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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.

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

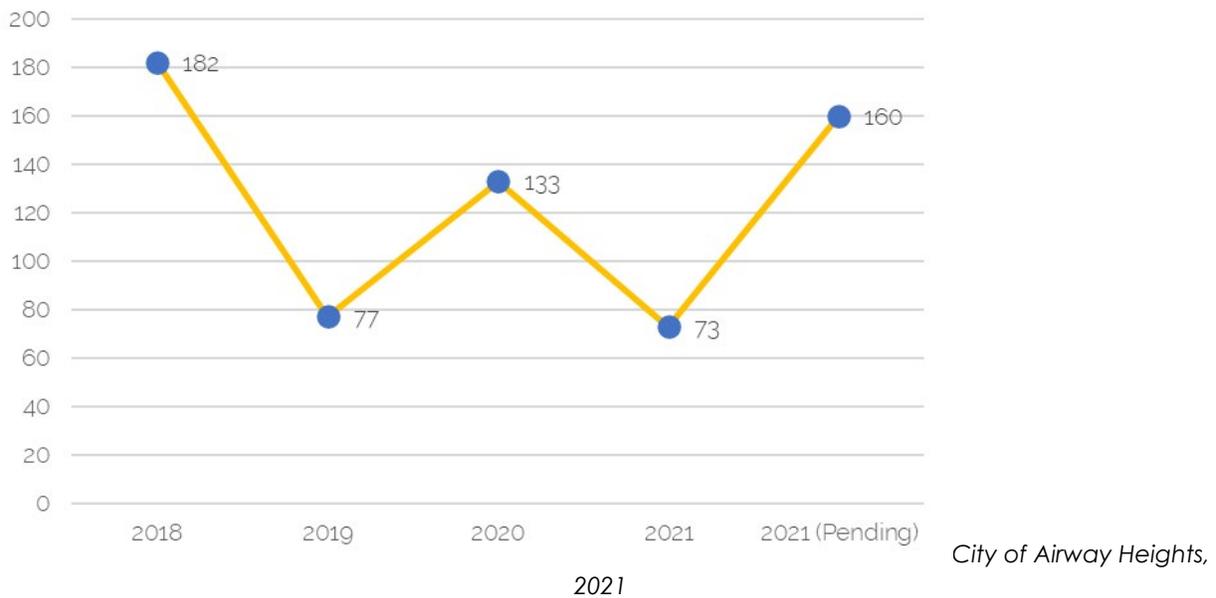
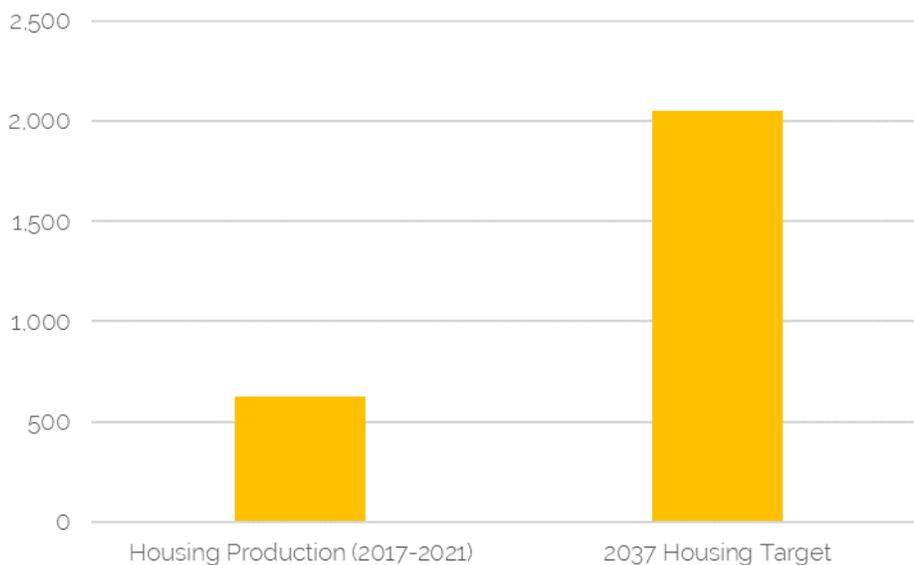
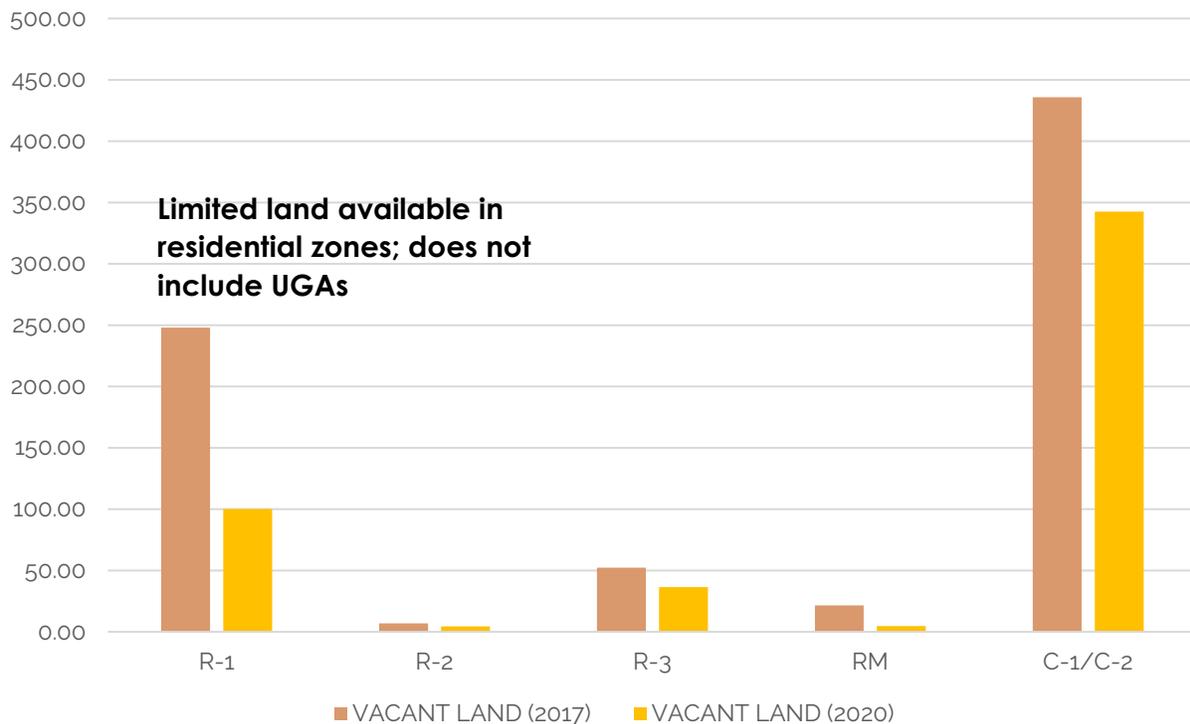


Figure 2.3. Housing Production vs. Housing Target



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

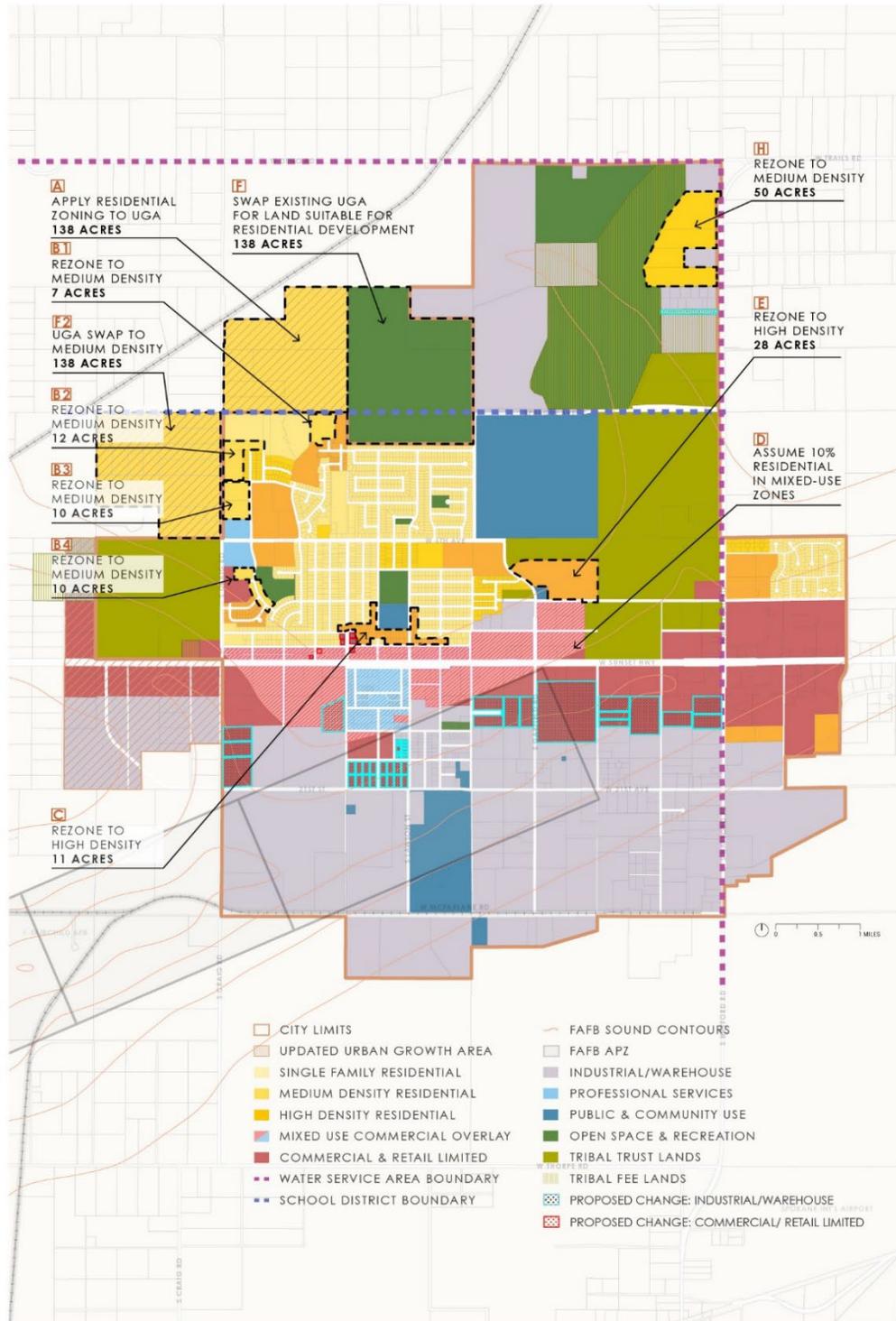


Table 3.3. Residential Capacity for the Preferred Land Use Alternative

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.

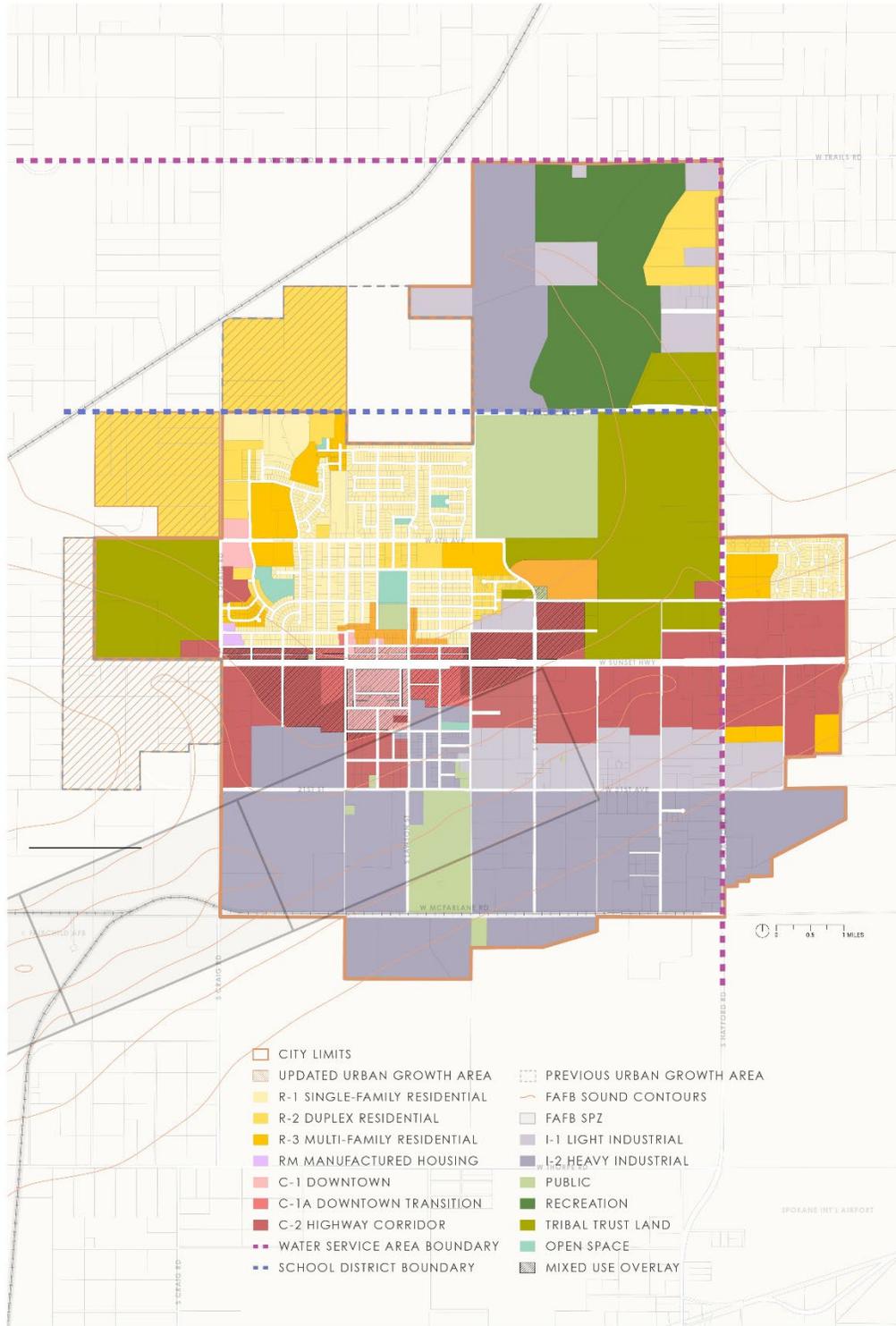
Tribal Lands

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 3.8 - 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.

framework



2023 UPDATE
Volume II - Housing

AH
CITY OF AIRWAY HEIGHTS

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HOUSING

Introduction

Volume II of Housing element provides additional background data and information related to population forecasts, growth trends, and housing supply for Airway Heights during the planning period. The 2023 Comprehensive Plan update extended the planning horizon from 2037 to 2042.

Methodology

Housing policies in this element were developed in view of data that showcase existing and forecasted 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 show 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 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

The City of Airway Heights updated the Comprehensive Plan in 2023 and extended the planning horizon by another five years to 2042. Based on the current growth rate, the 2042 population projection is estimated to be 17,009, indicating an increase of 7,939

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.

persons from 2023 to 2042, which amounts to an average annual growth of 397 persons per year. This assumption is predicated on linear growth during the 20-year planning period, and the City will plan for the same rate of residential growth experienced since the adoption of the Comprehensive Plan in 2018. The Land Use Element contains more detailed information on growth assumptions and strategies.

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).

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.”

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 5.2 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, 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
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

⁵ For purposes of this plan, Airway Heights elects to reference OFM unit count 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 a 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:

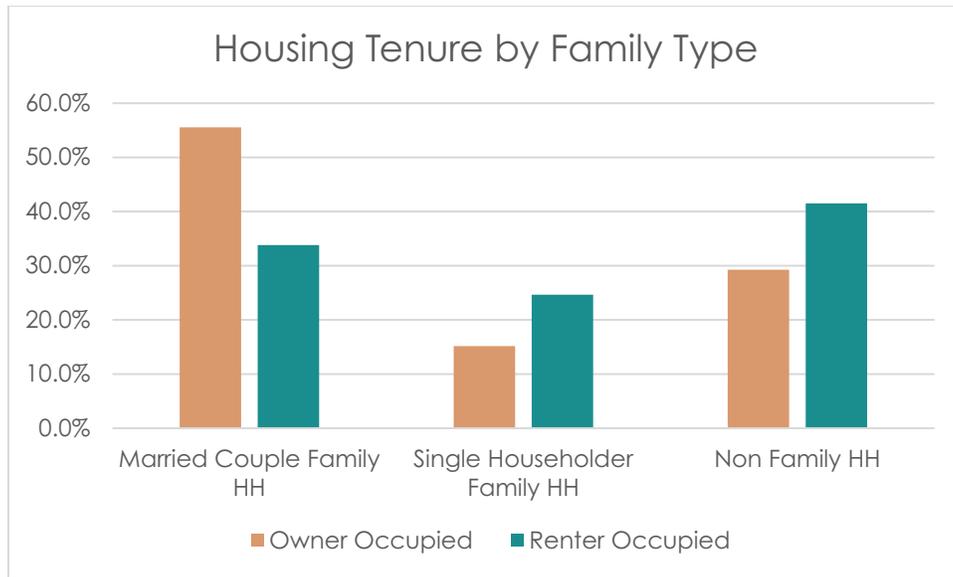
Estimates place the average household size for Airway Heights at 2.54 persons, identical to figures from 2010 and nearly so from 2000. The city's figures range slightly higher than Spokane County and are nearly identical to statewide averages.

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. By contrast, 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

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 17,009 residents – 7,939 more than year 2023 – by the year 2042.
- 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%) has dropped in recent years, but remains 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.
- In 2017, 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).

- In 2017, 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 one to eight people.

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.

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

	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 17,009 residents living in the city by year 2042 – adding 7,939 persons from 2023 at a pace of approximately 397 individuals per year.

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 3,125 units to house projected growth from 2023 to 2042.

Per the land use quantity analysis (see Chapter 3), the city has updated the land use designation 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.

framework



COMPREHENSIVE AIRWAY HEIGHTS PLAN UPDATE

2023 UPDATE
Volume II - Transportation

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TRANSPORTATION

Introduction

Volume II of the Transportation Element includes additional background information and data on Airway Heights' transportation plan and supplements the goals and policies in Volume I.

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 and Figure 4.2, 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 principal 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
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

Street Section	Segment	No. of Lanes
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	2/3
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

Figure 4.1 – Functional Street Classification (2023)

AIRWAY HEIGHTS

EXISTING ROAD CLASSIFICATION

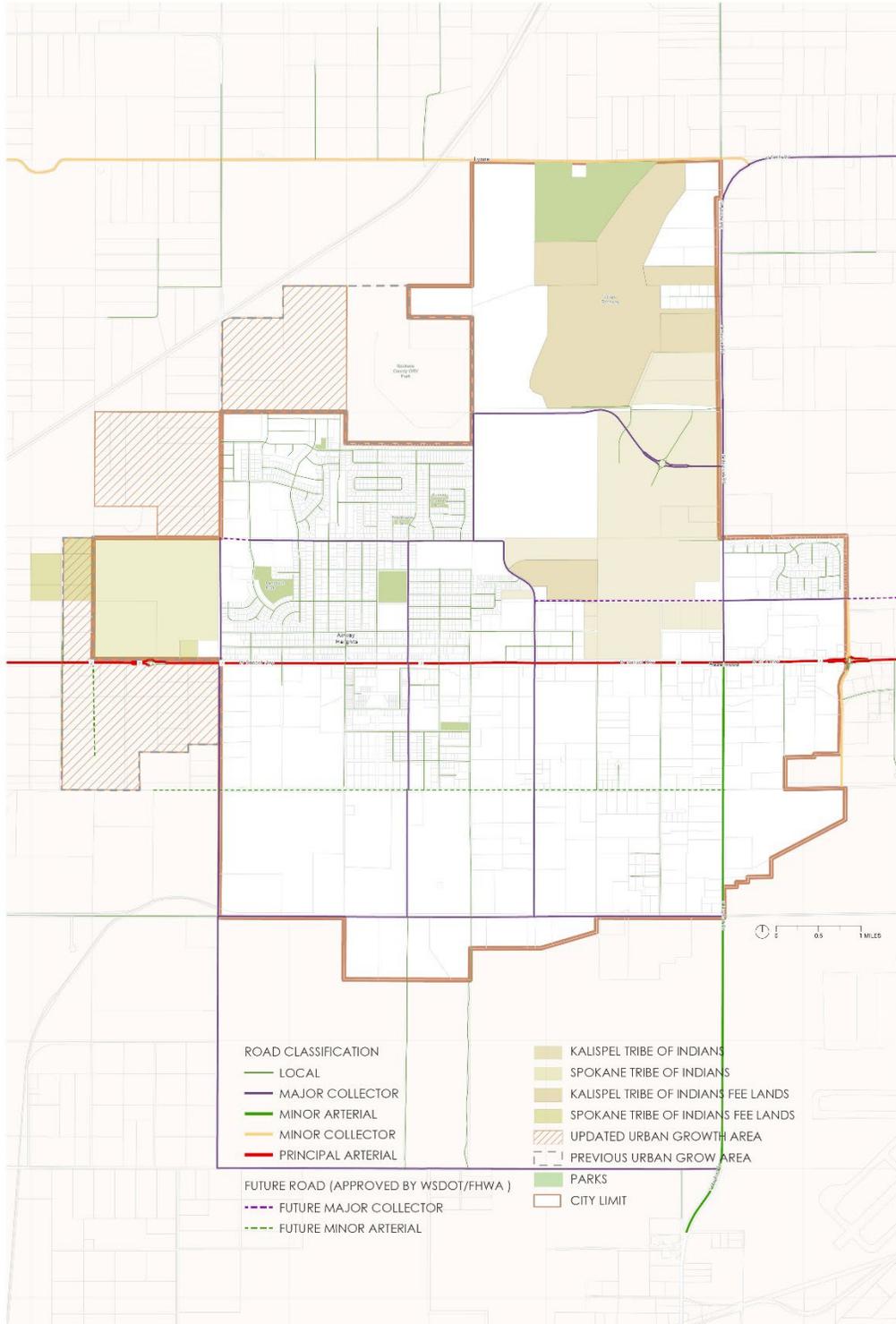
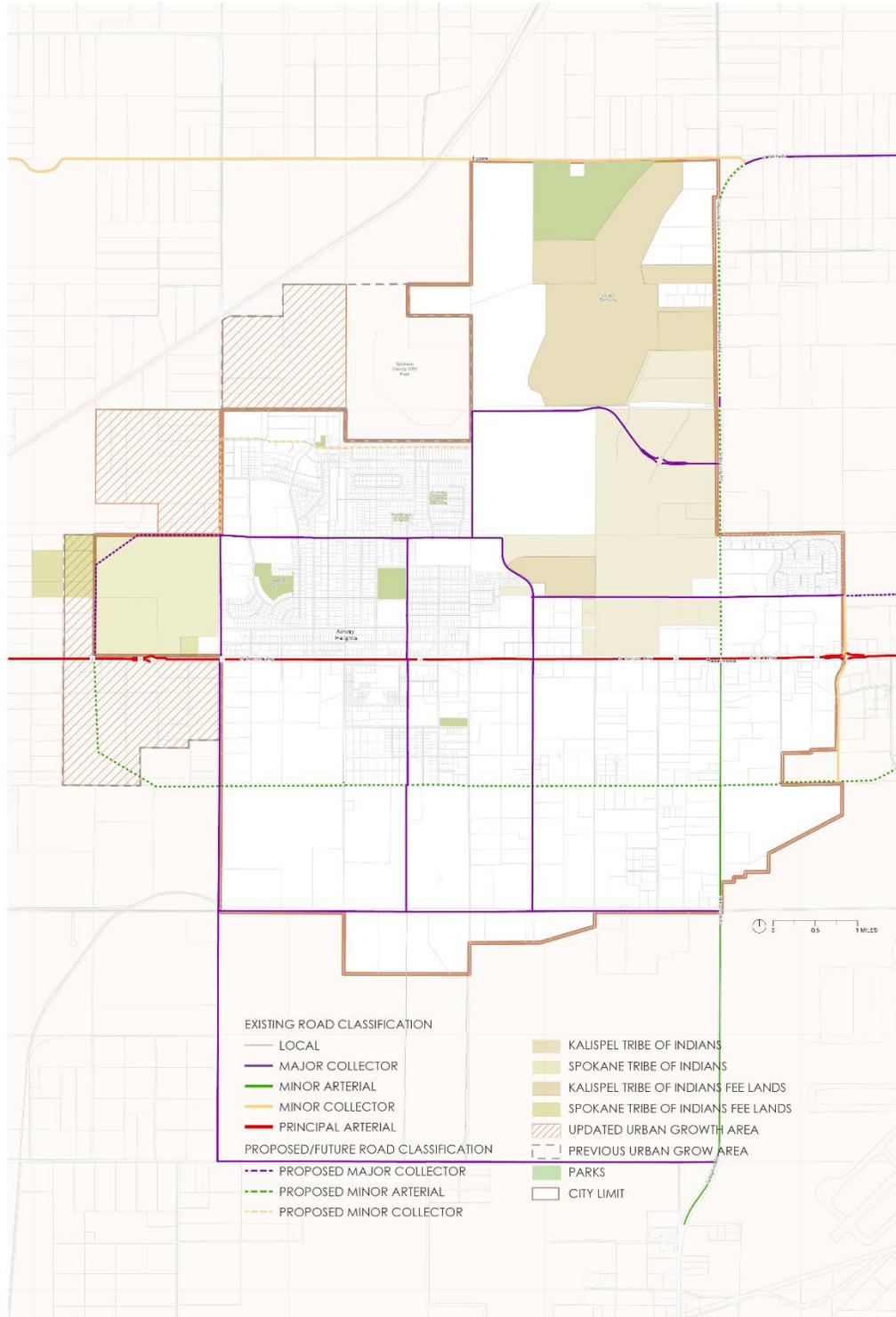


Figure 4.2 – Proposed Street Classification

AIRWAY HEIGHTS

PROPOSED ROAD CLASSIFICATION



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.

The City capacity standard is set by Chapter 14.09 “Transportation Concurrency” of the City of Airway Heights Municipal Code (AHMC). These standards are also detailed/advanced with the City of Airway Heights Transportation Impact Analysis Standards. City 14.09.045 Concurrency Standard reads as follows:

The concurrency determination process is based on the below transportation capacity standards or thresholds that represent the mobility and safety expectations for Airway Heights:

- A. ADT Street Capacity LOS D for the capacity of principal and minor arterials.
- B. ADT Street Capacity LOS D modified, for major and minor collectors.
- C. ADT Street Capacity LOS C for local access streets.
- D. P.M. Peak Hour Intersection Capacity LOS D for signals and roundabouts.
- E. P.M. Peak Hour Intersection/Approach Capacity LOS E, conditionally allowed, for unsignalized approach at intersections and driveways. (Ord. C-952 § 3, 2020)

This Comprehensive Plan and City Traffic Impact Analysis Standards further defines the methods and application of AHMC 14.09, summarized as policy (here) as follows.

Intersection Capacities

Traffic operations (capacity) is primarily measured using the intersection level of service (LOS) methodologies of the current Highway Capacity Manual (HCM), as developed by the Transportation Research Board. A range of software options is acceptable for signalized and stop-controlled LOS calculations so long as methodologies are consistent with the HCM.

Descriptions for 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.
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.

Source: WSDOT 2007-2026 Highway System Plan

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 below provides LOS criteria for signalized and unsignalized intersections, which vary because driver tolerances for delay are higher at signalized versus unsignalized intersections. For traffic impact analyses, other transportation studies/plans, and applicable design reports, the LOS analysis should be provided for current, future baseline, and future project conditions at site driveways and study intersections. Per AHMC 14.09.045 "Concurrency Standard Affirmed," the City maintains an LOS D standard for operations at signalized intersections and stop-controlled, unsignalized intersections. An LOS E condition is allowed at stopped approach to an unsignalized (stop-controlled) intersection so long as 95th percentile queues do not exceed turn-pocket lengths or five (5) vehicles in an approach or through-lane. A LOS E condition is allowed at site driveways (access to properties) so long as queues are contained on-site.

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 2022 City of Airway Heights Transportation Circulation Plan.

Roundabouts should operate at LOS D or better with a volume-to-capacity ratio of 0.90 or better for an approach. HCM software may be used for a planning-level analysis along City streets, but design review (any street) and any analysis of U.S. 2 junctions should be developed in SIDRA using assumptions developed through coordination with WSDOT.

Street Capacities

When applicable, an assessment of street capacity should be performed to support a traffic impact analysis, other transportation studies/plans, and design reports per coordination with the City Engineers office. Intersection capacity is the primary standard upon which the City evaluates Concurrency. This planning-level assessment helps the City understand whether deteriorated capacity issues are the function of an intersection mobility constraints, or are characteristic of through-lane limitations. The City maintains a LOS C standard for streets, affirmed via the calculations described subsequently.

A street capacity analysis is performed by comparing current or forecast average daily traffic (ADT) volumes with the ADT capacity thresholds identified with the subsequent Table, as distinguished by functional classification and the number of primary lanes on the street. A volume-to-capacity (V/C) assessment that should be made by dividing the existing or forecasted volume by the applicable threshold. The V/C ratio of 0.79 or less indicates practical street capacity is available. An assessment of 0.80 to 0.99 should be noted as “approaching standard.” Finally, V/C noted at 1.0 or higher should be identified as surpassing available street capacities.

Table 4.5 – PLANNING LEVEL ROADWAY CAPACITIES

Functional Classification	Arterial	Major	Collector	Local	Alley
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Average Daily Traffic

Two lanes	14,800	13,300	6,600	2,000	200
Three lanes	17,000	15,300	7,600	NA	NA
Four lanes	32,400	29,200	13,100	NA	NA
Five lanes	37,300	33,600	15,100	NA	NA
Six lanes	50,000	NA ²	NA	NA	NA
Seven lanes	57,500	NA ²	NA	NA	NA

Summary Results

Existing levels of service for principal arterials, minor arterials, and intersections in Airway Heights is mapped in Figure 4.3, reflecting 2023 traffic volumes. In general, the levels of service values are relatively high, reflecting congestion free travel. The proposed 2042 vehicle capacity and LOS is mapped in Figure 4.4.

Figure 4.3 – Vehicle Capacity (V/C) & Levels of Service (2023)

AIRWAY HEIGHTS

EXISTING VEHICLE CAPACITY RATIO AND LEVELS OF SERVICE

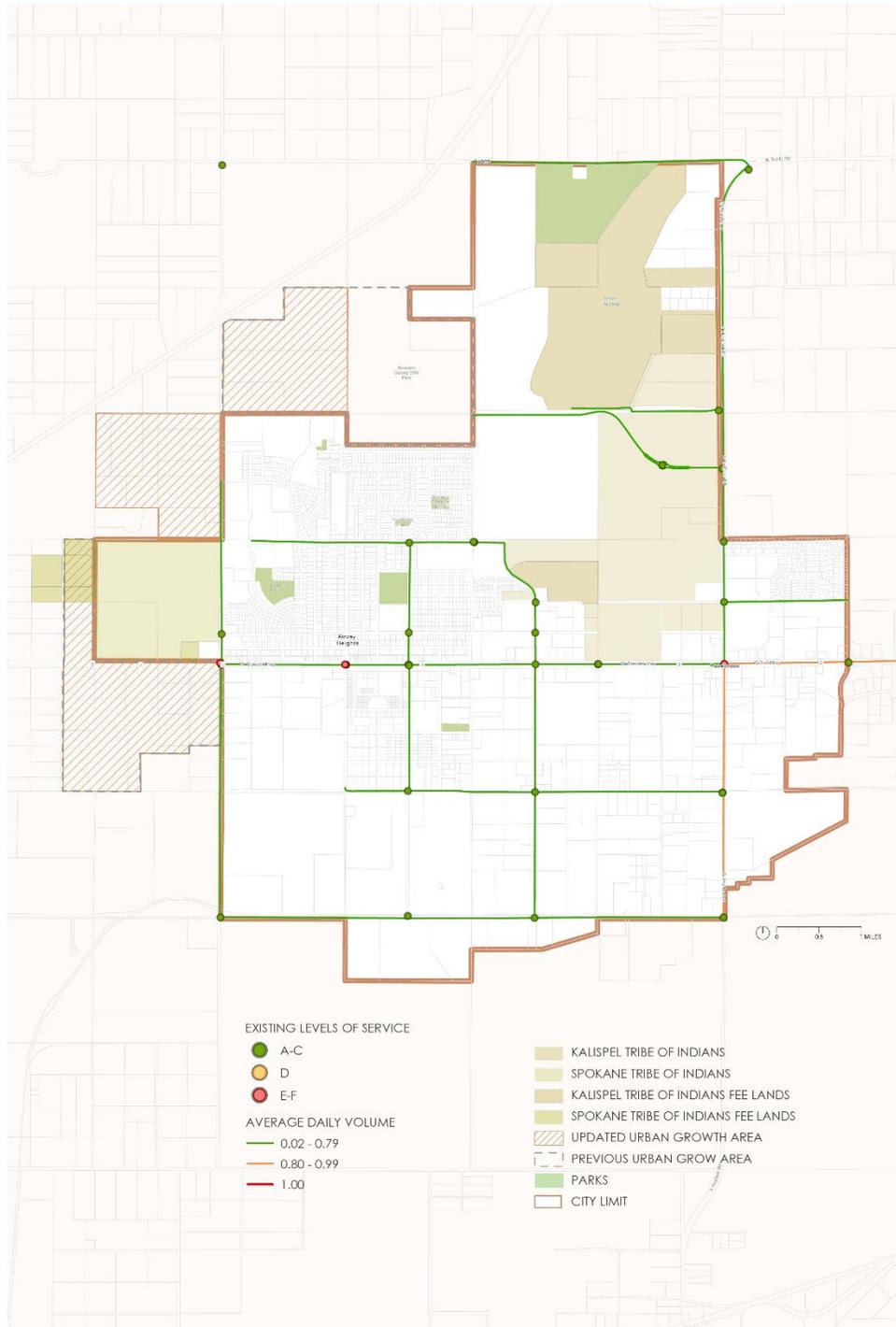
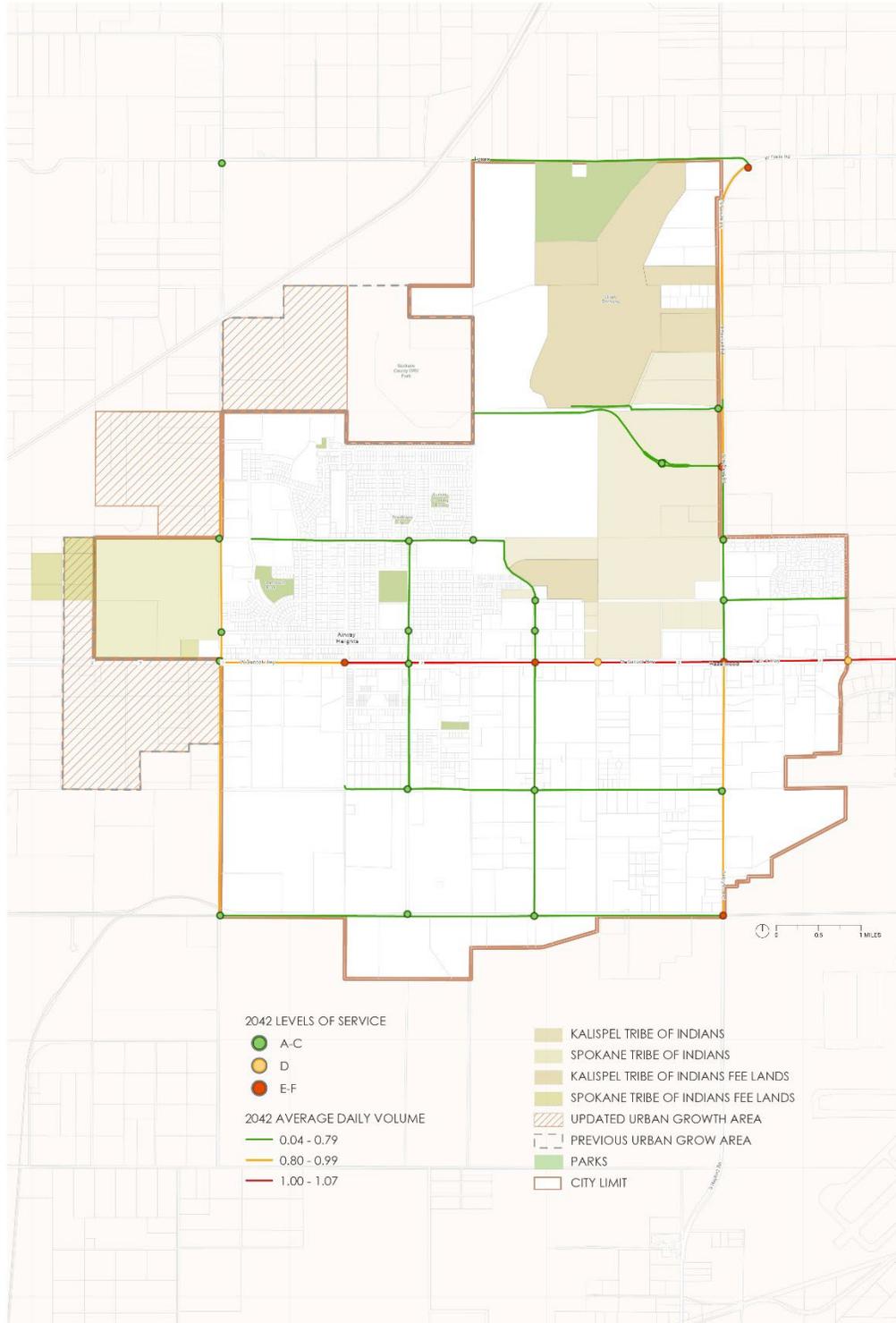


Figure 4.4 – Proposed Vehicle Capacity (V/C) & Levels of Service (2042)

AIRWAY HEIGHTS

2042 VEHICLE CAPACITY RATIO AND LEVELS OF SERVICE



Public Transportation

Transit in Airway Heights is operated by Spokane Transit Authority (STA) originating from the downtown Spokane hub. At present, three routes operate between Airway Heights and Spokane, circulating 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 Resort and 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. Route 63 connects the Airway Heights Park and Ride (downtown) to the new West Plains Transit center just off the Medical Lake interchange along I-90, allowing Airway Heights residents to more quickly access other areas of Spokane County in addition to downtown Spokane. Finally, Route 60 provides access from multiple stops in the city to Spokane International Airport on nights and weekends.

The Airway Heights Park & Ride facility is one of the busiest stops in the City, with an average of 65 persons boarding per weekday.¹ Figure 4.5 depicts Routes of 60, 61, 63, and Geiger Shuttle.

STA has plans to expand service to the West Plains and City of Airway Heights. The most notable of the changes include:

- **Route 61.** Will be redirected from Garfield Road to U.S. to 6th Avenue and Craig Road, better accessing homes in north Airway Heights, including workforce housing and fronting the east side of Spokane Tribe properties.
- **Route 63.** Service will be extended to “loop” through and emerging industrial area (McFarlane Road area), Kalispel properties and City residential areas via Hayford Road, 10th Avenue, 6th venue, and Lawson Street.
- **HPT.** A new high performance transit (HPT) route will be established on U.S. 2, accessing the City with stops and a turnaround at Fairchild Air Force Base. There will be limited stops within the City, the intention is to establish short travel times to downtown Spokane.

¹ Spokane Transit Authority (STA) Annual Performance Report – Passenger Facilities (2016).

Figure 4.5 --STA Routes in Airway Heights

AIRWAY HEIGHTS

SPOKANE TRANSIT AUTHORITY CONNECTIONS AND ROUTES

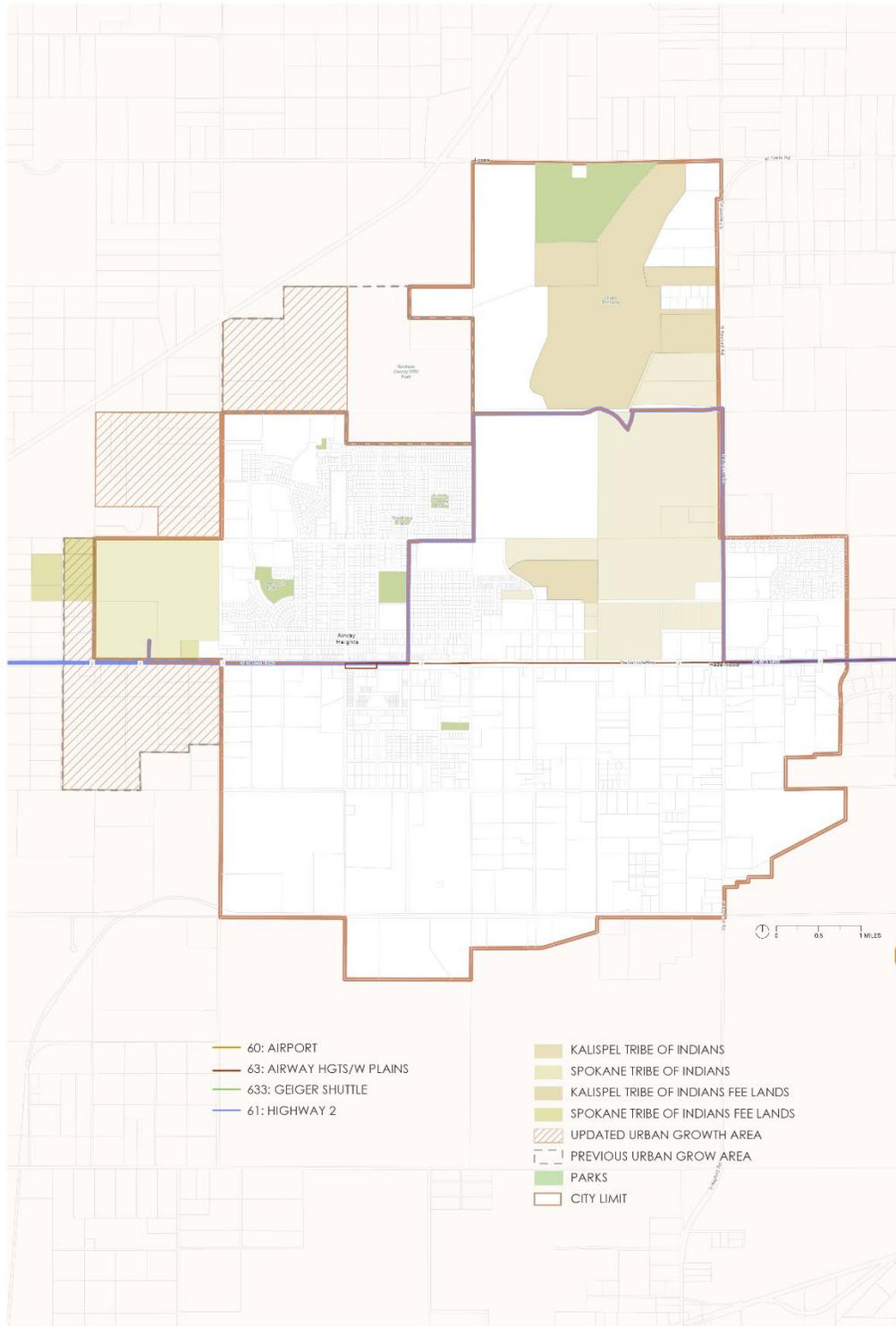
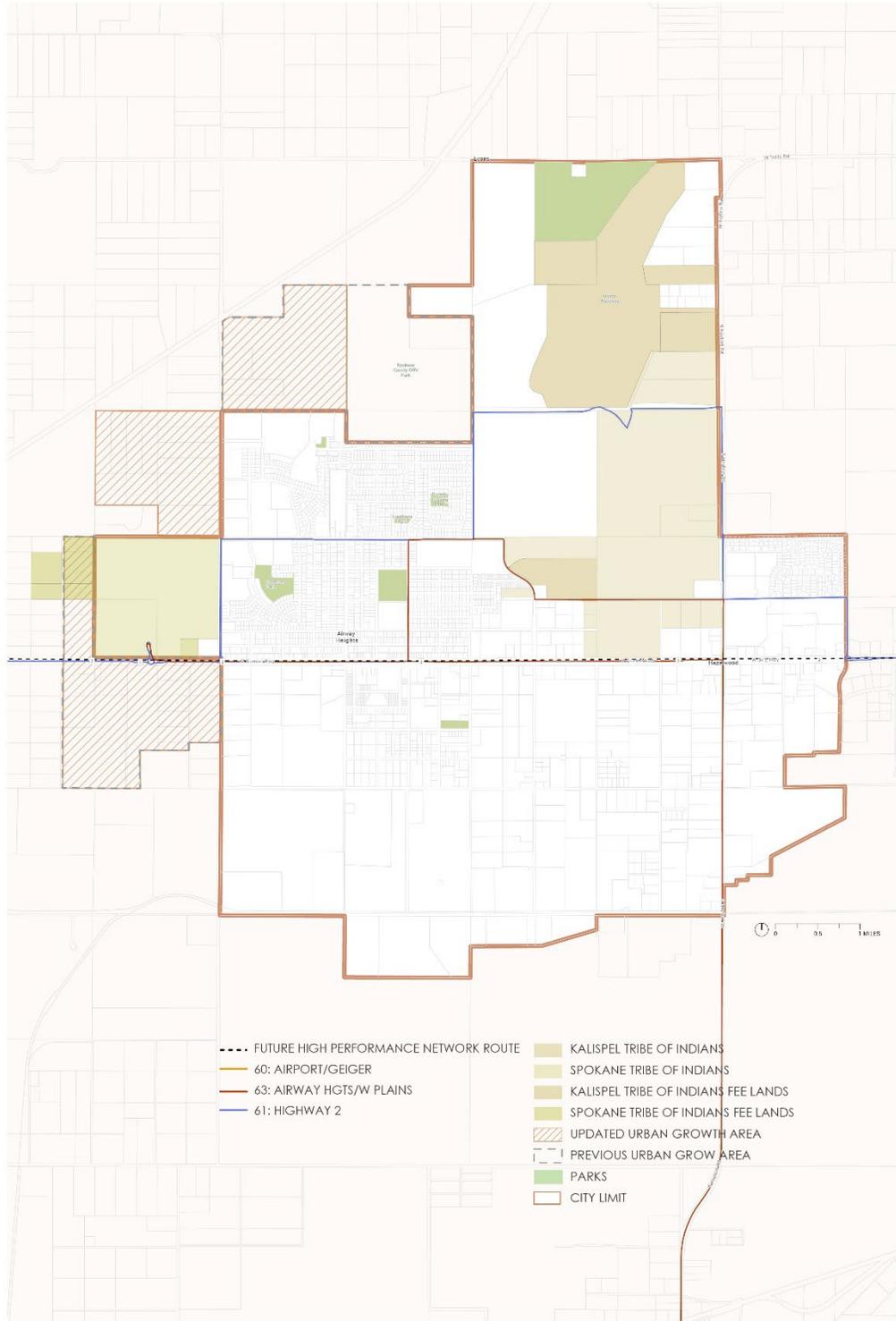


Figure 4.6 – Proposed STA Routes in Airway Heights

AIRWAY HEIGHTS

SPOKANE TRANSIT AUTHORITY FUTURE CONNECTIONS AND ROUTES



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)

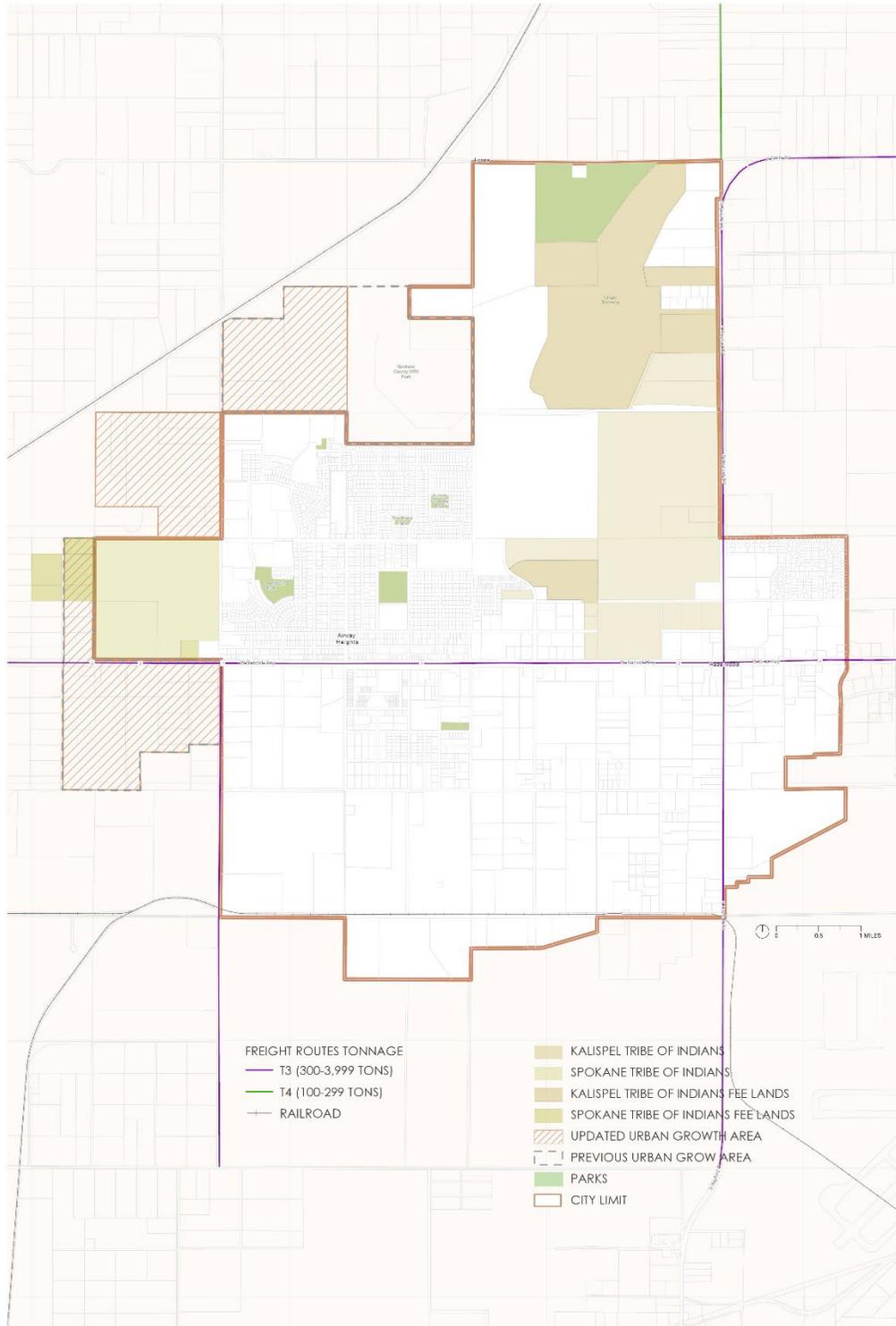
There are two rail lines in the Airway Heights vicinity. One is owned by Burlington Northern-Santa Fe (BNSF) and runs just outside the northwest limits of the City. The other is part of the Eastern Washington Gateway line (Geiger Spur) and is owned by WSDOT. This spur parallels the southern limits of the City and provides rail access to the industrial businesses along McFarlane Road. Figure 4.7 depicts future 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 (SIA) and Interstate 90 to the south. Though these efforts are being led by Spokane County, SIA, and Greater Spokane Incorporated (GSI), the policy implications related to truck, rail, and air transportation are seen as very significant.

Figure 4.7– Truck & Rail Routes

AIRWAY HEIGHTS

FUTURE FREIGHT ROUTES



Air Transportation

The City of Airway Heights is located between two major airport facilities. Spokane International Airport (SIA), 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.²

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 SIA 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 just short of Deer Heights Road, it is the intention of the City of Airway Heights and the City of Spokane to extend the route to connect both cities, greatly improving east-west pedestrian and bike mobility.

Figure 4.8 and Figure 4.9 maps Airway Heights' existing (primary) and crosswalk.

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 policies 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 2023 Transportation Circulation Plan identifies a range of future improvements based on AASHTO guidelines. These are summarized in later portions of this element.

² Additional details on FAFB are included in Chapter 2.

Figure 4.8 – Existing Sidewalks

AIRWAY HEIGHTS

EXISTING SIDEWALKS

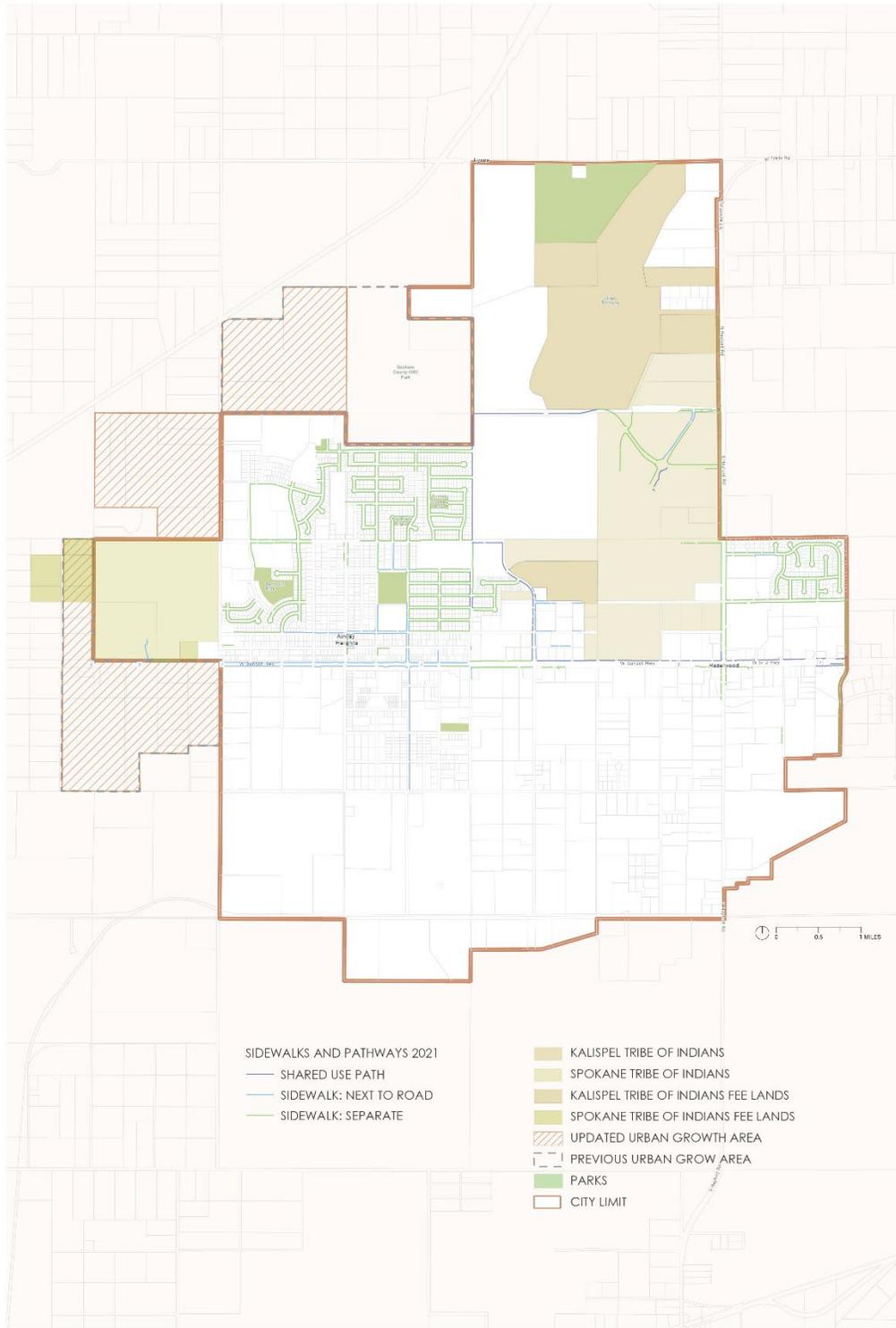
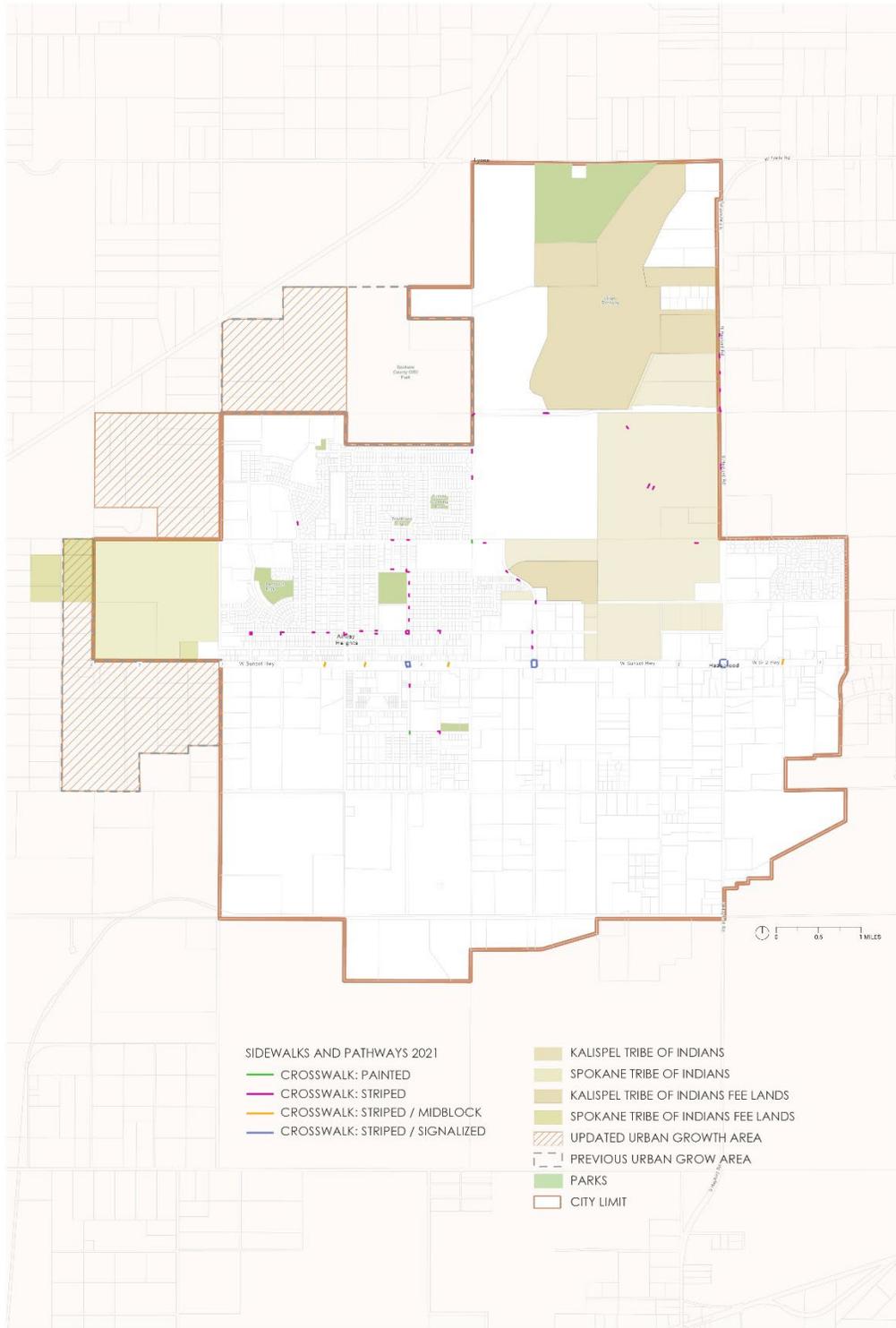


Figure 4.9 – Existing Crosswalk

AIRWAY HEIGHTS

EXISTING CROSSWALKS



Recommended Improvements

Vehicular

The City has an estimated resident population of 11,700 as of 2022. Per US Census data and Washington State Office of Financial Management (OFM) projections, City population increased by 138% between 2000 and 2020, calculating to a 4.4% percent annual growth rate over 20-years. As indicated elsewhere, population growth is expected to continue in Airway Heights, with a population of just over 17,000 persons anticipated by year 2042.

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, a high level of traffic growth is anticipated from factors such as through-traffic associated with development outside the City, related to the activities of two casino's, , the growth of industrial development along Craig Road and Geiger Boulevard, as well as associated with SIA, and the growth of FAFB.

The City's 2022 Transportation Circulation Plan was developed using the regional travel demand model maintained by the Spokane Regional Transportation Council (SRTC) for this region, which captures this growth. SRTC is the metropolitan planning organization (MPO) and regional transportation planning organization RTPO for Spokane County. The travel demand model was modified for use in the West Plains, revised to address two primary factors: 1) an increase in network detail to provide additional roadway geometric and traffic control detail and 2) to incorporate higher detail in land use development, as detailed by market-based land use studies prepared for the City and West Plains overall.

The trips generated by these land uses were then incorporated into the travel demand model to actually generate year 2045 traffic forecasts, which were then back down to years 2028 and 2042 using extrapolations with existing conditions. Further description is provided with the City Transportation Circulation Plan.

These forecast volumes identified a number of locations in Airway Heights with failing LOS by 2042, including the signalized Hayford Road/US-2 intersection, most unsignalized intersections along US-2, and a number of minor intersections along Hayford Road, including (but not limited to) the Deno Road, Sprague Avenue, 12th Avenue, and McFarlane Road intersections. Apart from issues along US-2 and Hayford Road, 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, though some may need to be modified 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 or reconfiguring local streets into collectors
- Increased traffic in areas that now experience low traffic volumes may require re-classification and upgrades
- Additional signalization or roundabouts 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 2022 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 2021 A Guide for the Planning, Design, and Operation of Pedestrian Facilities to assess facilities that may be needed to address gaps pedestrian routes.

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.

The process described above was coupled with a GIS exercises that reviewed current facilities, noting where gaps exist in pedestrian connectivity. This was especially important in a review of marked pedestrian crossings on minor arterials and major. The result was reinforcement or additional recommendation of needed sidewalk and pathways. Crossings were 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 4.11 for map of the Transportation improvements, and Figure 4.12 and Figure 4.13 for recommended sidewalks and bicycle network projects.

Figure 4.11 – Roadway & Intersection Improvement Recommendations

AIRWAY HEIGHTS

TRANSPORTATION IMPROVEMENT PLAN 2023-2029

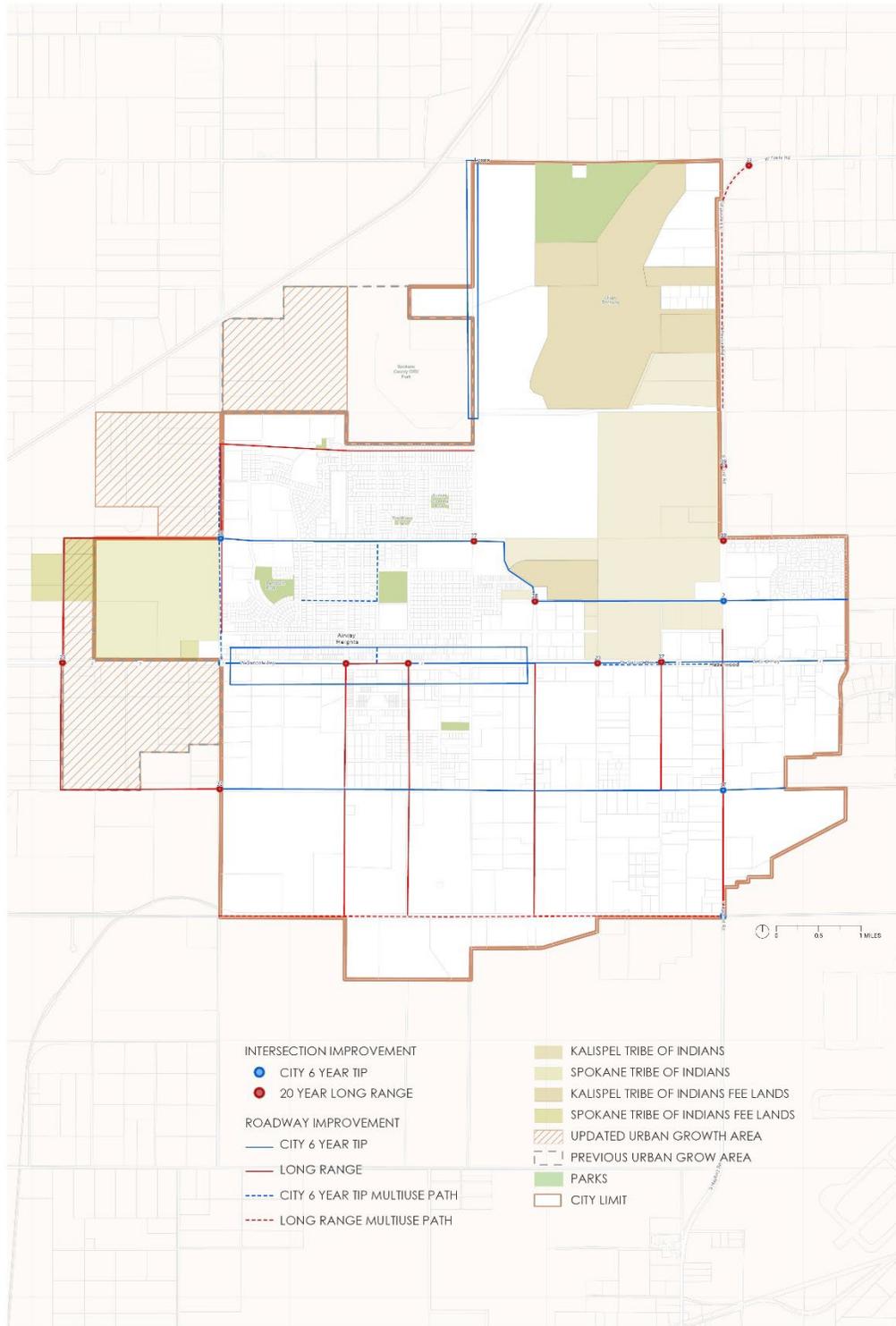


Figure 4.12 – Pedestrian Improvement Recommendations

AIRWAY HEIGHTS

PROPOSED SIDEWALKS

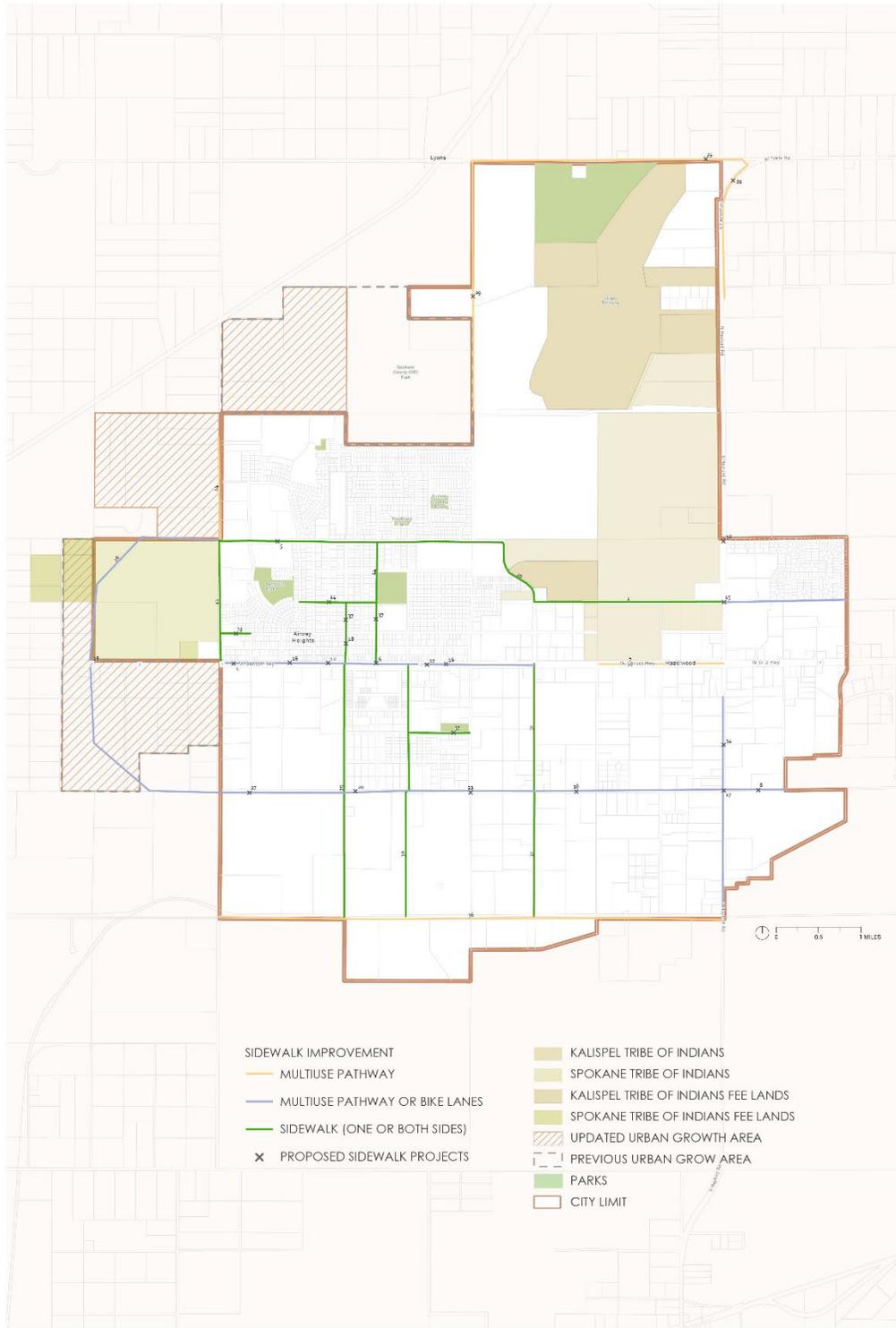
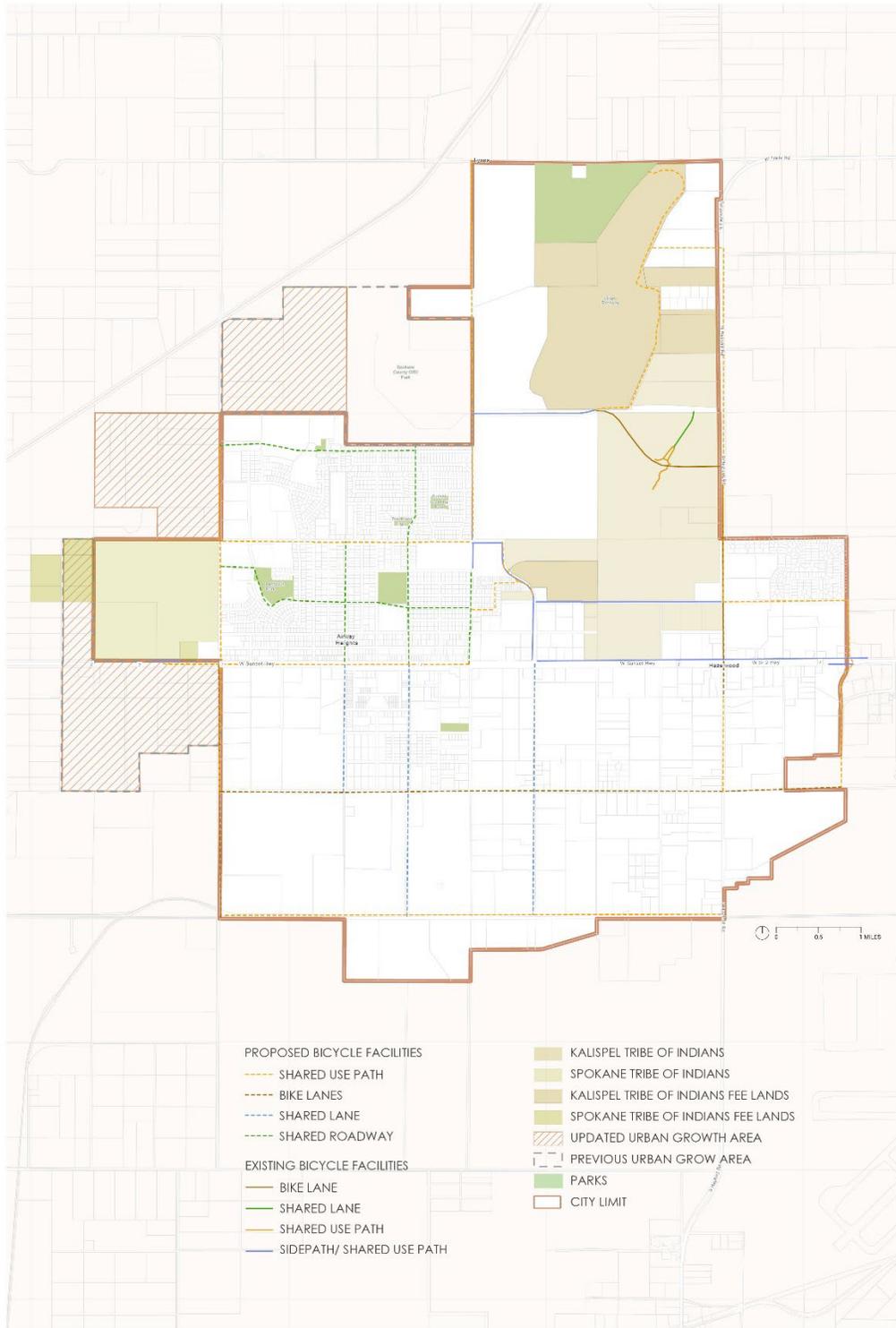


Figure 4.13 – Bicycle Improvement Recommendations

AIRWAY HEIGHTS

PROPOSED BIKE FACILITIES



Long Range Capital Improvement Plan

Project: 1	10th Avenue Extension, Garfield to Hayford		
Description: New collector & multimodal boulevard to access the Kalispel site, provide an alternative to US-2 for commuters & emergency services, support an extension of STA Route 61, & provide for bike/ped mobility. The project will include pedestrian crossings.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	Kalispel Tribe, TIB, & CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$4,300,000

Project: 2	Hayford Road / 10th Avenue / 12th Avenue Signal		
Description: Traffic & pedestrian signal used to access the Kalispel Tribe site, maintain mobility along an alternative route (to U.S. 2) for commuters & emergency services, & provides protected bike & pedestrian crossings.			
Project Type:	Mobility/Safety	Known Partners:	Kalispel Tribe & CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$530,000

Project: 3	U.S. 2 Blvd Safety, Lyons to Deer Heights		
Description: Concrete or landscaped median islands used selectively to restrict northbound & southbound left-turning movements onto U.S. 2 to address mobility/safety needs.			
Project Type:	Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$250,000

Project: 4	Craig Road / U.S. 2 Roundabout		
Description: Dual-lane roundabout with multimodal accommodation used to maintain mobility on U.S. 2 &			

improve accessibility to the City of Airway Heights & Spokane Tribe site. Pedestrian crossings will be established in splitter/chicane islands.			
Project Type:	Mobility/Safety	Known Partners:	Spokane Tribe & CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$3,950,000

Project: 5		6th Avenue Extension, Craig to Russell	
Description: New/improved collector & multimodal boulevard to access a neighborhood with workforce homes, provide an alternative route to U.S. 2 for commuters & emergency services, support an extension of STA route 61, & provide for bike & pedestrian mobility. Project will include pedestrian crossings.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	STA & CoAH
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$3,150,000 - \$5,200,800 ¹

Project: 6		U.S. 2 Safety/Multimod. Ph 1, Lawson to Lundstrom	
Description: <u>Design</u> phase of a multimodal project to reduce traffic conflict & promote multimodal travel on U.S. 2. Project includes landscaped islands used to restrict northbound-southbound left-turns, adding bike, pedestrian, & bus facilities. The project includes roundabouts at the U.S. 2 intersections with Lawson & Lundstrom. Pedestrian crossings will be established in splitter/chicane islands. A HAWK crossing and pedestrian promenade will be developed at King Street.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	CoAH & SRTC
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$1,013,000

Project: 7		U.S. 2 Multiuse Pathway, Lyons to Hayford	
Description: Multiuse path developed as "infill" for missing segments along the south side of U.S. 2.			

Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH, WSDOT, TIB, & Devel.
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$640,000

Project: 8	21 st Avenue Extension Ph 1, Hayford to Deer Heights		
Description: New/improved minor arterial & commercial corridor to provide access to large industrial sites, promote alternative route to U.S. 2, support truck traffic & multimodal travel, & support access the south side of Fairchild Air Force Base. The project will be developed with bike lanes or a multiuse pathway. Pedestrian crossings will be located at key locations.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$5,180,000

Project: 9	Hayford Road/McFarlane Road Improvements		
Description: Improve geometrics with lane &/or limited control additions.			
Project Type:	Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$200,000

Project: 10	Garfield Road Improvements, Russell to Garfield		
Description: An improved collector, converting to multimodal boulevard to access a neighborhood with workforce homes, fronts Kalispel properties, & provides an alternative to U.S. 2 for commuters & emergency services, support an extension			

of STA Route 61, & provide for bike/ped mobility. The project will include pedestrian crossings.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	Kalispel Tribe & CoAH
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$2,080,000

Project: 11	Craig Road Multiuse Pathway Ph 1, 6 th to U.S. 2		
Description: Multiuse pathway developed to promote active transportation needs for Spokane Tribe & City of Airway Heights.			
Project Type:	Pedestrian/Bicycle	Known Partners:	CoAH, WSDOT, & Spokane Tribe
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$1,190,000

Project: 12	U.S. 2 Blvd Safety/Multimod. Ph 2, Craig to Garfield		
Description: <u>Design</u> phase of a project to reduce traffic conflict & promote multimodal travel on U.S. 2, less previous section (Lawson to Lundstrom). Project includes landscaped islands to restrict northbound & southbound lefts with bike, pedestrian, & bus facilities, replacing a signal at Garfield with a roundabout. Pedestrian crossings will be established in splitter/chicane islands. RRFB pedestrian crossings will be located at key locations.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	CoAH & WSDOT
Construction Target/Horizon:	Year 2023/24	Construction Cost Estimate:	\$2,338,110

Project: 13	Lundstrom Street Sidewalk, 12 th to U.S. 2		
Description: Infill sidewalk to promote pedestrian access to City Hall.			

Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$90,000

Project: 14	King St & 10 th Ave Sidewalk, Sunset Elementary Area		
Description: Infill sidewalk to promote pedestrian access between Sunset Elementary, Sunset Park, & adjacent neighborhoods. The project includes an RRFB located at 10 th Avenue/King Street.			
Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH
Construction Target/Horizon:	Year 2024/25	Construction Cost Estimate:	\$800,000

Project: 15	10 th /12 th Ave Improvements, Hayford to Deer Heights		
Description: Striping & sign revisions with pathway or bike lanes for multimodal needs & to provide an alternative route to U.S. 2 for commuters & emergency services, accessing the City & Kalispel Tribe.			
Project Type:	Multimodal, Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2025/26	Construction Cost Estimate:	\$240,000

Project: 16	U.S. 2 Blvd Safety/Multimod. Ph 3, Craig to Garfield		
Description: <u>Construction</u> of a corridor project to reduce traffic conflict & promote multimodal travel on U.S. 2, likely in multiple construction phases. Project includes landscaped islands to restrict northbound-southbound left-turns, adding bike, pedestrian, & bus facilities, replacing a signal at Garfield with a roundabout & constructing roundabouts at Lundstrom & Lawson.			

Project Type:	Multimodal, Mobility/Safety	Known Partners:	CoAH & WSDOT
Construction Target/Horizon:	Year 2025 - 2030	Construction Cost Estimate:	\$21,448,890

Project: 17	Hayford Road / 21st Avenue Roundabout		
Description: A single lane roundabout with multimodal facilities used to access large industrial sites, provide an alternative route to US-2, support truck traffic, & access the south side of Fairchild Air Force Base. Pedestrian crossings will be established in splitter islands.			
Project Type:	Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2026/27	Construction Cost Estimate:	\$1,200,000

Project: 18	21st Avenue Extension Ph. 2, Garfield to Hayford		
Description: A new or improved minor arterial & commercial corridor to U.S. 2, established to provide access to large industrial sites, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base. The project will be developed with bike lanes or a pathways. Pedestrian crossings will be located at key locations.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2027/28	Construction Cost Estimate:	\$4,910,000

Project: 19	Russell Rd Extension, Sprague to Deno		
Description: A minor collector established to provide traffic, pedestrian, & bicycle access to a growth area of the City, including the existing community center, & providing secondary access to Kalispel sites & Spokane County The project will be developed with bike lanes or a pathways. Pedestrian crossings will be located at key locations.			

Project Type:	Multimodal Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2028/29	Construction Cost Estimate:	\$5,900,000

Project: 20	21st Avenue Extension Ph. 3, Craig to Lawson		
Description: A new or improved minor arterial & commercial corridor to U.S. 2, established to provide access to large industrial sites, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base. Project would include a roundabout at Craig Road. Pedestrian crossings will be established in chicane islands.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2028/29	Construction Cost Estimate:	\$7,000,000

Project: 21	21st Avenue Extension Ph. 4, Lawson to Garfield		
Description: A new or improved minor arterial & commercial corridor to U.S. 2, established to provide access to large industrial sites, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base. The project will be developed with bike lanes or a pathway. Pedestrian crossings will be located at key locations.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2028/29	Construction Cost Estimate:	\$4,490,000

Project: 22	Annual Street Maintenance		
Description: Annual chip seal or resurfacing of City roads. Maintenance of 12 th Avenue, 14 th Avenue, 18 th Avenue, 21 st			

Avenue, Lawson Street, Lundstrom Street, & Russell Street programmed within the next six years.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2023 - 2029	Construction Cost Estimate:	\$3,150,000 ident. (\$500,00 annual)

Project: 23	Craig Road Improvements, 1 st Avenue to U.S. 2		
Description: Reconstruct & widen as a major collector, likely in two phases, to move traffic to growth areas of the city, including future school sites and the Spokane Tribe. The pedestrian will have been constructed pathway west side prior between U.S. 2 and 6 th Avenue.			
Project Type:	Multimodal Mobility/Safety	Known Partners:	CoAH & Spokane County
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$8,500,000

Project: 24	Craig Road Multiuse Pathway Ph 2, 1 st to 6 th		
Description: Multiuse pathway developed to promote active transportation needs for the City of Airway Heights, including new school sites. Noted as a separate project from above, given that phases are funded already.			
Project Type:	Pedestrian/Bicycle	Known Partners:	CoAH & Spokane County
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$1,500,000

Project: 25	1 st Avenue Reclassification, Craig to Russell		
Description: Redesignate a local street to a minor collector to establish improved network mobility. Primarily an administrative action, with revisions to include			

striping/signage along the corridor with lane revisions at the Craig & Russell intersections.			
Project Type:	Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$500,000

Project: 26	6th Ave Connector, U.S. 2 to 6th Ave		
Description: A new collector & multimodal boulevard to access the City & Spokane Tribe, providing an alternative to U.S. 2 for commuters & emergency services, supporting bike/ped mobility through application of bike lanes or pathways. Potential future route for STA transit. Project is dependent on coordination/approval of Spokane Tribe.			
Project Type:	Mobility/Safety	Known Partners:	CoAH & Spokane Tribe
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$9,800,000

Project: 27	21st Ave Connector, U.S. 2 to 6th Ave		
Description: A new arterial & commercial corridor to U.S. 2, established to provide access to large industrial sites, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base. The project will be developed with bike lanes or a multiuse pathway. Pedestrian crossings will be located at key locations.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH, Spokane County, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$11,400,000

Project: 28	6th Ave / 21st Ave / U.S. 2 Connector Roundabout		
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Description: A dual lane roundabout with multimodal accommodation used to maintain mobility on U.S. 2 & improve accessibility to the City of Airway Heights, industrial areas, & the Spokane Tribe site. Pedestrian crossings will be established in splitter/chicane islands.			
Project Type:	Freight Mobility/Safety	Known Partners:	Spokane Tribe & CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$4,000,000

Project: 29	Lundstrom Street, U.S. 2 to McFarlane		
Description: Reconstruct and extend to local street section to build street network & provide freight access to industrial sites. Provide for pedestrian needs to provide commute choices developed with bike lanes or pathways.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$8,100,000

Project: 30	Lawson Street, 21st Ave to McFarlane		
Description: Reconstruct and extend to major collector section to build street network & provide freight access to industrial sites. Provide bicycle and pedestrian facilities to provide commute choices via dedicated bike lanes or pathways.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$11,800,000

Project: 31	Garfield Street, U.S. 2 to 21st Avenue		
Description: Reconstruct and extend to major collector section to build street network & provide freight access to industrial sites. Provide bicycle and pedestrian facilities to provide commute choices via dedicated bike lands or pathways.			

Project Type:	Freight Mobility/Safety	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$11,800,000

Project: 32	Garfield Road / 21st Avenue Roundabout		
Description: A single lane roundabout with multimodal facilities used to access large industrial sites, provide an alternative route to US-2, support truck traffic, & access the south side of Fairchild Air Force Base. Pedestrian crossings will be established in splitter islands.			
Project Type:	Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$1,500,000

Project: 33	Deno Road / Hayford Road Roundabout		
Description: A single lane roundabout with multimodal facilities to access a growth area in north Airway Heights, including the community center, and provide an alternative route to U.S. 2 for Fairchild main gate. Pedestrian crossings will be established in chicane islands.			
Project Type:	Mobility/Safety	Known Partners:	CoAH, WSDOT, SRTC, & Devel.
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$1,500,000

Project: 34	Hayford Road Widening, U.S. 2 to McFarlane Road		
Description: Widen arterial & commercial corridor, the south entrance to Airway Heights, provide an alternative route to the Highway, support truck traffic, & access the south side of Fairchild Air Force Base.			
Project Type:	Freight Mobility/Safety	Known Partners:	CoAH

Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$6,600,000
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Project: 35		Hayford Rd. Multiuse Path, Deno to Northern Quest	
Description: Multiuse path or bike lanes extending north from Northern Quest to Deno road, and then along Deno to tie into the community center and eventually Russell Street, possibly as an additional future phase.			
Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH & Spokane County
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$2,200,000

Project: 36		McFarlane Rd. Multiuse Path, Craig to Hayford	
Description: Multiuse pathway extending from Craig Road to Hayford Road as a standalone project, possibly developed in phases.			
Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH
Construction Target/Horizon:	Year 2030 - 2042	Construction Cost Estimate:	\$3,330,000

Project: 37		Annual Sidewalk Program	
Description: Advance sidewalk annually to meet pedestrian. Addressing sections on Lunstrom St (10th Ave-12th Ave), King St (10th Ave-12th Ave), & 18th Ave (Lawson-Russell) is current priority w/long-range projects to follow.			
Project Type:	Pedestrian/ Bicycle	Known Partners:	CoAH
Construction Target/Horizon:	Year 2023 - 2042	Construction Cost Estimate:	\$350,000 ident. (\$50,000 annual)

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 must 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. Although these requirements were addressed in the City's 2017 Transportation Circulation Plan, further review and analysis was deemed necessary during this plan update, spurred by rapid growth and other factors.

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.³

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.

PFP - 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.

³ See Chapter 12, Chapter 16 of Airway Heights Municipal Code

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 carpools, to working at home. City policy encourages major employers to adopt formal TDM programs.

framework



COMPREHENSIVE AIRWAY HEIGHTS PLAN UPDATE

2023 UPDATE
Volume II - Capital Facilities

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CAPITAL FACILITIES

Introduction

Volume II of the Capital Facilities provides additional information on existing public facilities in Airway Heights and the capital improvements required to support the city's current and future population and economy during the planning period from 2023 to 2042.

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 (Capital Facilities Plan) 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 (Level of Service) 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
 - Special district plans
4. Ensure the timely provision of adequate facilities as required by the GMA.
5. Document capital projects and their financing (including projects to be financed by impact fees and/or real estate excise taxes authorized by the 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
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 dedicated to serve development must be in place at the time of development. Or a financial commitment must be in place to complete the improvements or strategies within a specified time period; ¹

Such facilities must 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 and water. For 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 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 facilities³

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.) Impact fees must be reasonably related to the new development and must 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.

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

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.

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 8.1 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 8.1 – Level of Service Standards

Service	Airway Heights LOS
Transportation	<p>WSDOT 2007-2026 Highway System Plan LOS categories:</p> <ul style="list-style-type: none"> • LOS 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. • LOS B: A condition of stable flow in which operating speed is beginning to be restricted by other traffic. • LOS 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. • LOS D: A condition approaching unstable flow in which tolerable average operating speeds are maintained but are subject to sudden variations. • LOS 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. • LOS 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. <p>See the Transportation Element for Multi-modal LOS</p>
Parks	10 acres / 1,000 population

Service	Airway Heights LOS
Police	1.6 officers / 1,000 (non-institutional) population
Fire	6-minute average response time and Fire Insurance Rating of 6 or less
Emergency (EMS)	6-minute average response time
Water	30 psi residential, 40 psi non-residential; Minimum 20 psi system pressure during any single fire event; ERU is defined as 362 gallons per day
Sewer	245 gallons per day per ERU ¹ Collection System Flows with no Surcharge; Safe reclaimed water reuse
Solid Waste	Regional Standard
Libraries	.41 square foot per capita per Library District

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. A portion of the city is served by the City of Spokane, the areas east of Hayford Road north and south of US 2.

In 2017, a Comprehensive Water Plan (CWSP) 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 the wells that provided drinking water to the system. A final CWSP was submitted to the Washington State Department of Health (DOH) in August 2021 and was approved by DOH on November 24, 2021. 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 is restricted to provide 1,400 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 U.S. Airforce installed a temporary/seasonal granular activated carbon (GAC) filtration system on the City's Well #9 providing an additional 1,000 gpm of

⁴ Seven of eight wells are presently active.

source capacity. The 3,900 gpm was determined to provide sufficient capacity through agreement term. The United States Air Force completed an analysis of options to mitigate the impacts of contamination 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.

In 2022, 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 north and south 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 six parks, plus a 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 land covers 33.86 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. In order to reach the desired service level at ten acres per 1,000 people, the City must develop about 86 additional acres of parkland, including the 50 acres already planned for the Recreation Complex development, by the year 2042. 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

The current City Hall is located on the corner of 13th Street and Lundstrom Street. This building also houses the Municipal Court. The City encourages private services such as ECEAP to operate in the City Hall, which are currently operate out of this building.

As part of the 6-Year Capital Improvement Plan, the City is proposing to purchase and renovate a building which will house the combined services of Fire, Police, Municipal Court, Administrative Services, Building and Planning.

Building and Planning Departments are located at 13414 West Sunset Hwy. This building is proposed to be sold and these offices consociated in the new municipal civic complex. This building is proposed to be sold as part of the development of a civic complex for the City. 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 at Zeigler. The Police Department is proposed to be relocated to a civil complex and the existing building sold.

Fire Department

The Airway Heights Fire Department is located on Lundstrom Street and 12th Avenue.

The Fire Department in 2023 transitioned from a volunteer-based staffing program to full time employment. The Fire Department is proposed in the 6-Year Capital Plan to be relocated to a civic complex.

Transportation

County roads generally define the corporate limits and the Urban Growth Boundary of the City. The southernmost road in the City is McFarlane Road and is the northern border of the City is Deno Road. is the easternmost road in the City is Deer Heights and is the westernmost is Craig Road. The relatively flat topography and the linear grid pattern of the existing streets provide access in all areas of the community.

Forecast Future Needs

Water

Desired improvements identified to upgrade 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 8.2 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 8.2 – Capital Facilities Water Plan

Improvement	Type of Improvement	Description	Est. Cost	Funding Source	Year
Lawson St. Water line Replacement	Distribution	Replace Existing 10-inch AC line, Upgrade to 12-inch, 18th to 21st	\$ 500,000	Developer	2023
Water System Plan Update	Planning	Update the water system plan		City Funds	2023
New Water Source	Source	Construct new well in SVRP Aquifer and distribution main/booster station to City System	\$ 22,000,000	Federal/State Appropriations/PWTF	2024-2025
Dead End Looping	Distribution	Eliminate line dead ends (Including Seventeenth & Lundstrom to Lawson)	\$ 800,000	City Funds	2024-2029
17 th Ave Loop closure	Distribution	Install a new 8" main from the dead end line on 17 th to Lundstrom St.	\$ 150,000	City Funds	2024
New 1 MG Reservoir	Storage	Construct a new 1 Million Gallon Storage Reservoir	\$ 3,000,000	Spokane Tribe	2024
Replace SR2 Crossings	Distribution	Replace Existing 6" SR2 crossing at Craig & 12" AC crossing at Lawson	\$ 500,000	CDBG	2024
18th St. Water Main Replacement	Distribution	Replace existing 6" steel line on 18th from Lundstrom to Lawson	\$ 500,000	CDBG/City Funds	2024
15th St. Water Main Replacement	Distribution	Replace existing 6" steel line on 15th from Campbell to Lundstrom	\$ 750,000	CDBG/City Funds	2025
GAC Filtration for Wells 1 & 4	Treatment	Add GAC Filtration Treatment to Wells 1 & 4	\$ 3,000,000	DOH	2025
Permanent GAC Filtration Well 9	Treatment	Construct permanent GAC filtration facilities to Well 9	\$ 2,000,000	DOH	2025
Lundstrom St. Waterline Replace	Distribution	Replace aged line on Lundstrom	\$ 1,250,000	City Funds/CDBG Funds	2026
21 st Street Water Main	Distribution	Construct new 12" line on 21 st from Russell to Garfield	\$ 500,000	City Funds	2026

6-inch water main Replacements, Ph.1	Distribution	Construct 10-inch water main in Russell Rd from 18 th to SR2	\$ 500,000	CDBG	2026
Construct New SR2 Crossing	Distribution	Construct new SR2 crossing at Garfield Rd	\$ 400,000	City Funds	2027
Hayford Rd, Ph. II	Distribution	Construct 12" water line from 1,100 ft. mark to 21 st & Loop	\$ 750,000	Developer	2033
Hayden Ave Water line	Distribution	Construct new 12" Waterline, SR2 to 21 st	\$ 1,200,000	City Funds/ Developer/ CDBG	2035
SR2 Water Main Replacement	Distribution	Construct 12-inch water main along SR2 from Ziegler to Craig Road	\$ 750,000	CDBG/City Funds	2040
SR2 Water Main Replacement	Distribution	Construct 12-inch water main along SR2 from Lawson to Ziegler	\$ 750,000	CDBG/City Funds	2040
Reclaimed Water System	Distribution	Construct water lines to add multiple users to the reclaimed water system.	Funding and Cost Estimates are outlined in the City's Reclaimed Water System Plan 2013		2024-2028
			\$ 39,300,000		

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 8.3 – Capital Facilities Sewer Plan

Improvement	Description	Estimated Cost	Potential Funding Source	Schedule
WRF Membrane Upgrades	Replace membrane modules with higher efficiency model.	\$ 993,000	WSDOE SRF	2023
SCADA System Upgrades	Upgrade Plant SCADA System	\$ 576,000	WSDOE	2024
McFarlane Lift Station & Force Main	L.S., Force Main and gravity sewer to connect existing services	\$ 2,800,000	State Appropriation, County ARPA, WSDOE	2024
Wastewater Facilities Plan Update	Planning for Plant Expansion	\$ 170,000	WSDOE Planning	2024
Traditions Lift Station Upgrades	Pump and controls replacements.	\$ 200,000	City Funds	2024

Sewer Main Extensions	Various Sewer Main Extensions to serve development	\$ 1,000,000	Developer	2024-2029
Reuse System Extension	Extend Reuse System to City Parks	\$ 2,500,000	WSDOE SRF	2025
Reuse System Extension	Extend Reuse System to Inland Asphalt Pit	\$ 1,800,000	WSDOE SRF	2025
Garfield Septic Elimination – Phase 1	Collection System Extension	\$ 1,100,000	WSDOE SRF	2026
Reuse Water Storage	Add 1 MG of Storage to Reuse System	\$ 3,000,000	WSDOE SRF	2026
Garfield Septic Elimination – Phase 2	Collection System Extension	\$ 2,000,000	WSDOE SRF	2027
WRF Plant Upgrade	Upgrade plant Capacity for growth	\$ 25,000,000	WSDOE SRF	2029
		\$ 41,139,000		

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 \$158 million into its transportation system. Much of the funding will come from grants from the Spokane Regional Transportation Council (SRTC), Washington State Department of Transportation (WSDOT) and Transportation Improvement Board (TIB). The City and developers will also contribute as appropriate to either provide for an enhanced local street network or to enhance the design and quality of arterials and highways constructed by others.

A detailed list of street and sidewalk improvements is included in the Transportation Volume II. This 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 Park Chapter of this Comprehensive Plan, as well as, the periodic updates to the City's Parks, Recreation and Open Space Plan.

Funding for park improvements is generated 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.

Civic Complex

The City is planning no short-term capital investments in its municipal facilities, but the City is in the process of developing a joint public facility that combines the City Hall, Fire Station, Police Station, Municipal Courts, and Building and Planning Departments into a single building. The total estimated cost is \$20 million, which includes the renovation of the 1149 S. Garfield Road building to accommodate courts, finance, and administrative functions (\$5 million), as well as the renovation expenses to support police department requirements (\$5 million), along with other costs.

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

Fire Department

The City anticipates the need for facilities for a new fire station to occur in 2025. The estimated cost is \$8 million. The Airway Heights Community approved a bond measure in 2023 and will pursue grants to acquire an existing facility capable of supporting fire and emergency medical services needs with additional space to accommodate police/court and administrative needs in the future. The City anticipates a remodel to the same space to accommodate police/courts and administrative services in 2025. The estimated cost of the renovation is \$12 million. .

Capital Facilities Program

Airway Heights' CFP calls for extensive infrastructure requirements over its six-year planning period. These are listed in Table 8.4 below, 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 8.4 – Estimated 6-Year Capital Facilities Investments

Description	Need	Cost
Joint Public Facility	The City is in the process of developing a joint public facility that combines the City Hall, Fire Station, Police Station, Municipal Courts, and Building and Planning Departments into a single building. The total estimated cost is \$20 million, which includes the renovation of the 1149 S. Garfield Road building to accommodate courts, finance, and administrative functions (\$5 million), as well as the renovation expenses to support police department requirements (\$5 million), along with other costs.	\$20,000,000
Parks-Park Improvements	This includes capital investment for park land and development/improvement to address forecast demand and maintain existing facilities to meet demand.	\$18,535,000
Police Department	Police needs are planned to be addressed through current expense funds.	\$0,000
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.	~\$158,980,800
Water	These water system improvements are drawn from the most recent water system plan.	\$39,300,000
Sewer	These sewer system improvements are drawn from the most recent water system plan.	\$41,139,000
Total		\$ 277,954,800

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 the fulfillment of service needs beyond 6-year CIP period. 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 collector and 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 of Indians The Kalispel Tribe of Indians owns approximately 362.8 acres of trust land and 279.87 acres of fee land located just inside the eastern corporate boundary of Airway Heights, north of Highway 2. This brings the total ownership of the Kalispel Tribe of Indians in the city to 642.67 acres, in addition to several single-family homes within the residential districts. 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 of Indians to address water, sewer, reclaimed wastewater, and transportation facility issues.

Spokane Tribe of Indians The Spokane Tribe of Indians holds 144.98 acres in trust within the City limits and has an additional 3.42 acres of fee lands near the western limits of the City. The Tribe operates its own casino on their trust land. In addition, the Spokane Tribe of Indians owns 19.57 acres of fee land to the west outside the City limits, but within the City's Urban Growth Area. 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. In order for the City to provide adequate services for tribal operations, the City must maintain a cooperative relationship with the Spokane Tribe of Indians to address water, sewer, reclaimed wastewater, and transportation facility issues.

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UTILITIES

Introduction

Volume II of the Utilities element provides additional information related to existing utility systems in Airway Heights, as well as the forecasted needs over the course of this plan's 20-year horizon from 2023 to 2042.

Water System

Existing Conditions

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 (CWSP) 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 the wells that provided drinking water to the system. A final CWSP was submitted to the Washington State Department of Health (DOH) in August 2021 and was approved by DOH on November 24, 2021. 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 is restricted to provide 1,400 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 U.S. Airforce installed a temporary/seasonal granular activated carbon (GAC) filtration system on the City's Well #9 providing an additional 1,000 gpm of source capacity. The 3,900 gpm was determined to provide sufficient capacity through agreement term. The United States Air Force completed an analysis of options to mitigate the impacts of contamination 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 2021 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

¹ Seven of eight wells are presently active.

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 defined in the Spokane County Coordinated Water System Plan. The area within the city limits east of Hayford Road is currently served by the City of Spokane. 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 system is shown in Figure 9.1. The future and retail service areas are shown in Figure 9.2.

Water Supply

It is assumed that the City will obtain all its potable water supply from groundwater resources in the future. There are four (4) 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 1,450 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, Airway Heights 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 450 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 aquifer after recharge 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. The second temporary intertie with the City of Spokane is through a connection at the intersection of Craig Road and McFarlane Road and is restricted to 1,400 gpm.

Water Distribution

The present distribution system in the City of Airway Heights is a network of four-inch (4") through 16-inch (16") 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	0.7
6"	13,050 lf	–	5,820 lf	26,700 lf	45,570 lf	12.8
8"	212,330lf	–	500 lf	–	212,830 lf	59.9
10"	4,200 lf	–	3,200 lf	–	7,400 lf	2.1
12"	57,105 lf	4,100 lf	2,000 lf	–	63,205	17.8
16"	24,045				24,045	6.7
Total	310,730 lf	4,100 lf	11,520 lf	29,100 lf	355,450 lf	100.0

Source: Airway Heights Comprehensive Water System Plan, 2021

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.

The second temporary intertie is connected to a 36" City of Spokane Main in Craig Road. It is connected with an 8" main and has a flow restrictor install in the line to limit the flow to 1,400 gpm.

Water Demand

Water use in Airway Heights at the time of this plan's development is presented in Table 9.2.1 below, expressed in per-capita and gallons per-minute figures.

Table 9.2.1 - Water Demand

Average Daily Demand	340 Gallons/ERU/Day
Maximum Daily Demand	904 Gallons/ERU/Day
Peak Hourly Residential System Demand	5,579 Gallons/Minute

Source: Airway Heights Comprehensive Water System Plan, 2021

Due to PFAS contamination in the groundwater that historically supplied drinking water to the City, interties with the City of Spokane have supplied the majority of water to Airway Heights since 2017. Through water system planning in 2021 it was determined that the water supply agreements with the City of Spokane and the water supplied and treated by Well #9 would not be sufficient to meeting the growing demands of the City.

The City has taken several steps to increase the water system capacity that will allow growth to continue in the City. Those steps have included:

- Begin negotiations with the City of Spokane for an additional 250 gpm of intertie capacity that will be available in 2024. An additional 1,000 gpm will be available in 2026 and additional availability from the City of Spokane and the demand for the City of Airway Heights to 2045 are under review and discussion for additional agreement for water supply.
- Starting design of a Granular Activated Carbon (GAC) filtration system on City's wells 1 and 4.
- Beginning the process to develop a new well with a capacity of 2,500 gpm in the Spokane Valley/Rathdrum Prairie Aquifer (SVRPA).

These steps will all increase the capacity of the City's water system to serve future water connections (ERUs). The table 9.2.2 below shows how many additional ERUs each step will support:

Table 9.2.2 - Additional ERUs/Step	Additional Source (MGD)	Number of ERUs Step will support
2024 Additional Intertie capacity (250 gpm) 3,150 gpm total	0.36 MGD	1,059
2026 Additional Intertie capacity (1000 gpm) 3,900 gpm total	1,.08 MGD	3,176
GAC Filtration Wells 1&4	0.48 MGD	1,429
New Well in SVRPA	2.7 MGD	7,941

Based on current projections an additional 1,916 ERUs are anticipated in the 6-year planning period. A combination of two or more of the steps planned will provide sufficient water system capacity to meet the demands for the 20-year planning horizon.

Future Conditions

Based on future land use and growth projections the future water system demands have been estimated for the 6 year and 20-year planning periods. These projected demands were broken down into 3 categories:

1. known and growth in areas expected to see future residential development
2. known and growth in areas expected to see commercial growth
3. known developments and areas expected to see future Tribal development are based on the 2021 Leland Market Analysis with additional consideration of the phased development proposals of the Spokane Tribe of Indians 2012 EIS and the 2022 Kalispel Tribe of Indians Master plan

The total ERU growth projections for all classifications and areas are shown in Table 9-6 below:

<i>Table 9-6</i> Total Future Projected ERU Growth WATER		
	1-6 Years	7-20Years
Residential	1,144	2,355
Commercial/Industrial	160	20
Tribal	612	0
TOTAL ERU GROWTH	1,916	2,375

Required System Upgrades to Meet Future Demands:

The water system has three components that determine their ability to meet water system demands: source, storage, and distribution system. As described in the City's

Comprehensive Water System Plan (CWSP) the capacity of these components must be based on certain criteria, those criteria are briefly discussed below. A more detailed description can be found in the CWSP:

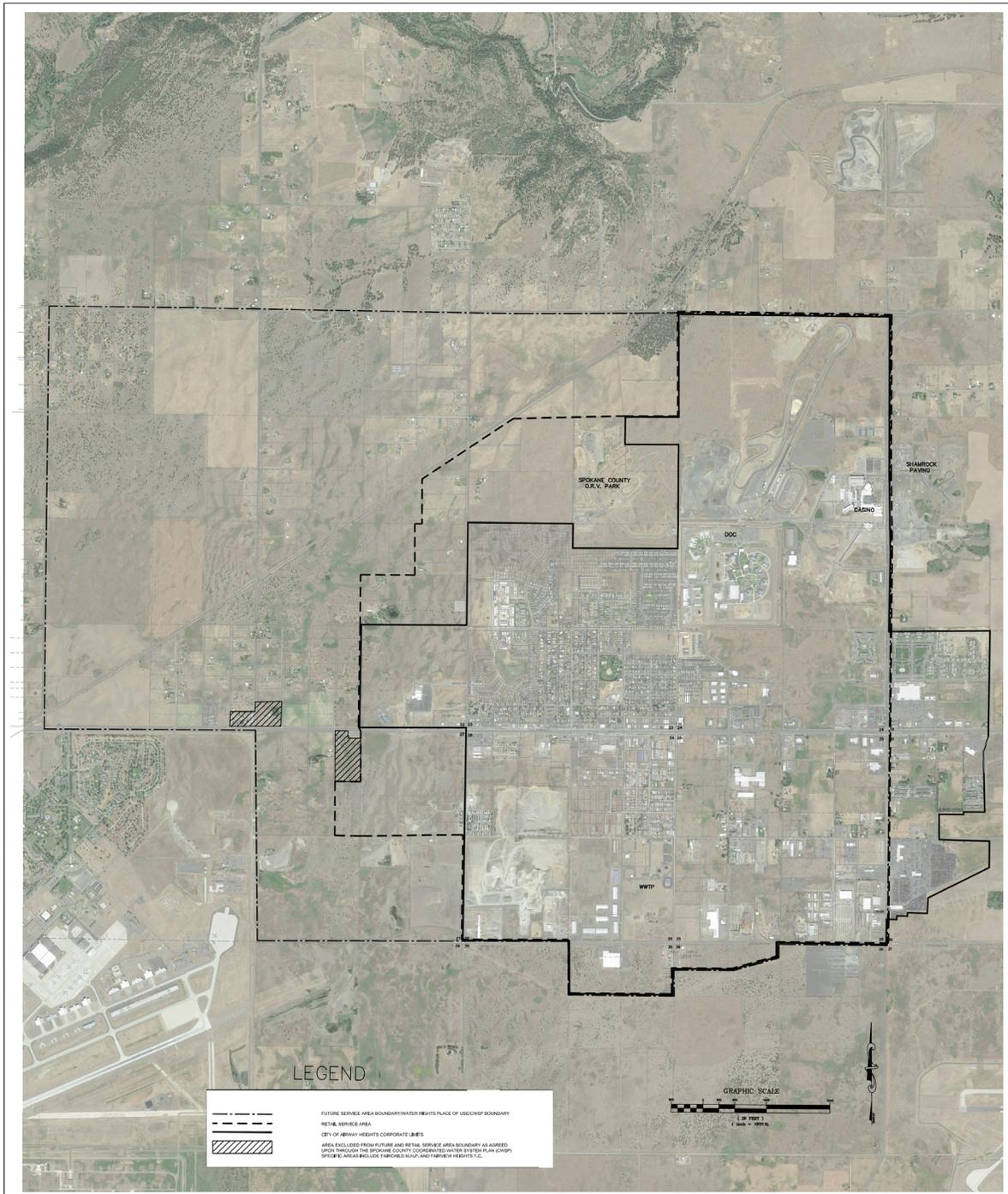
- Source: The system must be able to provide enough water to meet the Maximum Day Demand (MDD)
- Storage: The system must have sufficient storage to provide the difference between the peak hourly demand and the MDD for a period of 150 minutes (Equalization Storage), plus fire flow for the system's critical fire event, and Standby Storage for the condition that the system's largest source of supply is inoperable.
- Distribution System: The distribution system, which includes water mains and booster stations, must have the capacity to deliver peak hourly demands and fire demands throughout the system without drawing pressures below threshold levels during the various system demands. These are described as design criteria in the CWSP.

Recent calculations provided to the Washington State Department of Health shows the City's source capacity can support a total of 6,212 ERUs. Table 2-9 of the CWSP shows that the City's current storage capacity can serve approximately 6,300 ERUs, and the distribution system has been evaluated based on the current water system hydraulic model.

The estimated number of ERUs in The CWSP at the beginning of 2022 is 5,495 (Table 2-7 CWSP). With the addition of 1,916 ERUs in the 6-year planning period and an additional 2,375 ERUs for the 20-year period, system demand will rise to 7,411 ERUs in 2027 and 9,786 ERUs in 2042. The system will therefore reach capacity based on its source in the first 6 years. It's important to note that source and storage are interrelated, meaning that as the City adds additional source capacity the required storage capacity may be reduced. Since the City is currently focused on developing additional sources then the needed system improvements and CIP will be developed with the goal of increasing source capacity.

Future water system needs are discussed later in this chapter.

Figure 9.1 - Water Service Area



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		<p>EXHIBIT #1</p> <p>WATER SERVICE AREA BOUNDARY MAP</p>		<p>SHEET NO. 1 OF 1</p>		

Sewer System

Existing Conditions

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 to the Department of Corrections Facility and developments within lands governed by 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 by the City of Spokane's sewer system.

Sewer Collection System

The sewer system serving Airway Heights incorporates a system of gravity and force mains and lift stations, delivering wastewater to the City's Water Reclamation Plant (WRP). As part of the WRP an emergency overflow connection to the Spokane International Airport (SIA) trunk sewer line was installed. The city has agreed to disconnect this overflow and is currently working on doing so. 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. An interceptor sewer was developed by the City of Spokane to service Fairchild Air Force Base, Airway Heights, and an areas south of Airway Heights. The interceptor connected to the City's collection system at the intersection of Highway 2 and Hayford Road. The sewage collected in this line flowed to the City of Spokane Riverside Park Water Reclamation Facility. The emergency overflow was constructed to allow flow to enter the Spokane system if there was a prolonged failure at the City of Airway Heights Water Reclamation Plant. The City of Airway Heights and City of Spokane have agreed to plug this overflow line, the work is schedule to be done in 2027.

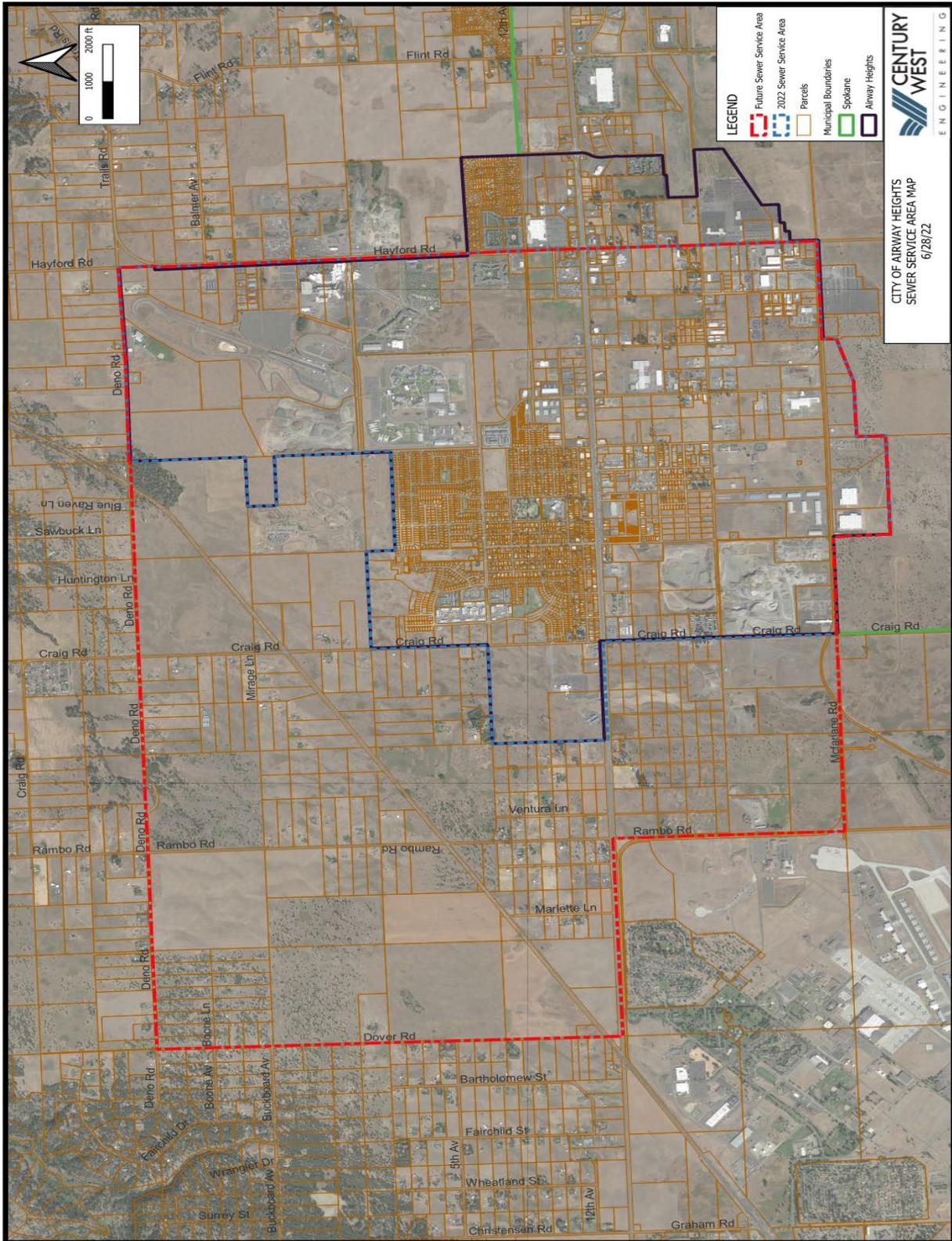
The sewer main that serves the north side of the City was constructed in 1991 by the Department of Corrections facility. Subsequently, the sewer collection system was extended to service other areas on the north side of Highway 2 in the 1990s and was subsequently expanded to the south to serve commercial areas along Highway 2. The system continues to be expanded primarily to the north as development occurs.

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 Plant through two 12" parallel force mains shown in red in Figure

9-3. 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. Although the City is not required to develop a sewer service area a general service area is shown in Figure 9-4.

Figure 9.3 - Sewer Service Area



Water Reclamation Plant

The City manages and operates its own water reclamation plant. In 2021, the reclamation facility treated approximately 318 million gallons of wastewater or approximately 871,000 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 2021 the City sent approximately 97.7 million gallons to water reuse customers and 208.4 million gallons was used for aquifer recharge, which has been depleted through regional over-pumping. The remainder was used on the plant site for plant water and irrigation. 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 performance criteria that the plant must meet. 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 2021 the maximum monthly average occurred in January with 937,226 gallons per day flowing into the plant. On a flow basis the plant is running at approximately 67% 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. All new development must meet the requirements of the Spokane Regional Stormwater Manual. Storm water plans are required in the design phase of the development and those are reviewed by the Public Works Department to ensure the on-site stormwater collection, treatment and disposal meet the requirements of the manual. In areas where stormwater may become a problem, special mitigation measures are required 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, 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 challenging, and a stormwater management plan may 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, and T-Mobile. 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

As discussed in the "Future Conditions" section above the number of water ERUs for 2027 and 2042 are expected to reach 7,411 and 9,786 respectively. As Table 9.3 indicates, the average daily demand as presented in the 2021 WSP is 340 gallons per day for an Equivalent Residential Unit (ERU). Because future demand is expected to remain relatively constant over time, per ERU demand may be applied to housing and commercial/industrial growth forecasts to project future water demand. A table of forecasted average daily demand is shown in Table 9.7, with peak daily demand expressed in Table 9.8.

Table 9.7 - Average daily demand

Year	Number of ERUs	Gallons/ERU/Day	Gallons per Day
2022	5,495	340	1,868,300

Year	Number of ERUs	Gallons/ERU/Day	Gallons per Day
2027	7,392	340	2,513,280
2042	10,711	340	3,641,740

Source: Airway Heights Comprehensive Water System Plan, 2021

Table 9.8 – Maximum (peak) daily demand

Year	Number of ERUs	Gallons/ERU/Day	Gallons per Day
2022	5,495	904	4,967,480
2027	7,392	904	6,682,368
2042	10,711	904	9,682,744

Source: Airway Heights Comprehensive Water System Plan, 2021

The City is pursuing multiple avenues to increase the systems water source capacity. These include drilling a new well in the Spokane Valley/Rathdrum Prairie Aquifer (SVRPA), additional intertie capacity with the City of Spokane, expanding its reuse system and adding additional customers, and developing aquifer storage and recovery through its Reclamation Plant. These pursuits are described below:

New well in SVRPA: The City is pursuing replacing the lost groundwater resources with a new well in the Spokane Valley/Rathdrum Prairie Aquifer. This will require the City to relinquish a portion of their existing water rights in the West Plains as mitigation measures for the new well. Full funding has been secured for this project. The total cost for the project is estimated at \$23,000,000. The City has secured \$14,750,000 in State Appropriations, \$3,500,000 in Federal Appropriations, \$500,000 in a WSDOH Pre-Planning loan, and the final portion funded through a Public Works Trust Fund loan.

Additional Intertie Capacity: Since the intertie with the Spokane water system is in place, facilities potentially exist to satisfy future demands. However, using the intertie to meet the demand deficiencies will require modifications to the second intertie and renegotiations of the intertie agreement. Initial negotiations have begun with the City of Spokane stating that some capital will be needed from Airway Heights to obtain additional water source from them. The City of Spokane has indicated that no capital costs are associated with providing the additional 250 gpm identified in the short term. Upgrades to provide an additional 750 gpm have not yet been identified but it is anticipated that these costs will be less than \$50,000 to upgrade 8" pipe to a larger size and replace the flow control valve with a larger valve.

Expanding the Reuse System: The City also provides reclaimed water to a school, several businesses, and public facilities, as well as the Washington State Department of Corrections Facility. 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 and other uses 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.

Aquifer Storage and Recovery (ASR): By State statute the city owns the water that is reclaimed through the Water Reclamation Plant if it is within the city's control. The Plant currently recharges the paleochannel aquifer and it can be withdrawn for use without a water right. A new well or an existing well can withdraw this water from the paleochannel and put it to beneficial use. A hydrogeological report would be required to show that the water being withdrawn is the water that is recharging the aquifer. This approach to developing more source could be particularly helpful if it could be shown that the water from the Plant that recharges the aquifer in the winter months is available during the peak summer demands.

Water Rights

Water rights will also be a limiting component for the City. It currently holds a total of 2,328 Ac.Ft./Yr. of water rights of which 547.5 Ac.Ft. are under a permit. This equates to 758,529,446.4 gallons/year. In addition to water rights the city has a long-term agreement with the City of Spokane for water through the Highway 2 intertie for 1,500 gpm and no cap. This intertie could deliver up to 788,400,000 gallons of water per year (24-hour pumping). Without the intertie the city would run out of water rights in the first 6-year planning period. With the intertie (running constantly) the City has enough annual supply to meet the 20-year demands assuming all the water rights can be put to use. As discussed earlier in this Chapter, the City is negotiating additional intertie capacity with the City of Spokane in case the entire water right portfolio cannot be used.

Other options to resolve the water rights shortage are to purchase additional water rights or develop an ASR project where water rights are not needed.

Storage

The existing storage reservoirs provide 2,643,000 gallons of usable storage for the City water system. This includes 500,000 gallons of storage that is available to the City in the DOC reservoir through an agreement. The total operational storage must be capable of providing the required capacity to meet residential daily peak demands (equalization storage), emergency demands (standby), and provide storage to meet the largest fire demand in the system.

The projections provided in the 2021 Draft Comprehensive Water Plan have been reviewed and adjusted based on actual available storage and the new growth projections included in this chapter. This evaluation indicates the existing storage capacity will be sufficient to provide the required storage through the 6-year planning period but will not provide for the 20-year projected demands. 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, 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 and lift stations must be constructed, leading to the City's treatment facility, and the City's treatment facility will need to be expanded when the flow to the facility reaches the design/permit capacity.

The new lines will primarily 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 that 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 18" 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. The City has secured funding from the Washington State Department of Ecology for the design and eventual construction of sewer collection system projects along McFarlane Road near Russell Street and also in Garfield Road from Highway 2 to McFarlane Road.

Improvements: Increased Capacity

As the City begins to approach its flow or loading 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 Water Reclamation 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.

Water System Capital Improvement Plan

Table 9.9 – Water System Capital Improvement Plan (6-year)

Improvement	Type of Improvement	Description	Est. Cost	Funding Source	Year
Lawson St. Water line Replacement	Distribution	Replace Existing 10-inch AC line, Upgrade to 12-inch, 18th to 21st	\$ 500,000	Developer	2023
Water System Plan Update	Planning	Update the water system plan		City Funds	2023
New Water Source	Source	Construct new well in SVRP Aquifer and distribution main/booster station to City System	\$ 22,000,000	Federal/State Appropriations/PWTF	2024-2025
Dead End Looping	Distribution	Eliminate line dead ends (Including Seventeenth & Lundstrom to Lawson)	\$ 800,000	City Funds	2024-2029
17 th Ave Loop closure	Distribution	Install a new 8" main from the dead end line on 17 th to Lundstrom St.	\$ 150,000	City Funds	2024
New 1 MG Reservoir	Storage	Construct a new 1 Million Gallon Storage Reservoir	\$ 3,000,000	Spokane Tribe	2024
Replace SR2 Crossings	Distribution	Replace Existing 6" SR2 crossing at Craig & 12" AC crossing at Lawson	\$ 500,000	CDBG	2024
18th St. Water Main Replacement	Distribution	Replace existing 6" steel line on 18th from Lundstrom to Lawson	\$ 500,000	CDBG/City Funds	2024
15th St. Water Main Replacement	Distribution	Replace existing 6" steel line on 15th from Campbell to Lundstrom	\$ 750,000	CDBG/City Funds	2025
GAC Filtration for Wells 1 & 4	Treatment	Add GAC Filtration Treatment to Wells 1 & 4	\$ 3,000,000	DOH	2025
Permanent GAC Filtration Well 9	Treatment	Construct permanent GAC filtration facilities to Well 9	\$ 2,000,000	DOH	2025
Lundstrom St. Waterline Replace	Distribution	Replace aged line on Lundstrom	\$ 1,250,000	City Funds/CDBG Funds	2026
21 st Street Water Main	Distribution	Construct new 12" line on 21 st from Russell to Garfield	\$ 500,000	City Funds	2026
6-inch water main Replacements, Ph.1	Distribution	Construct 10-inch water main in Russell Rd from 18 th to SR2	\$ 500,000	CDBG	2026
Construct New SR2 Crossing	Distribution	Construct new SR2 crossing at Garfield Rd	\$ 400,000	City Funds	2027
Hayford Rd, Ph. II	Distribution	Construct 12" water line from 1,100 ft. mark to 21st & Loop	\$ 750,000	Developer	2033
Hayden Ave Water line	Distribution	Construct new 12" Waterline, SR2 to 21 st	\$ 1,200,000	City Funds/ Developer/ CDBG	2035
SR2 Water Main Replacement	Distribution	Construct 12-inch water main along SR2 from Ziegler to Craig Road	\$ 750,000	CDBG/City Funds	2040
SR2 Water Main Replacement	Distribution	Construct 12-inch water main along SR2 from Lawson to Ziegler	\$ 750,000	CDBG/City Funds	2040
Reclaimed Water System	Distribution	Construct water lines to add multiple users to the reclaimed water system.		Funding and Cost Estimates are outlined in the City's Reclaimed Water System Plan 2013	2024-2028
			\$ 39,300,000		

Sewer System Capital Improvement Plan

Table 9.10 – Sewer System Capital Improvement Plan (6-year)

Improvement	Description	Estimated Cost	Potential Funding Source	Schedule
WRF Membrane Upgrades	Replace membrane modules with higher efficiency model.	\$ 993,000	WSDOE SRF	2023
SCADA System Upgrades	Upgrade Plant SCADA System	\$ 576,000	WSDOE	2024
McFarlane Lift Station & Force Main	L.S., Force Main and gravity sewer to connect existing services	\$ 2,800,000	State Appropriation, County ARPA, WSDOE	2024
Wastewater Facilities Plan Update	Planning for Plant Expansion	\$ 170,000	WSDOE Planning	2024
Traditions Lift Station Upgrades	Pump and controls replacements.	\$ 200,000	City Funds	2024
Sewer Main Extensions	Various Sewer Main Extensions to serve development	\$ 1,000,000	Developer	2024-2029
Reuse System Extension	Extend Reuse System to City Parks	\$ 2,500,000	WSDOE SRF	2025
Reuse System Extension	Extend Reuse System to Inland Asphalt Pit	\$ 1,800,000	WSDOE SRF	2025
Garfield Septic Elimination – Phase 1	Collection System Extension	\$ 1,100,000	WSDOE SRF	2026
Reuse Water Storage	Add 1 MG of Storage to Reuse System	\$ 3,000,000	WSDOE SRF	2026
Garfield Septic Elimination – Phase 2	Collection System Extension	\$ 2,000,000	WSDOE SRF	2027
WRF Plant Upgrade	Upgrade plant Capacity for growth	\$ 25,000,000	WSDOE SRF	2029
		\$ 41,139,000		

framework

COMPREHENSIVE AIRWAY HEIGHTS PLAN UPDATE

2023 UPDATE
Volume II - Economic Development

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ECONOMIC DEVELOPMENT

Introduction

Volume II of the Economic Development provides additional background data and information related to employment and non-residential growth for Airway Heights during the planning period.

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%

	Airway Heights		
Industry	Persons	Percent	Spokane County (%)
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

	Airway Heights		
Occupation	Persons	Percent	Spokane County (%)
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%

Occupation	Airway Heights		Spokane County (%)
	Persons	Percent	
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
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
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
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

Type of Establishment	Retail Potential	Type of Establishment	Retail Potential
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

Existing land use figures and future land use patterns demonstrate the scope and areas within the City in use or envisioned for commercial and industrial purposes. The amount of land occupied by each type of land use within the City is presented in Table 3.1 (Land Use element, Chapter 3), and the location of land uses envisioned within the City is presented in the Future Land Use map, Figure 3.2.

Commercial Land

Approximately 629 acres of the land within Airway Heights is currently used for commercial purposes (listed in Table 3.1 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 3.1 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.

Residential Land

Table 3.1 shows approximately 462 acres of land within Airway Heights is dedicated to residential uses (single and multi-family combined), or 11.4 percent of the City’s total

land use. For reasons noted above, residential uses are generally discouraged south of US-2, with housing patterns largely directed north and north east within City limits.

Zoning

Airway Heights' zoning regulations implement City land use policy, directing commercial and industrial development to certain locations within the City. At present, land use and zoning categories differ to some degree, with broader land use categories providing greater flexibility for future implementation. The most current zoning map is available on the City's website, as referenced in Airway Heights Municipal Code.

Availability of Commercial & Industrial Lands

As listed 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.

The City conducted a market analysis for the West Plains Transportation Network Plan that included an estimate of demand for commercial and industrial through 2045. Table 7.8 shows the amount of growth in square footage and jobs by land use. The City is anticipating a total of 2,307 jobs during the planning period.

Table 7.8 – Employment Forecast by Transportation Analysis Zone (TAZ) – 2045

TAZ	Industrial	Office	Retail	Hospitality	Storage	
459			20,735			
461				150,000		
462	205,037		426,191			
463			120,000	220,000		
464	846,354	13,852	51,765			
Total sq ft.	1,051,391	13,852	618,691	370,000	0	
Ave. sq. ft./emp.	1,000	350	600	2,000	25,000	Total Jobs
Job Growth	1,051	40	1,031	185	0	2,307

Leland Consulting, 2021

Table 7.9 shows the employment capacity in the City of 9,488 jobs which can accommodate the anticipated growth in jobs of 2,307.

Table 7.9 – Employment Capacity – 2022

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
- 10 jobs per acre in the industrial zones
- Vacant industrial land does not include a market factors

City of Airway Heights, 2021

framework

COMPREHENSIVE AIRWAY HEIGHTS PLAN UPDATE

2023 UPDATE
Appendix - Goals, Policy Framework

APPENDIX A – GOAL & POLICY FRAMEWORK

Introduction

The Airway Heights Comprehensive Plan follows the framework of Vision, Plan Elements, Goals, Policies, and Actions.

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

Goal – Goals are 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 – Policies are topic-specific statements designed to address a specific objective, providing guidelines for current and future decision-making to make progress towards achieving that objective. A policy 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 budget-able 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, and 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 2020 Airway Heights Comprehensive Plan were a primary resource in developing this matrix. For the purpose of clarity and brevity, each and every 2020 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 various outreach efforts from 2021 to 2023 for the development of the Comprehensive Plan, including engagement activities, workshops, surveys, and online open houses. Topics such as creating a more walkable

community, preserving the small-town feel, and increasing public safety services were the most mentioned.

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 2021 Parks and Recreation Plan, 2021 Art Plan, 2021 Downtown Sub-Area Plan, 2021 Industrial Sub-area Plan, 2020 Comprehensive Plan, and the 2017 US-2 corridor plan.

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

Goal and Policy sections include an “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 ensure 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 the open space of its 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 by encouraging infill and thoughtful expansion.

Goals

LU HO ED XP G.04 Develop the historic city center as the “heart” of Airway Heights, enhancing its commercial, service, and civic vitality through implementation of the Downtown Plan.

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. This includes 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.

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, walking and biking, land use character, and community value.

Discussion: All cities require functional, resilient transportation networks to provide 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.

Goals

LU HO PR ED CF G.07 Plan for and establish types and quantities of land uses in Airway Heights that support community needs, and 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 minimize 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.

PR ED 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, and events and facilities. This goal and supporting policies direct the City to help sustain and expand community arts programming, and historic and cultural resources - benefiting the civic health, quality of life, and economic vitality of Airway Heights.

Goals

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 ratepayers 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.
 - Support a walkable and bikeable City.
 - Provide a range of housing types and options.
 - Support living wage employment opportunities for its residents.
 - Encourage travel demand reduction through use of mixed-use residential, commercial, and institutional development.
 - Advance multimodal facilities to reduce reliance on single-occupancy vehicles.
 - Promote connectivity between developments.

-
- 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 are supported through a street network classified by function that enforces multimodal design standards on the City and private development.
 - Goals and policies of the Comprehensive Plan, related Master Plan, and/or Facility Plans.
 - Housing needs and affordability for all income ranges.
 - Economic development and implementation of the Downtown Plan.
 - Implementation of the Industrial Sub-Area Plan.
-

Policies

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

To maintain mobility that allows for existing vehicle movements while balancing the need to support traffic growth within a developing community, the City will maintain a concurrency/LOS mobility standard consistent with those proscribed by Airway Heights Traffic Impact Study Standard Guidelines, and required through Airway Height Municipal Code 14.09 for Transportation Concurrency.

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

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

Strategy:

- Identify small-scale neighborhood commercial sites that are suitable to service existing and planned residential development. These should be located along transit corridors.
- Ensure access to STA transit access is within ¼-mile of multifamily and large-scale single-family residential centers.
- Ensure access to parks within the 10 minute or ¼ mile of residential areas.
- Promote connectivity between developments.

Action:

- Rezone areas suitable for neighborhood commercial development following public outreach engagement.
- Assess, plan, and implement multi-modal transportation needs for neighborhood commercial areas.
- Promote the development of park spaces, including pocket parks, trails, multi-use paths, and more.

Policies

LU P.06 Plan for compact, pedestrian-oriented development patterns in neighborhoods and commercial areas.

XP
HO

Strategy:

- Develop and maintain design standards for pedestrian-oriented environment.
- Ensure access to STA transit within ¼-mile of multifamily and large-scale single-family residential centers.
- Promote the integration of pedestrian-friendly designs into subdivisions, incorporating features such as landscape boulevards, buffers, street art, “pocket” parks, traffic control measures, and pedestrian/bicycle infrastructure, such as benches and bike racks.
- Require private developments to conduct bicycle and pedestrian analyses, along with traffic impact analyses, as determined by the City engineer during scope sessions.
- Enforce Multimodal Level of Service (LOS) goals for private development, incentivizing compliance by offering reductions in the City traffic impact fee for meeting these standards. (See Transportation Section for multimodal LOS standards/definition.)

Action:

- Develop new pedestrian-oriented design standards that will support missing middle housing development and human-scaled neighborhood design with an emphasis on ground-related housing.
- 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.

Policies

LU P.07 Require, when possible, 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 street network of 300~350-foot-long blocks.
- Extension of the arterial and grid street network applied to all development.
- Cul-de-sac and curvilinear street patterns should be limited.
- Street sections designed for safety, traffic calming, and aesthetic appeal, including narrower lanes, sidewalks, bike facilities, landscaping, and lighting.

Strategy:

- Review the development code and best practices to identify updates to the development standards to reinforce traditional residential development patterns.

Action:

- Update development standards in the zoning code to implement traditional residential development patterns.
- Update the public works standards to require connections by development to the existing street network and extend the grid street network into undeveloped and urban growth areas.

Policies

LU 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.

XP Strategy:

- Review the development code and best practices to identify infill development standards including lot sizes, access to the roadway and utilities, and design standards for housing for missing middle and high-density housing consistent with the Downtown Plan.

Action:

- Update development standards in the zoning code to implement small-lot development standards and redevelopment in high-density areas consistent with the Downtown Plan.
- Develop a Geographic Information System (GIS) inventory and a Capital Improvement Program (CIP) or Transportation Improvement Program (TIP) strategy to address the infill of missing sidewalks along undeveloped sites, ensuring enhanced pedestrian and bicycle mobility and safety.

LU P.09 Prioritize location of schools in areas with:

XP
HO
CF

- Access to arterial and collector streets.
- Ample sidewalks, bike, and pedestrian access.
- Proximity to residential areas being served.
- Cost-effective access to necessary utilities and services.
- Locations with multiple street access.

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

XP
HO
CF
UT

- Close proximity to major transportation corridors including in the industrial sub-area and along 21st Avenue.
- Siting near existing industrial uses, where possible.
- Cost-effective access to utilities and services.
- Access to transit to reduce employee vehicle trips.
- Paved roadway access to arterials.
- Ability to minimize trucking through residential areas.

Policies

LU 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.

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

Strategy:

- Prohibit UGA (Urban Growth Area) boundary adjustments that impose excessive burdens on Airway Heights citizens for extending utilities or transportation infrastructure.
- Require adjacent agencies or private developments to conduct infrastructure needs assessments for land development projects seeking incorporation into the Airway Heights UGA, ensuring the identification and acceptance by City officials of adequate utility or transportation mitigations before incorporating new development.

HO 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.

Strategy:

- Monitor land availability and build out results for housing developments to ensure housing goals are being accomplished.

Action:

- Initiate urban growth area modifications as needed to address housing. Annex urban growth areas as needed and able to be served.

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.

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

Policies

HO P.16 Encourage housing developments to front on streets or open space and promote clustering of units in new residential development to enhance service efficiencies and create opportunities for shared open space, landscaping, and creative approaches to shared parking solutions.

LU

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

- Can be integrated into existing neighborhood development patterns, ensuring compatibility in building scale and neighborhood character, replicating neighborhood design elements, and supporting a pedestrian-friendly environment. Examples include: limiting number of units in buildings limiting the building height to 1-2 stories requiring buildings to be along street frontages, creating a clear entrance and space related to the street requiring differing building forms built on a neighborhood block scale such as mixes of duplex, triplex, fourplex, courtyard apartments, townhomes and cluster housing.
- Can be designed to minimize large surface parking lots and promote shared parking, requiring parking on the interior of the site, behind buildings.
- Provide a transition between higher- and lower-intensity development patterns.
- Are appropriate and compatible with existing land uses.
- Are part of projects involving mixed-use or master-planned areas.
- Have convenient access to STA transit via use of pedestrian and/or bike accommodations (i.e. sidewalk, pathways, bike lanes, etc.)
- Have access to a collector or arterial.
- Do not concentrate multifamily developments in an area of the city, but rather distributes them throughout the community to avoid concentrations.

Policies

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

Strategy:

- Maintain a multi-modal level of service for the City that may differentiate between neighborhoods such as Downtown and residential neighborhoods.
- Encourage complete streets design for roadways and provide design guidelines on street elements configuration.
- Encourage extension of the multiuse path system.
- Provide administrative and financial assistance to support development-borne costs for roadway improvements adjacent to site.
- Encourage street lighting.
- Encourage frontage and landscaping improvements to the roadway edge including for US-2.
- Encourage extension of grid system and connection roadway network in the City and into the UGA.
- Develop safe crossings, multi-modal options, and improve US-2 to slow traffic through downtown.

Action:

- Enforce Multimodal Level of Service (LOS) goals for private development, incentivizing compliance by offering reductions in the City traffic impact fee for meeting these standards. (See Transportation Section for multimodal LOS standards/definition.)
- Leverage and develop the development traffic impact analyses to address multimodal Level of Service (LOS), at the discretion of the City engineer.
- Develop a new multi-modal level of service standard for the City, Downtown, and other neighborhoods as appropriate.

Policies

- 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.
 - Increases access to and encourages the use of public transit.
 - Improves safe pedestrian and bike routes to schools, housing, employment areas, and between communities.
 - Encourages completion of the street grid and improved alley access for development of low density, medium density, and infill housing.
 - Provides a residential grid network that ensures multimodal mobility between developments, recreation, services, and schools along City collectors and arterials.
 - Implements sound access management techniques by providing connectivity between contiguous commercial developments off the street system.

-
- 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.
 - Use of boulevards and landscape buffers designed consistent with City Standards that provide for snow storage that keep roads, bike lanes, and sidewalk/paths accessible year-round.
 - Development that promotes complete streets, improves access to STA transit, and/or provides shelters/storage for active transportation to improve multimodal LOS.
 - Businesses and residential developments that encourage commute trip reduction strategies, which can also improve multimodal LOS.
-

Policies

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

Strategy:

- Develop and maintain a Master Sidewalk and Pedestrian Network Plan that engineers and planners can use to coordinate the advancement of active transportation facilities.
- Enforce Multimodal Level of Service (LOS) goals for private development, incentivizing compliance by offering reductions in the City traffic impact fee for meeting these standards. (See Transportation Section for multimodal LOS standards/definition.)

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

Strategy:

- Develop and maintain a Master Sidewalk and Pedestrian Network Plan that engineers and planners can use to coordinate the advancement of active transportation facilities.
- Enforce Multimodal Level of Service (LOS) goals for private development, incentivizing compliance by offering reductions in the City traffic impact fee for meeting these standards. *(See Transportation Section for multimodal LOS standards/definition.)*

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

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

Policies

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

XP
PR
ED

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

UT
XP

- Population growth.
- Demographic trends.
- Building permit trends.
- Regional facility improvements and projections.
- Capital funding sources, including the transportation benefit district and traffic impact fees.

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

XP
PR
UT

Strategy:

- Collaborate with adjacent jurisdictions and the Washington State Department of Transportation (WSDOT) to maintain performance and Level of Service (LOS) standards for intersections and roadways. Work to ensure that the LOS needs of these agencies are met for large development projects, including providing potential mitigation for transportation impacts.

Policies

CF 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.

XP
PR
UT

Strategy:

- Require development projects to demonstrate transportation concurrency by applying the City's traffic impact analysis standards and process.
- Require development projects to meet the water concurrency requirements as set forth in the Airway Heights Municipal Code (AHMC) chapter 14.
- Enforce Multimodal Level of Service (LOS) goals for private development, incentivizing compliance by offering reductions in the City traffic impact fee for meeting these standards. (See Transportation Section for multimodal LOS standards/definition.)

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

- Enhancing planning and decision-making through GIS databases.
- Optimizing service delivery efficiency using GIS.
- Enhancing outreach engagement by creating interactive maps and dashboards that enable residents to access city services and provide feedback.

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

Policies

- LU P.36** Guide annexation decisions 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.

- XP P.38** Require private development to pay traffic impact fees proportionately to support infrastructure construction as a function of the concurrency and/or SEPA approval processes.

- CF P.39** **Coordinate with and support local emergency service providers.**

- LU P.40** With Spokane County, base determination of Urban Growth Area (UGA) limits considering:
 CF
 XP
 UT
- Land use forecast and demands.
 - Future service capabilities.
 - Infrastructure planning.
 - Ground and surface water provision and quality.
 - Protection of public health.
 - Transportation impacts.

- CF P.41** Cooperate with regulatory agencies in the identification and abatement of local environmental quality problems.

- CF P.42** 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

Policies

- CF P.43** 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.44** Provide storm water collection and treatment through use of landscaped infiltration areas and encourage the use of new or improved technology whenever practical.
- LU

-
- HO P.45** Develop partnerships and financial incentives to encourage a variety of housing developments.

Action:

- Coordinate with business and housing agencies to site special needs housing close to relevant business.
 - Facilitate business and housing agency collaboration to promote economic development and meet diverse housing needs.
 - 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 from the Accident Potential Zone II (APZ).
 - Consider density bonuses, financial methods, and design standards to encourage mixed-use housing.
-

Policies

HO P.46 Update regulations to enable a broader range of housing opportunities.

LU **Action:**

- Revise development regulations to expand the types of housing that are permitted in the residential zones with a focus on “missing middle” housing such as accessory dwelling units, townhouses, cottage housing, courtyard apartments, triplexes, and fourplexes.
- Combine the low- and medium-density land use categories to provide for a greater variety of housing opportunities.
- Actively mix housing and commercial uses in and near the Downtown as depicted in the Downtown Plan to provide higher quality, lower cost housing.
- 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.

ED P.47 Develop marketing programs to support community advancement, future development opportunities, and employment.

Action:

- 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.
 - Develop an information base that includes the current level and type of employment along with potential job location forecasts.
 - Develop a community branding program.
-

Policies

ED P.48 Support revitalization of existing business and commercial districts in Airway Heights

Action

- Develop a business retention program to ensure the continued viability of existing businesses.
- Create parking and business improvement authorities in downtown area north of US-2.
- Create local improvement districts.
- Strengthen existing businesses and support reinvestment in downtown by enhancing the visibility, access, and concentration of local businesses.

PR P.49 Improve the overall community image by creating areas that enhance the sense of civic pride within the City by enhancing the aesthetic qualities of the City through the attractive and memorable design of park and recreation features.

Strategy:

- Identify & encourage areas appropriate for civic areas, town/neighborhood squares, & other public open spaces.
- Encourage the establishment of community civic groups dedicated to improving the community's appearance.
- Identify areas in the community to install public art.
- Invest in streetscape improvements and beautification efforts in downtown to cultivate a stronger identity and sense of place, transforming the streets and sidewalks into the vibrant, lively spaces envisioned by the community.

Policies

PR P.50 Provide year-round park and recreation features, facilities, and programs, in sufficient quantity and diversity, to provide opportunities for individuals of all age groups and abilities in order to meet the present and future needs of non-driving residents.

Strategy:

- Ensure that every home in the City lies within the service area of a park by pursuing partnerships with developers, by requiring park, trail, and open space dedications with subdivisions according to specified standards, and by actively pursuing funding opportunities from the RCO, Spokane County, and Spokane Parks Foundation.
- Develop both passive and active recreation opportunities on public land including trails, mini exercise and pocket facilities (small scale such as benches and tables).

Action:

- Develop a senior and disability recreation plan for inclusive facilities, when possible, at every location.
- Pursue avenues of funding and partnerships with other government agencies, as well as private and non-profit organizations, to develop the remaining 50 acres at the Recreation Complex, including phase 2 of the Recreation Center Expansion and improving year-round recreational opportunities for the region.

PR P.51 Coordinate with agencies and surrounding communities to develop and broaden the variety of and accessibility to recreation, wellness, and open space opportunities available to city residents of all ages and abilities.

Strategy:

- Coordinate with the City of Spokane, Spokane County & surrounding communities to develop and enhance linkages and partnerships to maximize the recreational opportunities for all residents.
 - Coordinate with Cheney School District to maximize recreational opportunities at school facilities.
-

Policies

PR P.52 Ensure park & recreation facilities within the community are of a safe & healthy nature.

Strategy:

- Designate & locate park facilities in a manner ensuring compatibility with surrounding uses, especially as new development occurs.
- Provide landscaping, serving to buffer neighboring land uses, and also provide shade and aesthetic amenity for park users.
- Ensure that park sites that are developed in residential neighborhoods are fronted on at least 50% of their perimeter by a public road to allow adequate public access to the site. Ensure visibility into park facilities is maintained from street & other public access areas.

XP P.53 Develop a robust multimodal network that supports land use development, increasing the number of residents who work, live, and recreate in Airway Heights. This will stimulate local commerce and promote outside investment within the City.

XP P.54 Invest in a multimodal transportation network to promote the efficient movement of freight and commuters between residential and commercial centers. Residents and workers that can effectively access services and goods are more likely to invest in Airway Heights, elevating business incomes and promoting the tax base.

XP P.55 The provision of multimodal choices allows Airway Heights citizens to benefit from reduced travel costs and healthier lifestyles via walking, biking, and/or ridership of STA transit. Promotion of mixed-use developments with affordable housing and employment opportunity, in combination with multimodal facilities, allows citizens the opportunity to reduce their transportation footprint on City and regional roadways and highways, which reduces infrastructure costs/impacts and improves air and stormwater runoff qualities.

Policies

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- XP P.56** Require the development or Develop Standards for context-sensitive streets to provide “place” for pedestrian, bicycle, and transit accommodation, incorporating (as appropriate) landscape, artistic, and traffic calming enhancements to affect the community vision for the City. Improvements such as boulevards and landscape buffers, street/pathway art, “pocket” parks, speed control measures, and pedestrian/bike infrastructure (benches, bike racks, etc.) are examples of applications that appeal to commuters and recreational travelers.
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- XP P.57** Anchor the city center with walkable/bicycle facilities, incorporating traffic controls, calming measures, strategically located parking, and wayfinding to slow or divert traffic from the vibrant city center. This approach creates a sense of place for active transportation.
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- XP P.58** Implement downtown zoning with a focus on businesses that promote synergy with nearby residential accessibility, transit, and active commuting. This action aims to reduce the frequency of single-purpose trips to the downtown area.
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- XP P.59** Promote the development of appealing transportation facilities that complement the downtown/civic center by implementing development standards that incorporate context-sensitive designs and landscaping elements.
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- XP P.60** Develop a comprehensive multimodal transportation network that supports the development of commercial and residential land use, promotes the Airway Heights economy by facilitating the efficient movement of freight and goods, and provides transportation options to reduce travel demand, congestion, and reliance on single occupancy vehicles, and encourages healthier lifestyles.
-
- XP P.61** Promote mixed commercial, service, and residential land use developments, incorporating transit and active transportation facilities to ease congestion, reduce single-occupancy vehicle use, and encourage healthier lifestyles.
-

Policies

XP P.62 Encourage mixed use development in commercial areas with the DNL 65-69 designation, as indicated on the land use map. Promote mixed-use projects in these areas to incorporate multimodal facilities within the development, including trails, bike lanes or paths, and transit facilities, and ensure their integration with existing or planned multimodal projects.

- Encourage travel between the residential, work, and recreational land uses of site.
- Provide the local streets and access easements needed to promote travel off City arterials and collectors.
- Provides active transportation options (walking and biking) between land uses.
- Enforce Multimodal Level of Service (LOS) goals for private development, incentivizing compliance by offering reductions in the City traffic impact fee for meeting these standards.

XP P.63 Maintain a system of federally functional classified roadways to safely and efficiently accommodate projected travel demands for Airway Heights.

Strategy:

- Develop multimodal design standards for respective roadway classes, as defined with Transportation Section 1 of City Design Standards.
 - Assure access management criteria per Section 2E of the Transportation section of City Design Standards is applied to assure the performance and safety of roadways.
 - The Concurrency Standard of Municipal Code 14.09 is established to affirm classified roadways have the capacity to address forecast travel demands.
 - Work to assure the 6-Year Transportation Improvement Program (TIP) is advanced at a pace commensurate with the gain in travel demands.
 - Assure the traffic impact fee program is developed to support the funding of TIP projects.
 - Coordinate with WSDOT and adjacent local agencies to coordinate classifications for shared roadways, and to affirm consistency in design.
-

Policies

XP P.64 Design or encourage development to provide multimodal application in private construction.

Strategy:

- Work with Spokane Transit to identify opportunities for fixed route stops or vanpool.
- Establish active transportation options (walking and biking) along corridors designated by mater pedestrian and bicycle plans.
- Establish context-sensitive designs that fit the character of neighborhoods.
- When appropriate, utilize traffic calming measures (bulb-outs, islands, etc.) to slow traffic on multimodal corridors.
- Update and Maintain a Complete Street plan per City of Airway Heights Municipal Code 14.10.
- Develop context sensitive designs that promote the appeal of transportation facilities.
- Enforce Multimodal Level of Service (LOS) goals for private development, incentivizing compliance by offering reductions in the City traffic impact fee for meeting these standards.

Policies

XP P.65 Encourage development to organize Transportation Demand Management (TDM) strategies.

Strategy:

- Work with developers to establish mixed-use developments advanced with complete street networks.
- Encourage City businesses with 100 or more full-time employees to provide flextime or telecommuting schedule options.
- Provide ride-share options through organizations such as Spokane Transit or Commute Finder Northwest.
- Develop other TDM strategies in compliance with best practices.
- Document a commute trip reduction plan per City of Airway Heights Municipal Code Chapter 10.16.
- Use transportation technology (intelligent transportation systems, variable messaging, etc.) and wayfinding to help maintain the movements of traffic through the City.
- TDM and CTR strategies can result in reduced development trip generation, which could result in a reduction of traffic impact fees, as approved by the City Public Works director.

Policies

XP P.66 Work to develop bicycle facilities with City collectors and private development projects.

Strategy:

- Implement the network of paths and dedicated lanes for bicycle activity as identified in the City Comprehensive Plan.
- Develop multiuse paths, bike paths, or bike lanes along City collectors in accordance with the applicable provisions of the Comprehensive Plan.
- Require private development projects to conduct bicycle and pedestrian analyses and discussion in the traffic impact analyses, as determined by the discretion of the City engineer during scope sessions.
- Require private development to incorporate multiuse paths, bike paths, or bike lanes as part of the frontage improvement in a manner consistent with the bicycle master plan.
- Collaborate with private development to proactively plan for and preserve the right-of-way (ROW) needed for bicycle facilities.

Policies

XP P.67 Employ access management practices throughout the City to help preserve mobility and safety for area roadways.

Strategy:

- Incorporate the spacing guidelines outlined in Section 2E of the Transportation section in the City Design Standards to optimize the spacing of classified roadways within the network that supports mobility.
- Implement the minimum private development approach spacings defined in Section 2E of the Transportation section of City Design Standards to minimize the impact on traffic flow.
- Enforce the requirement for residential developments with more than 30 units/dwellings to provide secondary access through a separate street to meet mobility needs and ensure emergency service accessibility.
- Require adjacent commercial developments to establish connecting cross-easements between sites to provide for mobility off the city street system, particularly along U.S. 2.
- Promote shared access, as possible, to minimize the number of access points along City collectors and arterials.

Policies

XP P.68 Ensure that all City roads are designated as public, unless otherwise specified or approved by the City engineer or as specified in the City Municipal Code.

Strategy:

- An applicant petition for a private road is subject to approval by the City Engineer.
- The maintenance/upkeep of private roads will be the responsibility of the property owner.
- The minimum cross-section of a private road will be a 20-foot paved surface unless approved otherwise by the City engineer.
- A private street serving multi-family, mobile home parks, or commercial uses shall provide a 5-foot sidewalk on one side designed to prevent parking on the sidewalk.
- A private road will be limited to a volume of 300 average daily traffic or 30 trips per hour.
- Further definitions and guidelines for City streets are discussed with Section 2E of the Transportation section of City Design Standards.

Policies

ED **P.69** Invest in drastic streetscape improvements and beautification efforts in Downtown.

Strategy:

- 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.
- 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.
- Review and update zoning overlay districts and identify an opportunity zone to ensure design standards contribute to downtown development and success.
- Incorporate wayfinding and gateway signage throughout the city to improve connections between downtown and other areas. Such signage should include art elements and environmental knowledge, and should communicate a sense of arrival.
- Define a transition into downtown by constructing US-2 to provide traffic calming through the core, and by encouraging a greater density of buildings and activity in the core.

HO **P.70** In the Downtown, integrate a mixture of housing options including
LU affordable and “missing middle” housing.

Strategy:

- Promote new development concepts in housing, retail, restaurants, and the arts, such as mixed-use development, incubators, maker spaces, and other lower-cost start-up spaces for local entrepreneurs.
- 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.
- Ensure land use designations, zoning, subdivision, and development standards are supportive of mixed housing and downtown redevelopment.
- Evaluate the feasibility for a mixed-use housing pilot project.

Policies

ED **P.71** Strengthen existing businesses and support reinvestment Downtown.

Strategy:

- 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.
 - Evaluate parking strategies, surface lots, and opportunities for infill and redevelopment as appropriate.
 - Study infrastructure needs and funding for the downtown area south of US-2.
 - Leverage investment with grants, city funds, partnerships, and collaborate to foster downtown development that can be utilized for storefront improvement grants to local businesses.
 - Study the benefits of vacating 13th and 14th avenues as a stimulus to private redevelopment along US-2 .
 - 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.
-

Policies

ED **P.72** Create and improve collaborative, inclusive and safe public spaces in the Downtown.

Strategy:

- 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 .
- Encourage activation of downtown public spaces. Examples could include community gardens, trails, pocket parks, etc.
- Re -envision Sunset Park as a northern downtown anchor. Develop a Master Park Plan that improves connections and integration with downtown.
- Involve the public in events and programs that get people excited about Downtown Airway Heights such as a public market and collaborative art.
- 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 and seek community buy-in.

XP **P.73** Develop safe crossings, multi-modal options, and improve US 2 to slow down traffic through Downtown.

Strategy:

- 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.
- Establish connectivity and walkability north and south of US-2 so residents and visitors can safely explore both sides of downtown.
- Utilize greenspace, bollards, and safe crossing elements to separate motorized traffic from sidewalks, open spaces, and trails.
- 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.

Policies

- PR **P.74** Require an impact fee, land dedication, or fee in lieu of dedication for community and neighborhood parks based upon the adopted LOS standards set forth in the Park Element.
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- PR **P.75** Amend existing development regulations to ensure consistency with the neighborhood level of service standards for parks set forth in the Parks Element.
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- PR **P.76** New Master Planned Communities should be required to dedicate land for the development of community parks that are available to the general public.
-
- PR **P.77** Require all new residential lots or new residential units on lots of record to pay an impact fee, dedicate land, or pay a fee in lieu of land dedication for the development of local parks. The structure of each of these options shall be correlated to the LOS standards set forth in the Parks Element.
-
- PR **P.78** The required dedication of land within a site to be developed as five units or greater of residential development mixed use shall be 10% of the land. The required dedication for land within a single-family residential development shall be a minimum of 5% of the land. Dedication lands may not be used for other purposes such as stormwater control, storage or another non-park uses.

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

Actions

- LU **A.01** Rezone areas suitable for neighborhood commercial development
 XP following public outreach engagement.
 PR
 HO

Actions

LU **A.02** Assess, plan, and implement multi-modal transportation needs for
 XP neighbor-hood commercial areas.
 PR
 HO

LU **A.03** Promote the development of park spaces, including pocket parks, trails,
 XP multi-use paths, and more.
 PR
 HO

LU **A.04** Develop new pedestrian-oriented design standards that will support
 XP missing middle housing development and human-scaled neighborhood design
 HO with an emphasis on ground-related housing.

LU **A.05** Develop design guidelines for commercial development on SR 2 which is
 XP pedestrian friendly, encourages a grouping of like activities, and is
 HO architecturally consistent.

LU **A.06** Initiate discussions with SR 2 commercial owners regarding signs and
 XP design standards (including street trees) and the need for public intervention in
 HO the rejuvenation of SR 2.

LU **A.07** Update development standards in the zoning code to implement
 XP traditional residential development patterns.
 HO

LU **A.08** Update the public works standards to require connections by
 XP development to the existing street network and extend the grid street network
 HO into undeveloped and urban growth areas.

LU **A.09** Update development standards in the zoning code to implement small-
 HO lot development standards and redevelopment in high-density areas consistent
 ED with the Downtown Plan.
 XP

Actions

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- LU **A.10** Develop a Geographic Information System (GIS) inventory and a Capital Improvement Program (CIP) or Transportation Improvement Program (TIP) strategy to address the infill of missing sidewalks along undeveloped sites, ensuring enhanced pedestrian and bicycle mobility and safety.
-
- HO **A.11** Initiate urban growth area modifications as needed to address housing.
 LU Annex urban growth areas as needed and able to be served.
-
- XP **A.12** Enforce Multimodal Level of Service (LOS) goals for private development, incentivizing compliance by offering reductions in the City traffic impact fee for meeting these standards. (See Transportation Section for multimodal LOS standards/definition.)
-
- XP **A.13** Leverage and develop the development traffic impact analyses to address multimodal Level of Service (LOS), at the discretion of the City engineer.
-
- XP **A.14** Develop a new multi-modal level of service standard for the City, Downtown, and other neighborhoods as appropriate.
-
- HO **A.15** Coordinate with business and housing agencies to site special needs housing close to relevant business.
-
- HO **A.16** Facilitate business and housing agency collaboration to promote economic development and meet diverse housing needs.
-
- HO **A.17** Coordinate with housing nonprofits for development incentives.
-
- HO **A.18** Coordinate with Fairchild Air Force Base and others for funding or other support to make relocation attractive to residents from the Accident Potential Zone II (APZ).
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- HO **A.19** Consider density bonuses, financial methods, and design standards to encourage mixed-use housing.
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Actions

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| HO
LU | A.20 Revise development regulations to expand the types of housing that are permitted in the residential zones with a focus on “missing middle” housing such as accessory dwelling units, townhouses, cottage housing, courtyard apartments, triplexes, and fourplexes. |
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| HO
LU | A.21 Combine the low- and medium-density land use categories to provide for a greater variety of housing opportunities. |
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| HO
LU | A.22 Actively mix housing and commercial uses in and near the Downtown as depicted in the Downtown Plan to provide higher quality, lower cost housing. |
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| HO
LU | A.23 Reduce parking requirements for mixed-uses, especially those designed to serve low-income or senior citizen residents. |
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| HO
LU | A.24 Eliminate redundant and unnecessary requirements for development regulations and standards. |
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| HO
LU | A.25 Review existing and proposed building and development regulations, standards, and permitting processes to increase regulatory efficiency. |
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| HO
LU | A.26 Revise development regulations to expand the types of housing that are permitted in the residential zones with a focus on “missing middle” housing such as accessory dwelling units, townhouses, cottage housing, courtyard apartments, triplexes, and fourplexes. |
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| HO
LU | A.27 Combine the low- and medium-density land use categories to provide for a greater variety of housing opportunities. |
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| HO
LU | A.28 Actively mix housing and commercial uses in and near the Downtown as depicted in the Downtown Plan to provide higher quality, lower cost housing. |
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Actions

HO LU **A.29** Reduce parking requirements for mixed-uses, especially those designed to serve low-income or senior citizen residents.

HO LU **A.30** Eliminate redundant and unnecessary requirements for development regulations and standards.

HO LU **A.31** Review existing and proposed building and development regulations, standards, and permitting processes to increase regulatory efficiency.

ED **A.32** Implement a public relations campaign using local and regional news media to attract a wider range of visitors to the community.

ED **A.33** 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.

ED **A.34** Develop an information base that includes the current level and type of employment along with potential job location forecasts.

ED **A.35** Develop a community branding program.

PR **A.36** Develop a senior and disability recreation plan for inclusive facilities, when possible, at every location.

PR **A.37** Pursue avenues of funding and partnerships with other government agencies, as well as private and non-profit organizations, to develop the remaining 50 acres at the Recreation Complex, including phase 2 of the Recreation Center Expansion and improving year-round recreational opportunities for the region.

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