnecessary requirements for development regulations and standards;*
 - *Review existing and proposed building and development regulations, standards and permitting processes to increase regulatory efficiency;*
 - *Pursue development of a one-stop development center.*
-

A.05 Develop housing initiatives to:

- *Identify possible pilot housing projects for public/private partnerships;*
 - *Coordinate with business and housing agencies to site special needs housing close to relevant business;*
 - *Facilitate business and housing agency collaboration;*
 - *Coordinate with housing nonprofits for development incentives;*
 - *Coordinate with Fairchild Air Force Base and others for funding or other support to make relocation attractive to residents;*
 - *Consider density bonuses and financial methods to encourage mixed use housing.*
-

A.06 Develop a business retention program to ensure the continued viability of existing businesses.

A.07 Develop design standards to:

- *Initiate discussions with SR 2 commercial owners regarding signs and design standards (including street trees) and the need for public intervention in the rejuvenation of SR 2;*
 - *Develop design guidelines for commercial development on SR 2 which is pedestrian friendly, encourages a grouping of like activities, and is architecturally consistent.*
-

Actions

A.08 Develop a Marketing program to:

- *Implement a public relations campaign using local and regional news media to attract a wider range of visitors to the community;*
- *Monitor proposed urban zoning designations and developments elsewhere within the region and determine market requirements and potentials for commercial, office and industrial uses in order to protect the interest of Airway Heights in the allocation of future development opportunities;*
- *Identify natural resource-based industries in the area and monitor future job prospects in these industries;*
- *Develop an information base that includes the current level and type of employment along with potential job location forecasts;*
- *Develop a community branding program.*

A.09 Pursue designation of the City as a "Certified Local Government", allowing technical and financial assistance from the state for the preservation of historic structures.

A.10 Research and consider strategies to aid revitalization of existing business and commercial districts in Airway Heights, such as:

- *Creation of parking and business improvement authorities;*
- *Creation of local improvement districts. .*

A.11 Conduct research to identify light industries that will be compatible with the City and its surrounding area.



**DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 92D AIR REFUELING WING
(AMC) FAIRCHILD AIR FORCE BASE
WASHINGTON**



15 September 2022

Jeffrey R. Johnson
Deputy Director for Installation Support
92 Mission Support Group
5 W. Bong St. Suite 103
Fairchild AFB, WA 99011

Genevieve Dial
WA Department of Commerce
Program Manager, DCCA
Senior Planner

Dear Ms. Dial,

I have been made aware of the City of Airway Height's application for DCCA grant funding to further the efforts to encourage better housing opportunities for people living within mobile home parks located in the Fairchild Airforce Base (FAFB) Accident Potential Zone II (APZ). As the Executive Director of the FAFB Installation Mission Sustainment Team, that works on encroachment issues, I am in full support this effort. The mobile home parks are in our APZ on final approach to our runway. The Department of Defense Air Installation Compatible Use Zone (AICUZ) restrictions do not allow mobile home parks to be in our APZs. The City of Airway Heights has adopted those restriction into their Ordinances and has done a great job of help us maintain compatible development. We have been working with the State, County and Airway Heights to resolve this long-standing encroachment and safety issue for the base for more than a decade. As you know, the Washington State Legislature has provided some funding in the past to help resolve this issue, but additional work needs to be done to eliminate the encroachment for this area by finding a solution to the incompatible mobile home parks.

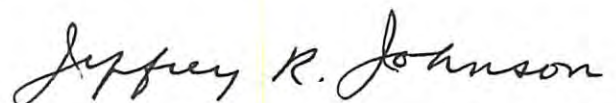
The City of Airway Heights, and Spokane County have had solid success to purchase and decommission mobile homes within the APZ as well as relocation of those residents with the assistance of Community Frameworks and Habitat for Humanity. Residents have had the opportunity to relocate within the Airway Heights and into high quality rental and Habitat homes in the newly created Highland Village. In our discussions with the City of Airway Heights planners, they shared that to date, 51 people (individuals and families) have moved to Highland

Village. Plans are underway for adding more units in 2023 and beyond.

The grant funding is critical to purchase units, remove, and dispose of those units, while ensuring mobile home spaces cannot be backfilled. This is a key strategy for Airway Heights and the Team's overall efforts to encourage people to relocate to new and better housing in Highland Village and out of the APZ. The relocation of residents from the APZ assists with public safety, mission viability and land use compatibility with FAFB. The DCCA funding comes at a critical time and strategically focuses resources to prevent backfill as residents move out of the parks. Further, this funding also assists with the difficult task of demolishing sub-standard housing in these parks.

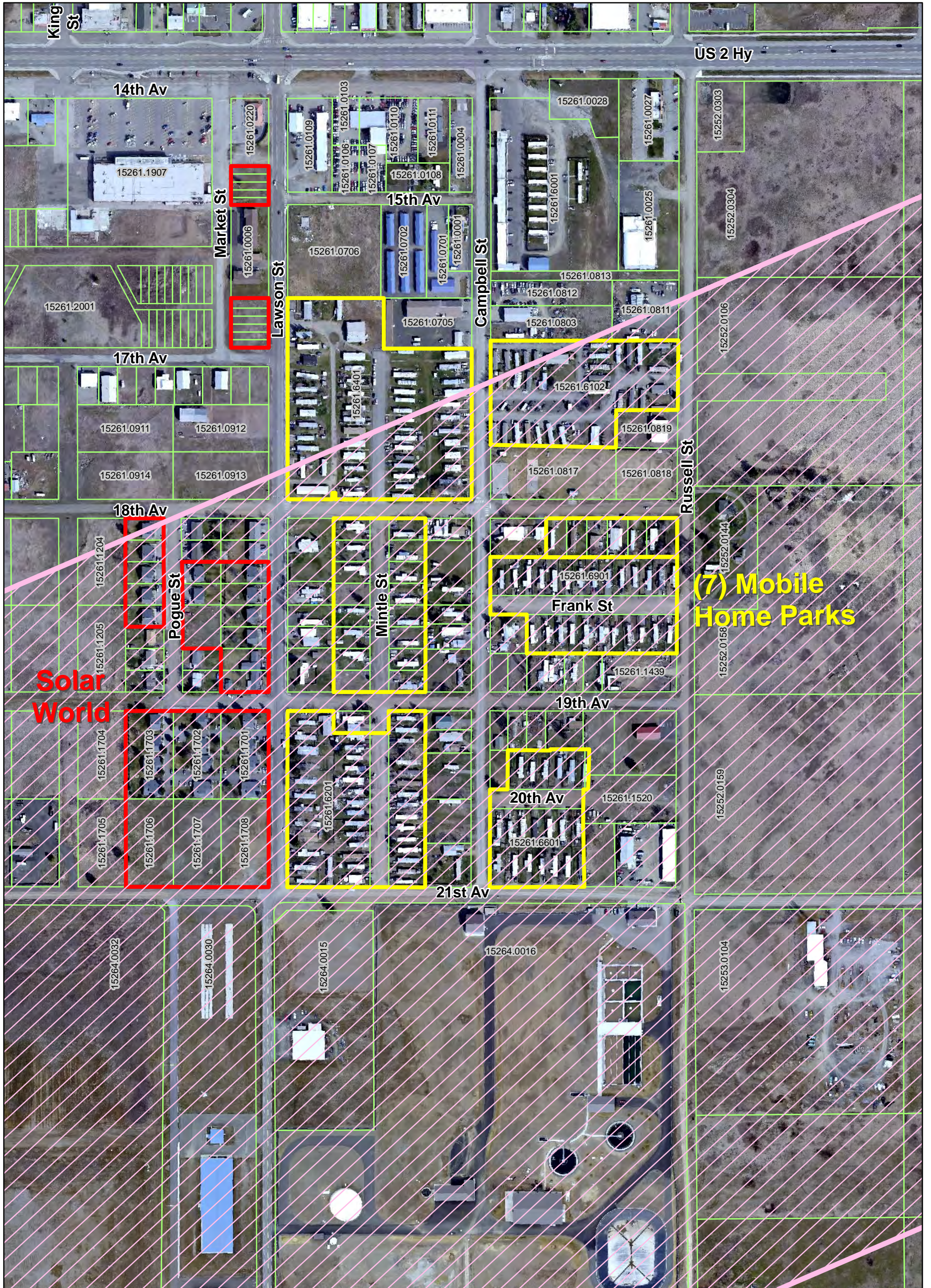
Thank you for this opportunity to provide our comments for the City of Airway Heights DCCA application.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey R. Johnson". The signature is written in a cursive style with a large, prominent "J" and "R".

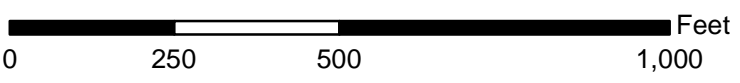
JEFFREY R. JOHNSON, GS-14, DAFC
Executive Director, FAFB Installation
Mission Sustainment and Encroachment
Team

Mobile Homes and Solar World



(7) Mobile Home Parks

Solar World



- Solar World
- Mobile Home Parks
- APZ2
- APZ1
- CZ

Mobile Home Park Owners

0 50 100 200 Feet



Legend

- AERO MOBILE HOME PARK -- AERO MOBILE HOME PARK INC
- CAMPBELL MOBILE HOME PARK A -- OTTO INVESTMENTS
- CAMPBELL MOBILE HOME PARK B -- OTTO INVESTMENTS
- LAWSON MOBILE HOME PARK -- OTTO INVESTMENTS
- LONE PINE MOBILE HOME PARK -- BUMGARDNER FAMILY TRUST
- MOUNTAIN VIEW ESTATES MOBILE HOME PARK -- YUMIKO NADLER
- SANDS MOBILE HOME PARK -- TODD QUARTEMONT

