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2023 UPDATE
Volume II - Land Use

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CITY OF AIRWAY HEIGHTS

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LAND USE

Introduction

Volume II of the Land Use Element includes additional background information and data on the land use plan for Airway Heights and supplements the goals and policies outlined in Volume I.

Planning Area

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

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

Southern Area

Land uses south of US-2 in Airway Heights are heavily influenced by the presence of Fairchild AFB (FAFB). Particularly, residential development is highly constrained, given that FAFB's Airport Overlay zone (AO) and sound contour profiles cover much of this area. Though community engagement indicates a desire to preserve existing residential uses, further development south of US-2 is expected to be typified by commercial, industrial, and manufacturing uses.

Northern Area

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

US-2

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

Overlay Areas

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

The JLUS Overlay is established in association with the 2009 Joint Land-Use Study (JLUS) for Fairchild Air Force Base (FAFB). It aims to reduce the potential for military aviation hazards, prevent incompatible uses, optimize the potential mission profile, and protect the health and safety of individuals within the military influence area.

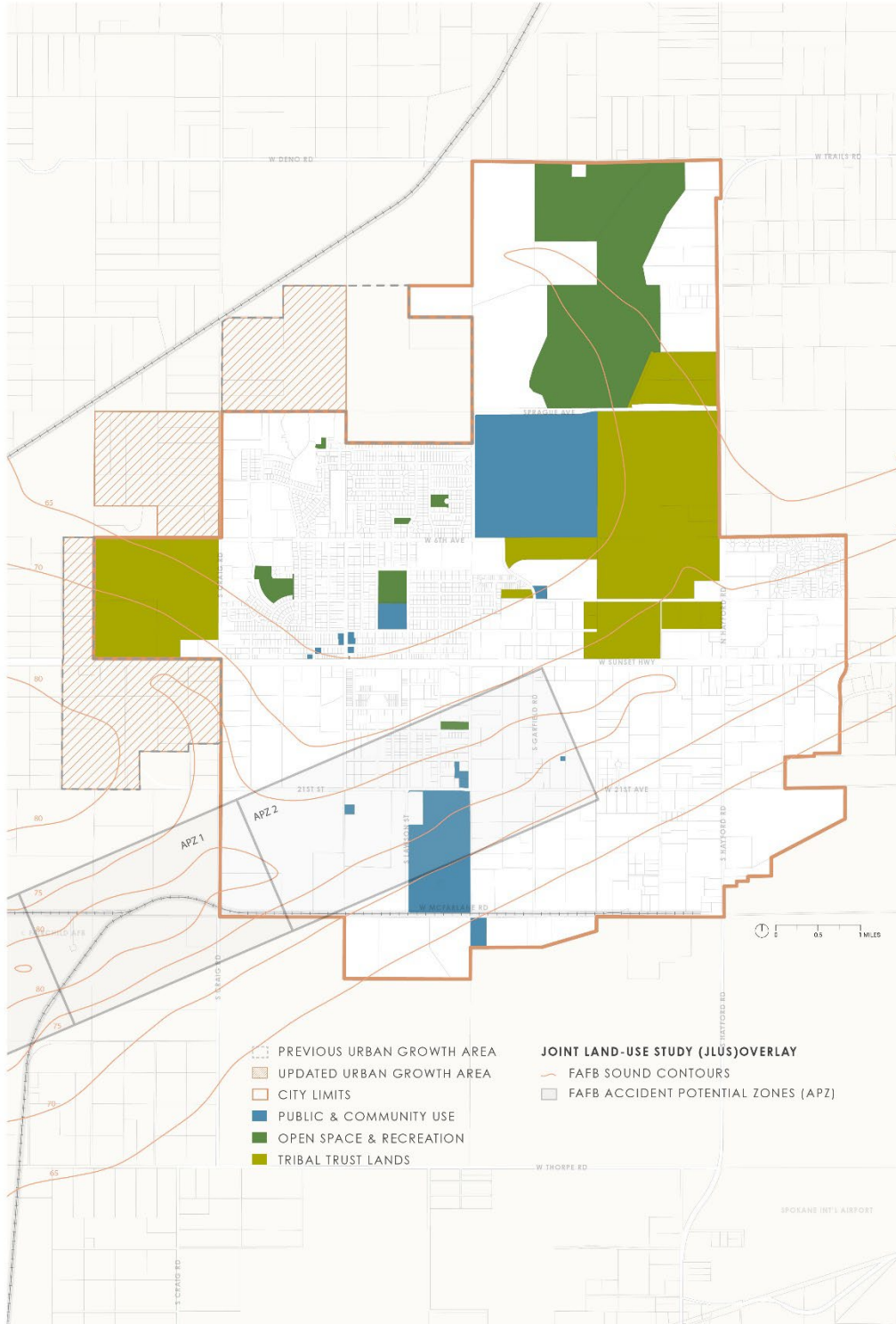
In addition, the AHMC lists a "Mixed Use Overlay", which articulates unique standards wherever mixed-use development is allowed, and a "Planned Unit Development (PUD) Overlay" for application when a PUD project is desired.

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, allowing the City to develop and adapt as needed. A more detailed discussion of all the above features and land use factors is included in the following Existing Patterns section.

Figure 3.1 – Use Constraints & Planning Areas

AIRWAY HEIGHTS

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 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 fly Boeing KC-135 Stratotankers. Other units at Fairchild include the

¹ <http://wamilitaryalliance.org>

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.

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 areas, and noise contour areas within the Airport Overlay Zone (AOZ).² Such conditions, generally in place well before adoption of the JLUS, are largely responsible for the limited scope of residential land uses south of U.S. Highway 2.

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

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

Tribal Holdings

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

Kalispel Tribe of Indians

Based on reservation land in Usk, Washington, the Kalispel Tribe owns 294.6 acres of Tribal Trust land and 107.3 acres in fee-simple status in Airway Heights. The Tribe operates Northern Quest Resort and Casino and entertainment facility on this land, drawing visitors and guests from throughout the region and contributing to the local economy.³ In 2017, the Tribe released plans to expand the casino, add retail and outdoor concert facilities, and an RV and cottage resort. Since then, the tribe has completed an 80,000

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

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

square foot addition to Northern Quest Resort and Casino, constructed a 3,000-seat outdoor grandstand, an outdoor public plaza, an RV resort, and the Salish Flats multi-family development.

Kalispel Tribe developments located in the City utilize some City infrastructure and public services including connections to City utilities and other supplemental public services. The Tribe has also made significant investments in infrastructure and public services to serve its property, including but not limited to establishing a police department to service the Tribe's property; providing emergency medical services at Northern Quest Resort and Casino, and extending road and sewer infrastructure to benefit not only the Tribe's property but other properties in the City. To foster use and development of their holdings, the City and the Tribe have established multiple agreements providing water and wastewater services, directing plans for streets, intersection improvements and master plans, and specifying fees. These agreements help coordinate development that benefit Tribal interests with the City's long-term goals and objectives.

Spokane Tribe of Indians

In March 2012, Airway Heights annexed 145 acres in the West UGA/JPA, land held in trust by the Bureau of Indian Affairs (BIA) for the Spokane Tribe of Indians. The tribe owns an additional 23 acres fee-simple status, most of which is outside City limits but within the UGA. This area is home to the Spokane Tribe Economic Project (STEP), including a casino, resort hotel, entertainment venue and commercial and retail development. Future phases of the STEP will include a tribal cultural center, a wellness center, and improvements abutting Highway U.S. 2.⁴ In 2017, the City, the Tribe, and 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.

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).

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 is now owned by the Kalispel Tribe of Indians, includes a quarter-mile drag strip, a 2.3-mile road course, and a half-mile oval track. The facility is currently used for driving schools, club racing, “track day” events, and for various regional championships. The raceway’s size and use-related significance is further amplified by three neighboring facilities: the Airway Motocross (MX) Park located directly west and just outside City limits; the Northern Quest Resort and Casino directly east; and the new 70-acre city recreation complex being developed just north of the raceway on Deno Road.⁵ Together, these features establish a strong, regionally-significant recreational district within Airway Heights – one that seems likely to generate significant traffic and parking needs.

Recent Annexations

In 2012, the City of Airway Heights annexed lands east of Hayford Road, adding areas suitable for residential, commercial, and industrial uses. This area, locally referred to as “the East Annexation Area” or “East UGA”, includes approximately ½ square mile of commercial development and is seen as providing a distinctive, more urban edge along the City’s eastern limits.

Existing Land Uses

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

Table 3.1 – Existing Land Uses, Acres & Percentages

Category	Acres	Percentage
Single-Family Residential	354.58	8.75
Multi-Family Residential	107.02	2.64
Commercial & Retail	443.23	10.93
Professional Services	185.45	4.57
Open Space & Recreation	452.44	11.16
Public & Community Uses	322.98	7.97

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.

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.

2037 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 projected to grow by 5,227 persons from the County's

⁶ Average daily population June 2015- July 2016. City density, household size, and UGA expansion are calculated without including 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.

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
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.

2042 Population Forecast (NEW)

The City of Airway Heights is updating the Comprehensive Plan and extending the planning horizon another five years to 2042. The City will be required to complete a periodic update by 2026 that will include updated growth allocations for population and employment from Spokane County. This 2022 update will prepare the City to participate in the County planning process to allocate growth to Airway Heights and ensure there are adequate infrastructure and public facilities so that development is a success for the community. The City has sufficient capacity for employment growth and will address any changes to plans and regulations for employment growth as part of the 2026 periodic update. Table 3.2 shows the population targets in the existing Comprehensive Plan.

Table 3.2. 2037 Population Targets

2023 Population Target	14,298
2023 Population Target (NEW)	5,218
Housing Production (2017-2021)	625
2037 Housing Target	2,054
Household Size	2.54
Annual Housing Target	102.7

City of Airway Heights, 2021

Growth Trends

Airway Heights is currently meeting its obligations under the WA Growth Management Act to accommodate growth. Airway Heights is a fast-growing City and recent growth is exceeding the pace of development anticipated in the City's current growth targets. Since 2020, when the City last updated its Comprehensive Plan, the City has added 625 new units of housing that have been completed or are in the pipeline and represents 30% of the City's population target in three and half years (See Figure 3.2 and Figure 3.3).

Figure 3.1. Housing Production 2018-2021

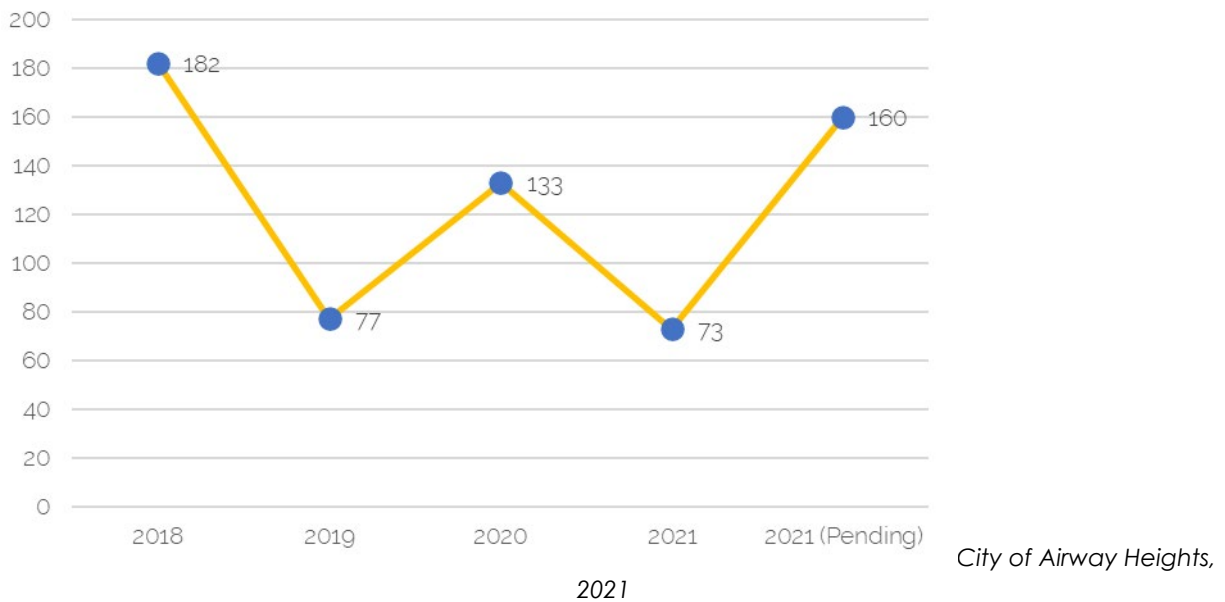
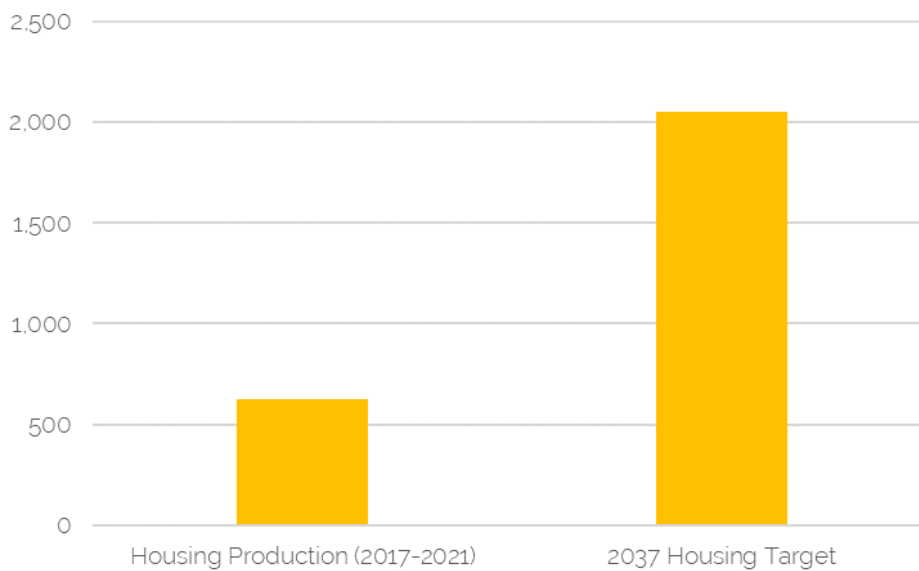
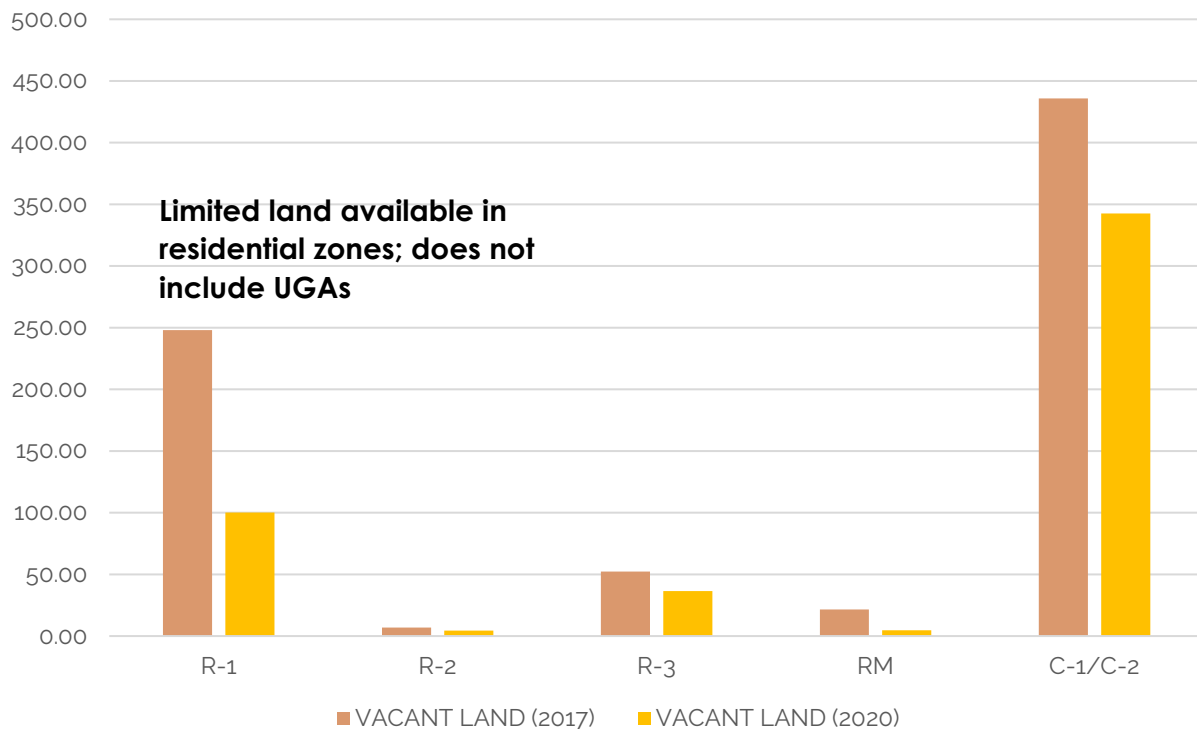


Figure 2.3. Housing Production vs. Housing Target



Most of Airway Heights' residential land capacity is in the C1/C-2 commercial districts as much of the vacant land in the residential zoning districts has been developed (See Figure 3.4). The land capacity analysis from the 2020 Comprehensive Plan did not account for vacant land in the City's urban growth area (UGA). Significant portions of the UGA are restricted from residential development due to either development restrictions associated with Fairchild Airforce Base, or in the case of the off-road vehicle park, and restrictions issued by the Recreation and Conservation Office (RCO) from prior grant obligations.

Figure 3.3. Vacant Land 2017 vs. 2021



Urban Growth Areas

The City has approximately 470 acres of land within the designated UGAs shown in Figure 3.5 along with properties identified as vacant in the City's GIS data. The UGAs are located to the west of the City limits along Route 2 and to the North including the off-road vehicle park and land to the west. The UGA area along Route 2 west of the City cannot be developed for residential use and the off-road vehicle park is also restricted from residential development.

Preferred Land Use Plan

The 2042 land use plan assumes Airway Heights continues to grow at the current rate for residential development. Additional measures are taken under the plan to accommodate residential growth including pursuing a UGA swap with Spokane County for 213 acres of land that is currently in the UGA but restricted from residential development. At the current rate of residential development, the City would need to accommodate 3,125 additional units through 2042 (See Table 3.4). With the UGA swaps and assuming it is zoned R-2 the City would have sufficient capacity to accommodate the updated housing target for 2042 even when densities are assumed to be lower in the C1/C2 zoning districts. Figure 10 shows the capacity within each zoning district that allows residential development. The following are highlights of preferred land use alternative:

- Increase residential growth target to the recent growth rate (since the last Comprehensive Plan amendment in 2020)
- Rezone Industrial land in the north to residential
- Swap areas within the existing UGAs with other lands suitable for residential development

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 2042. 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.

Residential Capacity for the Preferred Land Use Alternative

Figure 3.6 - Preferred Land Use Alternative Map

AIRWAY HEIGHTS PREFERRED LAND USE ALTERNATIVE

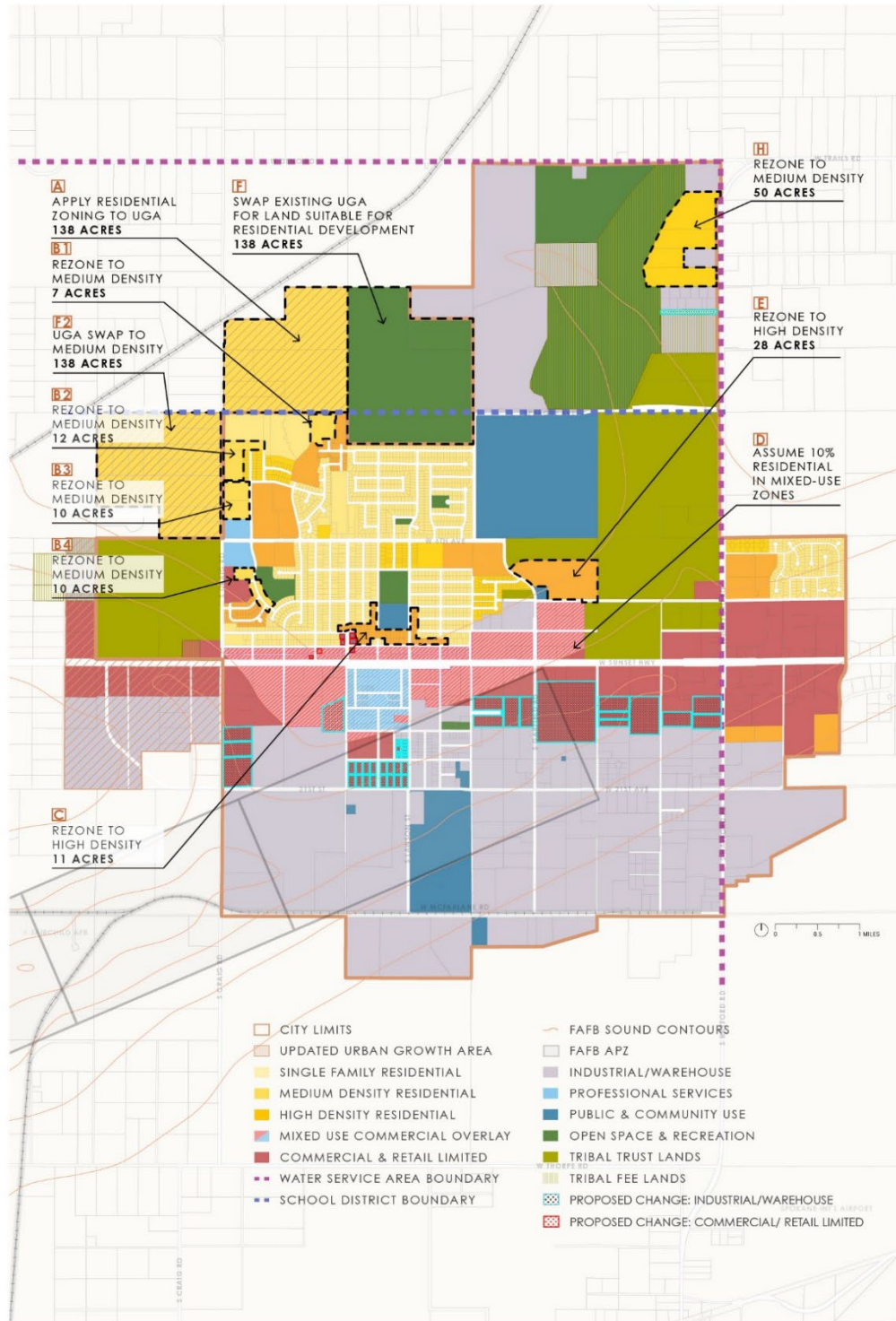


Table 3.3. Residential Capacity for the Preferred Land Use Alternative

MAP AMENDMENT #	EXISTING ZONE	VACANT LAND (2020)	UNITS PER ACRE LOW	UNITS PER ACRE HIGH	BUILD FACTOR	PROPOSED ZONE	AVAILABLE LAND (2022)	POTENTIAL UNITS LOW (2022)	POTENTIAL UNITS HIGH (2022)
EXISTING	R-1	100	5	5	50.0%	R-1	50.1	250	250
EXISTING	R-2	4	10	10	50.0%	R-2	2.2	22	22
EXISTING	R-3	37	10	20	50.0%	R-3	18.3	183	365
EXISTING	RM	5	7	7	50.0%	RM	2.4	17	17
A	County Zoning: Existing UGA	138	10	10	50.0%	UGA (R2)	69.0	690	690
B1	R-1	14	10	10	50.0%	R-2	7.0	35	105
B2	R-1	9	10	10	50.0%	R-2	4.5	23	23
B3	C-2	10	10	10	50.0%	R-2	5.0	50	50
B4	R-1	5	10	10	50.0%	R-2	2.5	13	13
C	R-1	11	10	20	50.0%	R-3	5.5	55	55
D	C-1/C-2	343	10	20	10.0%	Change Residential Assumption for C-1/C-2	34.3	343	685
E	C-2/Mixed-Use	28	10	20	50.0%	R-3	14.0	140	280
F	County Zoning	180	10	10	50.0%	UGA Swap North (R2)	0.0	0	0
F2	County Zoning	138	10	10	50.0%	R-2	69.0	690	690
H	I-1	50	10	10	50.0%	R-2	25.0	250	250
PREFERRED TOTALS:		1,516					820	2,760	3,495

Assumptions:

- Included capacity for site F2 for the UGA swap.
- Housing target to accommodate the current growth rate is within the low and high-capacity estimates.

Table 3.4. Residential Growth Capacity

	Housing Target 2042	2022 Capacity Low	2022 Capacity High	2022 Residential Unit Need High	2022 Residential Unit Need Low
Housing Target 2042 (Growth Rate)	3,125	3,750	4,960	-625	-1,835

Table 3.5. Housing Target and Capacity

Housing Target 2042	2022 Capacity Low	2022 Capacity High	2022 Residential Unit Need Low	2022 Residential Unit Need High
3,125	2,760	3,495	-365	370

Airway Heights, 2023

Employment Capacity Analysis

Background Information (2037 Comprehensive Plan):

- Employment Target: 1,385 jobs
- Commercial and Industrial Land Need (Existing Comprehensive Plan): 277 acres
- Estimated Percentage of population in workforce: 26.6%
- **Employment Targets:**
- **Employment Target: 4,524**
- **Annual Job Growth: 226**
- **Commercial and Industrial Land Need (12.5 jobs per acre): 362 Acres**
- **Estimated Percentage of Population in Workforce: 26.6%**

Assumptions:

- Assume linear growth during the 20-year planning period
- Increased employment targets reflect increased growth rate
- Maintains assumption that 26.6% of population is in the workforce

Table 3.6. 2022 Vacant Commercial + Industrial Land

Zone	Acreage	Jobs	Sq Footage	FAR
C1/C2	308.286	4,624	26,857,876	2
Industrial 1	132.44	1,324	2,884,543	0.5
Industrial 2	353.94	3,539	7,708,813	0.5
Total	794.666	9488,09	37,451,232.7	

Assumptions

- 90% of C1/C2 is commercial; 10% residential
 - 15 jobs per acre in C1/C2 (used in the existing comprehensive plan)
 - 10 jobs per acre in the industrial zones
 - Vacant industrial land does not include market factors
-

City of Airway Heights, 2021

Table 3.7 – Residential Land Need

Available vacant land (acres)	820 Acres
Potential dwelling units	2,760-3,495
Residential land capacity (additional persons)	7,010 – 8,877
Population projection	18,780
Projected population to accommodate	7,928
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.⁹ For purposes of this plan, areas currently zoned for commercial uses are assumed to be sufficient for

⁹ Raw figures only; no standard reduction factors are applied.

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.¹⁰ 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 (Figure 3.6) 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.

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

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

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.

Tribal Lands

It should be noted that as of this 2023 plan update, within the City limits, there are a total of 507.78 acres of trust lands and 283.29 acres of fee lands owns by the Spokane Tribe of Indians and the Kalispel Tribe of Indians. These are not currently associated with a land use category but the trust lands 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 3.6.

Figure 3.7 - Future Land Use Map

AIRWAY HEIGHTS

FUTURE LAND USE

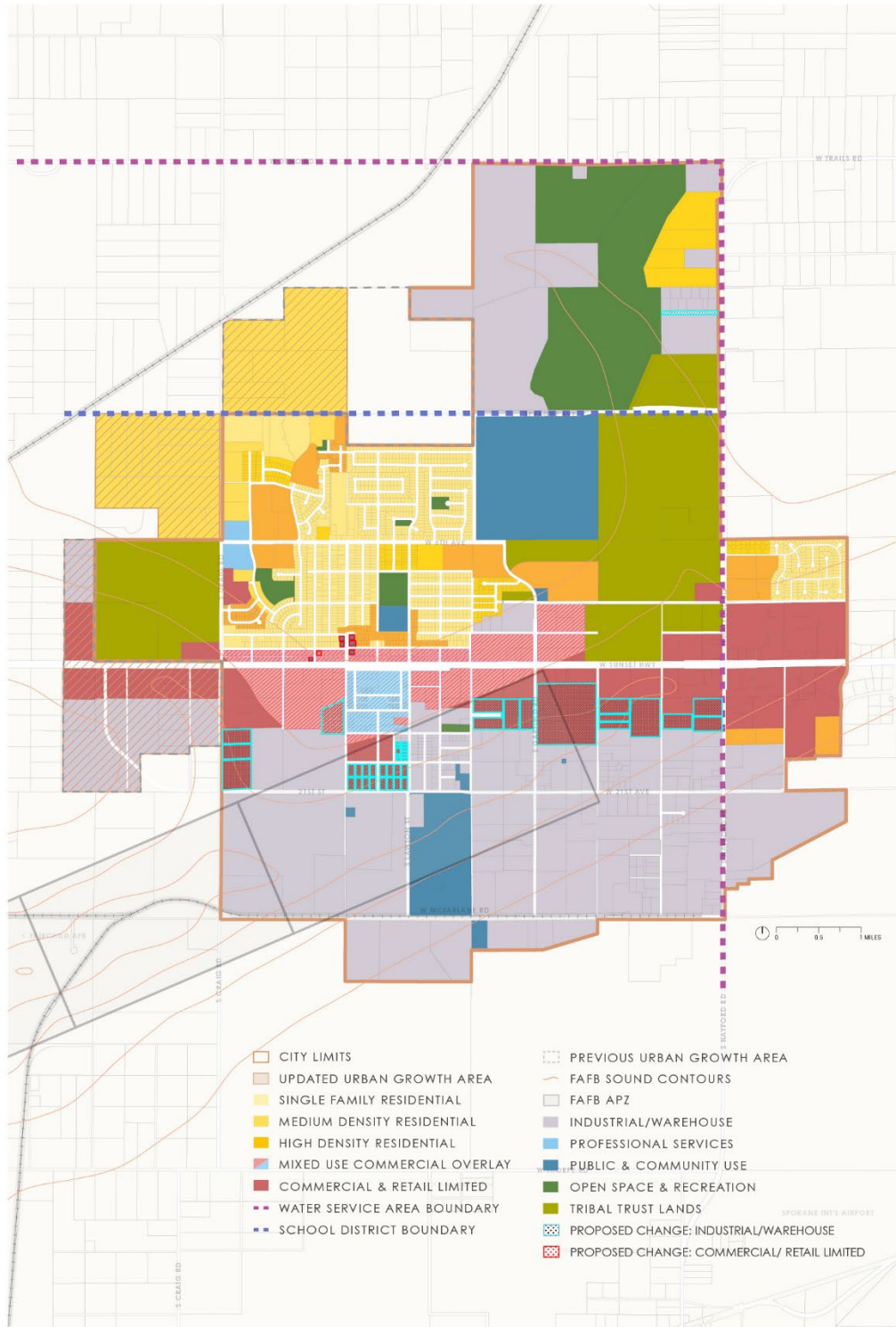
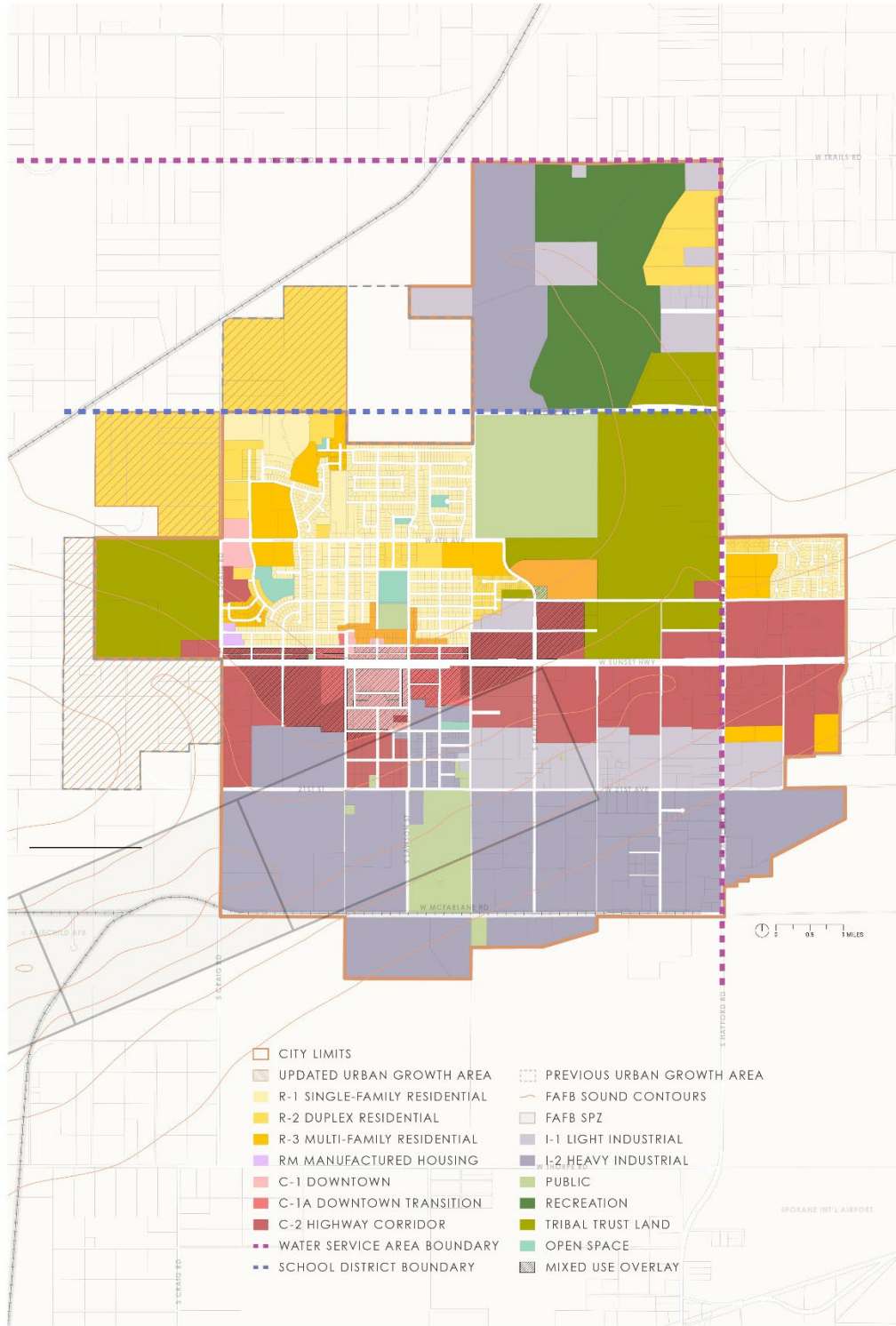


Figure 3.8 - Future Zoning Map

AIRWAY HEIGHTS

UPDATED ZONING DESIGNATION 2023



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.