

*This section lays out a specific course of action that has been developed cooperatively with representatives from local jurisdictions, Fairchild AFB, state and federal agencies, local organizations, Native American tribal governments, and other interested entities. The result of a collaborative planning process, the recommendations in this section represent a true consensus plan; a realistic and coordinated approach to compatibility planning developed with the support of the stakeholders involved.*

There are several measures of a successful planning process. The questions (“Q”) and answers (“A”) provided on the next page highlight how the Joint Land Use Study (JLUS) process has met these requirements.

**Q** Did the process provide for substantial involvement of those responsible for implementation?

**A** The Fairchild JLUS Policy Steering Committee (JPC) and Technical Advisory Group (TAG) met throughout the development of the JLUS and provided input on each step of the study’s development. The committees assisted in the identification of compatibility issues (both current and future) and the development and refinement of the strategies presented in this section. The committee members’ insight also helped to develop a set of strategies that not only resolved the compatibility issues identified, but could be implemented by the stakeholders involved.

The recommendations presented in this section represent a consensus supported by the members of the JPSC and TAG.

**Q** Does the plan cover the geographic area necessary to ensure appropriate compatibility planning?

**A** At the beginning of the JLUS process, the project team invited agencies, organizations, and the public to be a part of the planning process and to assist in identifying any area that may be important to the development and implementation of the JLUS. During the process, the committees refined the study area from what was originally identified to a larger area that reflected the issues identified.

**Q** Are the proposed strategies realistic?

**A** The design of the committees helped ensure that the plan would be realistic in approach. The JPSC represented decision makers from each of the jurisdictions, agencies and organizations involved. They helped develop approaches that could be implemented. The TAG represented the staff functions of these agencies and organizations. They helped refine the strategies and provided input on the processes, staffing, and funding necessary for implementation.

**Q** Do the strategies strike a balance between sustaining military operations and providing opportunities for local economic development?

**A** The JLUS process brought together all of the stakeholders in the study area to discuss compatibility issues and potential solutions. The role of the JPSC and TAG was to ensure the strategies: could be accomplished with the resources available, were applied only to the geographic areas where compatibility was a concern, provided the appropriate protections without being overly restrictive.

**Q** Does the plan include a mechanism to oversee the implementation of the JLUS recommendations?

**A** Strategy 29 establishes a JLUS Coordinating Committee, made up of representatives from Fairchild AFB, local jurisdictions, and other stakeholders in the study area. They will monitor, assess, and refine the recommendations in this JLUS to address changing conditions and ensure the JLUS provides a long-term vision for meeting encroachment challenges.

## 5.1 DEVELOPING RECOMMENDATIONS

JLUS strategies constitute a variety of actions local governments, military installations, agencies and other stakeholders can take to promote compatible land use planning. When these strategies are implemented, existing and potential compatibility issues arising from the civilian / military interface can be removed or significantly reduced in adversity. As such, the recommended strategies function as the heart of the JLUS document and are the culmination of the planning process.

The compatibility strategies recommended in this JLUS are consistent with the Washington State Growth Management Act, including provisions in the Revised Code of Washington (RCW) 36.70A.530 pertaining to the protection of military installations from incompatible land uses.

### *Strategy Foundation*

As designed, this section was developed based on the inputs provided in the previous sections.

- **Section 2** provided an overview of existing conditions in the study area as well as a description of the operations conducted at Fairchild AFB.
- The foundation for **Section 3** was input from the JPSC, TAG, and the public. Starting from their insights into existing or potential compatibility issues or opportunities, additional items were added by the consulting team based on a review of conditions in the area. For each compatibility factor identified, background information was added to provide a good foundation on each factor to be address in this JLUS.
- Before establishing new strategies, it is critical to understand the existing strategies available and currently in use. **Section 4** provides a high level overview of the current planning strategies and tools used in the study area. The purpose of this evaluation is to determine:
  - Is the issue already covered in part or all of the study area? If adequately covered throughout the study area, no further action is needed. If a strategy is found to currently address the issue but only in a portion of the study area, can it be modified to be adopted by other stakeholders?
  - Is a strategy currently in place that only partially addresses an issue identified in Section 3? If so, how can that strategy be

modified? As an alternate approach, does the strategy need to be replaced with a more effective approach?

- Is an appropriate strategy missing currently? In this case, what new strategies will fit in with the capabilities of the stakeholders in the study area?

### *Strategy “Toolbox”*

To help organize the presentation of the JLUS recommendations, the strategies and tools proposed are grouped under one of 23 strategy types. These types represent the complete range of strategies that can be applied to compatibility issues. For the Fairchild JLUS, only 17 of the 23 strategy types are proposed, but like the 24 compatibility factors used in Section 3, this common approach ensures a comprehensive response to compatibility factors identified.

The 23 potential strategy types are listed below. For the 17 strategy types used for the Fairchild JLUS, a table number follows each heading. The table number refers to the location in this section where the proposed strategies under this strategy type can be found. It is important to note that not every strategy type is needed to address compatibility near Fairchild AFB.

- Military Influence Area Strategy (Table 5-2)
- Comprehensive Plan Strategies (Table 5-3)
- Acquisition Strategies (Table 5-4)
- AICUZ Strategy (Table 5-5)
- Airport Master Plans / Airspace Studies Strategies (None Proposed)
- Avigation Easement Strategies (Table 5-6)
- BASH Strategies (Table 5-7)
- Fairchild Planning and Operational Strategies (Table 5-8)
- Building Code Strategies (Table 5-9)
- CIP / Infrastructure Master Plan Strategies (Table 5-10)
- Cluster Development Strategies (None Proposed)
- Code Enforcement / Building Inspection Strategies (Table 5-11)
- Communications / Coordination Strategies (Table 5-12)
- Deed Restrictions / Covenants Strategy (Table 5-13)
- Habitat Conservation Strategies (None Proposed)
- Hazard Mitigation Plan Strategies (None Proposed)
- Legislative Strategies (None Proposed)
- MOU Strategies (Table 5-14)
- Partnership with Non-Governmental Organization Strategies (None Proposed)
- Real Estate Disclosure Strategy (Table 5-15)
- SEPA / NEPA Strategies (Table 5-16)
- Zoning / Subdivision Strategies (Table 5-17)
- Other Strategy (Table 5-18)

### *How to Read the Strategies*

For the categories used, one or more strategies are presented. The strategies are all presented using the same format for easy reference. Figure 5-1 provides a guide to reading the strategies presented in this section.

For each strategy, the columns listing the major stakeholders (Spokane County, Airway Heights, etc.) identify who will be involved in implementing the strategy. Two symbols are used to represent the level of involvement.

- **Primary Responsibility.** A square symbol (■) designates that the stakeholder identified is responsible for implementing the strategy.
- **Partner.** A hollow circle symbol (○) designates that the stakeholder identified can provide technical information or otherwise support the efforts to implement the strategy, but is not directly responsible for its implementation.

Table 5-1 provides both an index and a summary of the strategies contained under each category. The corresponding page number for each strategy is also listed for quick reference.

### *Sensitive Land Uses*

In this section, several strategies use the term “sensitive land uses”. This term includes land uses which, due to their special sensitivity, should be excluded from certain locations near airfields. The following types of uses are classified as sensitive land uses within this JLUS.

- Child day-care center
- Church
- Community treatment facility
- Family day-care provider
- Heliport or helipad
- Hospital or convalescent facility
- Hotel
- Manufactured home park
- Motel
- Nursing home
- Participant sports and recreation
- Public assembly facilities (spectator amphitheater, spectator sports facility, theater)
- Recreational vehicle park
- Residential
- School

Figure 5-1. Sample Strategy Guide

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
2	<p><b>Compatibility Policy Set</b> The goals and policies contained on the following pages are proposed for inclusion into each jurisdiction's comprehensive plan. These changes provide a complete policy package for compatibility planning and provide a policy basis for many of the other strategies contained in this JLUS.</p>		■			■	■	■	■					■		
3	<p><b>Policy Statement on Sound Attenuation</b> To provide a policy basis for sound attenuation requirements, jurisdictions should add a policy or implementing program to require sound attenuation mitigation measures to all remodeled or new sensitive land uses within the 65 Ldn contour for the potential mission scenario based on a mix of next generation air refueling aircraft and B-52 aircraft, as shown on Figure 5-2. The modification shown below for Airway Heights is an appropriate basis for other jurisdictions.</p> <p>For Airway Heights Comprehensive Plan, provide the following modifications to an existing program:</p>					■	■	■	■					■		

Sample

**Strategy Number.**  
Used for reference.

**Strategy.** This column contains a description of the strategy, including actions to be taken.

**Geographic Area.** For each strategy, these boxes describe where the strategy applies.

**Who Will Complete.** This column lists the organizations with primary responsibility for the strategy, and the partners that can assist them with implementation.

**When.** These columns show when the strategy is proposed to be completed. Some strategies are also marked as "Ongoing" activities.

**Table 5-1. Index of Strategies**

Strategy #	Page #	Strategy Title	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
<b>Military Influence Area Strategy</b>																	
1	5-12	Define and Establish MIAs	■				■	■	■	■	○	○	■	■			■
<b>Comprehensive Plan Strategies</b>																	
2	5-17	Compatibility Policy Set		■			■	■	■	■			■		■		
3	5-17	Policy on Sound Attenuation			■		■	■	■	■			■		■		
4	5-17	Incorporating Military Housing Needs in Local Comprehensive Plans	■				■	■	■	■	○						■
<b>Acquisition Strategies</b>																	
5	5-25	Identify Priority Locations for Acquisition				■	○			○	■	■			■		
6	5-25	Maintain Existing Easements				■					■						■
7	5-25	Establish Conservation Easement Program				■	■				○					■	
8	5-25	Use Land and Water Conservation Fund Grants				■	■				○						■
9	5-25	Use DOD Easement Partnership Program				■					■						■
<b>AICUZ Strategy</b>																	
10	5-28	Implement AICUZ Recommendations			■		■	■	■	■	○		■		■		■
<b>Avigation Easement Strategies</b>																	
11	5-30	Update Avigation Easement Requirement for Spokane County			■		■								■		
12	5-30	Update Avigation Easement Requirement for Airway Heights			■			■							■		
13	5-30	Develop or Update Avigation Easement Programs			■				■	■					■		
<b>BASH Strategies</b>																	
14	5-32	Modify Spokane County's Zoning Ordinance on BASH	■				■								■		
15	5-32	Modify Zoning Ordinances for BASH	■					■	■	■						■	
16	5-32	BASH Consideration in Jurisdiction or Agency Projects		■			■	■	■	■	○	○	■	■			■
17	5-32	Develop and Distribute BASH Educational Materials	■								■					■	
18	5-32	Control Bird and Wildlife Attractions Near Base		■			■	■	■	■	■	■	■	■			■
<b>Fairchild Planning and Operational Strategies</b>																	
19	5-34	Flight Operations for Future Missions	■								■						■
20	5-34	Update Fairchild AFB General Plan	■								■					■	
21	5-34	Develop Public Summary for Fairchild AFB General Plan	■								■					■	
22	5-34	Involve Local Jurisdictions in Defining Data Needs	■				○	○	○	○	■	○	○	○		■	
<b>Notes:</b>			■ marks the geographic area to which this strategy applies i committee input needed				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)				■ when the strategy should be complete						

**Table 5-1. Index of Strategies (cont'd)**

Strategy #	Page #	Strategy Title	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing	
<b>Building Code Strategies</b>																		
23	5-36	Sound Attenuation for New Construction			■		■	■	■	■			■	■	■			
24	5-37	Sound Attenuation for Existing Structures			■		■	■	■	■								■
<b>CIP / Infrastructure Master Plan Strategies</b>																		
25	5-39	Incorporate Compatibility Planning Concepts in CIPs / Infrastructure Master Plans				■	■	■	■	■	○		■					■
26	5-39	Ensure Adequate Transportation Infrastructure				■					■			■				■
<b>Code Enforcement / Building Inspection Strategies</b>																		
27	5-41	Ensure Construction Standards for Sound Attenuation Are Met			■		■	■	■	■	○		■					■
28	5-41	Code Enforcement Relative to Compatibility Concerns		■			■	■	■	■					■			■
<b>Communications / Coordination Strategies</b>																		
29	5-43	Establish a JLUS Coordinating Committee	■				■	■	■	■	■	■	■	■	■			■
30	5-44	Establish Procedures for Plan Review and Comment	■				■	■	■	■	○				■			
31	5-44	Fairchild as Part of Pre-Application Review		■			■	■	■	■	■							■
32	5-44	Refer Development Applications to Fairchild for Review and Comment		■			■	■	■	■	○							■
33	5-45	Refer Development Proposals to Fairchild for Review and Comment		■			■	■	■	■	○		■					■
34	5-45	Involve Fairchild AFB Officials in Airport Planning	■	■							■	■		■				■
35	5-45	Coordination on School Site Planning			■						○	○		■				■
36	5-46	Other Sensitive Uses in MIA 4				■	■	■	■				■					■
37	5-46	Educational Outreach on Aviation Planning	■								○	○		■				■
38	5-46	Develop and Distribute Public Education Materials		■							■				■			■
39	5-46	Fairchild Public Affairs Liaison to JLUS Coordinating Committee	■				○	○	○	○	■	○	○	○	■			
40	5-47	Technical Support for Local Decision Making Process	■				○	○	○	○	■	○	○	○				■
41	5-47	Establish and Maintain Compatibility Clearinghouse	■				■	○	○	○	○	○	○	○	■			■
<b>Deed Restrictions / Covenants Strategy</b>																		
42	5-49	Deed Notifications in Impacted Areas				■	■	■	■		○							■
<i>Notes:</i>			■ marks the geographic area to which this strategy applies i committee input needed					■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)					■ when the strategy should be complete					

Table 5-1. Index of Strategies (cont'd)

Strategy #	Page #	Strategy Title	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
<b>Memorandum of Understanding Strategies</b>																	
43	5-52	Develop General MOU to Implement JLUS Process	■				■	■	■	■	■	■	■	■	■		
44	5-52	Develop Specific MOUs to Implement JLUS Recommendations	■				■	■	■	■	■	■	■	■	■		
<b>Real Estate Disclosure Strategy</b>																	
45	5-54	Develop an Enhanced Real Estate Disclosure Ordinance		■			■	■	■	■	○			■	■		
<b>SEPA / NEPA Strategies</b>																	
46	5-56	Refer SEPA Documents to Fairchild AFB		■			■	■	■	■	○			■			■
47	5-56	Refer NEPA Documents to Local Jurisdictions		■			○	○	○	○	■	○	○				■
48	5-56	SEPA Documentation Requirements	■				■	■	■	■					■		
<b>Zoning / Subdivision Strategies</b>																	
49	5-59	Land Uses Allowed in MIA 4				■	■	■	■	■					■		
50	5-59	Intensity Standards for Non-Residential Uses				■	■	■	■	■					■		
51	5-59	Encourage Area Planning Approach	■				■	■	■	■	○	○	■	○			■
52	5-60	Residential Zoning Expansion Limits				■	■	■	■	■	○		■				■
53	5-60	Ensure FAA Part 77 Compliance		■			■	■	■	■			■	○			■
54	5-60	Develop or Update Light and Glare Controls		■			■	■	■	■	○	○	■			■	
55	5-60	Dark Skies Ordinance		■			■	■	■	■	○	○	■			■	
56	5-60	Modify Subdivision Regulations, Disclosure	■				■	■	■	■	○						
<b>Other Strategy</b>																	
57	5-61	Maintain Existing and Pursue Additional Missions at Fairchild AFB	■				■	■	■	■	■			■			■
<i>Notes:</i>			■ marks the geographic area to which this strategy applies i committee input needed					■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)					■ when the strategy should be complete				

## 5.2 STRATEGIES

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### *Military Influence Area*

A Military Influence Area (MIA) is a formally designated geographic planning area where military operations may impact local communities, and conversely, where local activities may affect the military's ability to carry out its mission. In other JLUS documents, terms such as Region of Military Influence (RMI), Military Influence Planning District (MIPD), Military Influence Overlay District (MIOD), Military Influence Disclosure District (MIDD), Airfield Influence Planning District (AIPD), and Areas of Critical State Concern (ACSC) have also been used to describe similar areas.

For the Fairchild JLUS, four MIAs have been designated to accomplish the following purposes.

- Protect public health, safety, and welfare.
- Promote an orderly transition between community and military land uses so that land uses remain compatible.
- Maintain operational capabilities of military installations and areas.
- Promote the awareness of the size and scope of military operations and training areas, in addition to the actual installation (i.e., critical air and sea space) that are critical to maintaining the military's mission.
- Establish compatibility requirements within the designated MIAs, such as requirements for sound

attenuation, real estate disclosure, and aviation easements.

The MIAs are used to define where the other strategies in the Fairchild JLUS are to be applied. This technique ensures the strategies are applied to the appropriate areas, and that locations that do not raise a specific compatibility issue are not adversely impacted by regulations that are not appropriate for their location or circumstance.

The four MIAs defined under Strategy 1 for the Fairchild JLUS are defined as follows.

- **MIA 1 (Regional / Non-Geographic).** Strategies designated as part of MIA 1 fall into two types. The first type involves strategies that apply to Spokane County as a whole. These often reflect issues that can vary in geographic scope depending on the situation. For instance, changes in the use of airspace or flight operations at any airport in Spokane County could adversely impact operations at Fairchild AFB, and therefore are addressed in Strategy 34.

The second type contains strategies that do not apply to a specific geographic area, but are instead procedures or processes. An example of this is Strategy 29, which discusses the creation of a JLUS Coordinating Committee that will oversee implementation of this JLUS.

The MIAs for this JLUS are hierarchical in design. MIA 1 includes the areas defined for MIAs 2, 3, and 4. As such, there are no gaps in coverage with MIA 1.

Refer to Table 5-2 for strategies related to establishing Military Influence Areas.

- **MIA 2 (Coordination and Collaboration).** Spokane County currently uses a 30,000-foot (about a 5.7-mile) radius drawn from the Fairchild AFB runway to define an area requiring notification of property owners (currently through an avigation easement) of the location and operations occurring at Fairchild. In this JLUS, this area was used to define an area where strategies are focused on continuing this notification effort, and expanding it to cover other effected jurisdictions. Building on this concept of coordination, this MIA also applies strategies dealing with interagency coordination.

Other strategies within this MIA include controls of night lighting and reducing the potential for bird strikes on aircraft.

- **MIA 3 (Noise Impact Area).** As a component of this JLUS, a noise study was conducted to assess potential noise related to four future mission scenarios. These scenarios assume the replacement of Fairchild's current KC-135 tanker aircraft with next generation tanker aircraft based on civilian passenger airframes. In all scenarios the new aircraft are larger than the KC-135 aircraft currently operated. The results of each of the scenarios were combined with the 20-year forecast for SIA to provide an overall perspective on the effect of all aircraft operations within the region.

The scenario that combined the use of 32 KC-767A aircraft and 16 B-52 aircraft was selected for use in the JLUS. MIA 3 was defined by taking the modeled results for a new 65 Ldn noise contour and generalizing this area. The contour was

generalized to reflect the fact that noise contours are annual averages of operations and associated noise levels, and will vary on any given day. Based on JLUS committee comments, the far eastern tail of the noise contour was removed based on the contours narrow footprint on the eastern side and the fact that land in this area was primarily developed. Figure 3-21 shows the contours for each of the scenarios evaluated.

Strategies applied to MIA 3 focus on noise attenuation and a higher level of notification (required provision of an avigation easement) of the noise and safety hazard issues in this area due to flight operations from Fairchild AFB.

- **MIA 4 (Land Use Overlay).** MIA 4 is the only MIA that contains strategies that restrict land uses that can be utilized near Fairchild AFB. The shape of this MIA was based on a number of inputs that encompass the areas of primary aircraft overflight (closed pattern flight) and areas potentially exposed to noise levels of 70 Ldn and above.

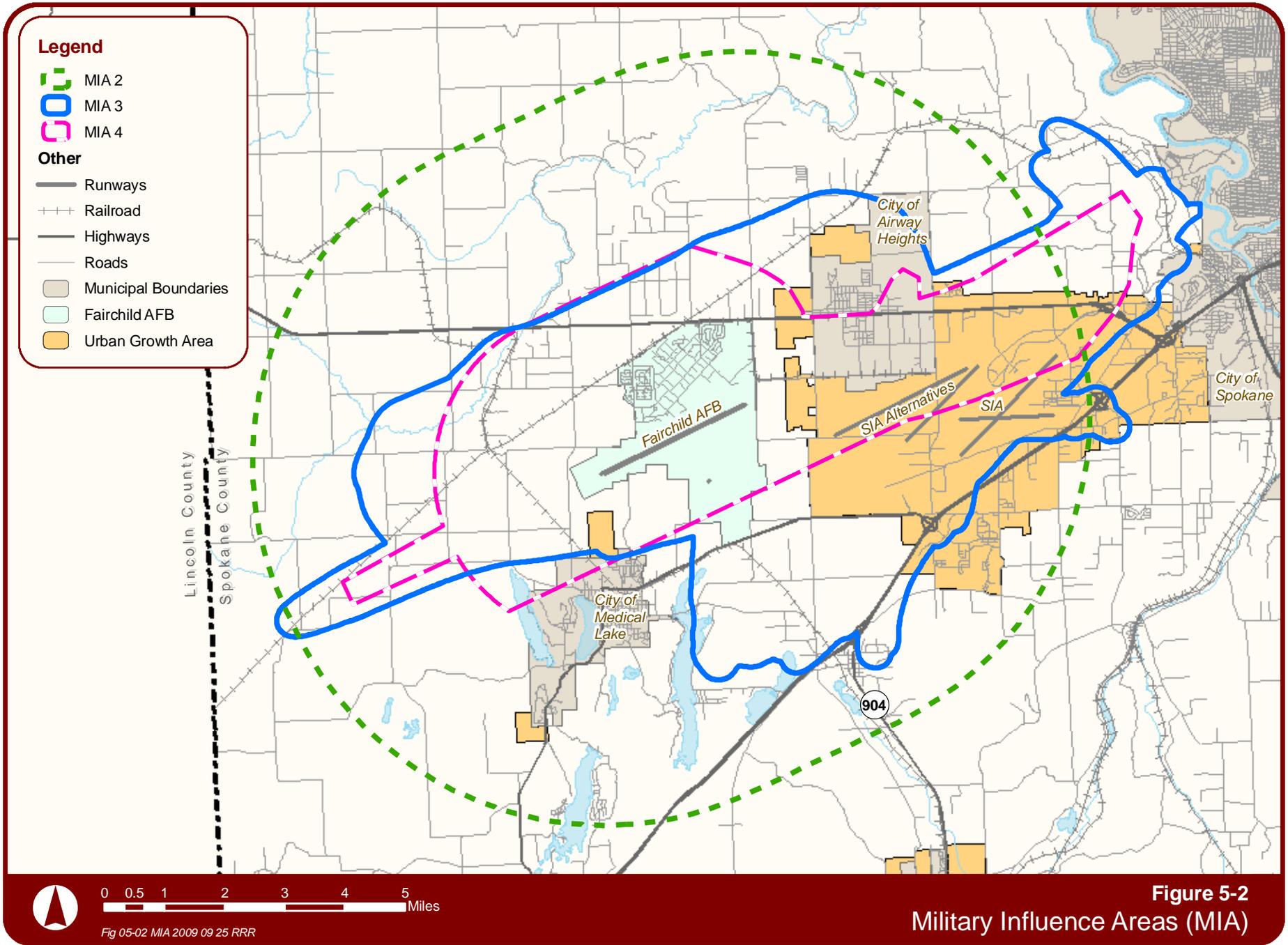
On Tables 5-3 thru 5-18, the MIA marked is the overall area that the strategy applies. If MIA 2 is marked, this strategy will apply to all areas within that polygon, including the areas within MIAs 3 and 4. Similarly, a strategy marked as applying to the area within MIA 3 also includes the area within MIA 4.

Land use restrictions associated with strategies in MIA 4 do not apply to land on Fairchild AFB. The Air Force has separate guidance on the placement of land uses on an installation.

**Table 5-2. Military Influence Area Strategy**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
1	<p><b>Define and Establish MIAs</b>                      Create a set of four MIAs (referred to as MIA 1, 2, 3, and 4), as shown on Figure 5-2, that reflect the types and intensity of compatibility issues. The MIAs should be used by stakeholders to identify areas where specific compatibility issues are more likely to occur. Implementation of strategies for these MIAs will:</p> <ul style="list-style-type: none"> <li>▪ Create a framework for making sound planning decisions around Fairchild AFB</li> <li>▪ More accurately identify areas that can affect or be affected by military missions</li> <li>▪ Protect the public health, safety, and welfare</li> <li>▪ Protect the military missions</li> <li>▪ Create a compatible mix of land uses</li> <li>▪ Promote an orderly transition and rational organization of land use around military airfields</li> </ul> <p>The four MIAs are defined as follows and are illustrated on Figure 5-2.</p> <ul style="list-style-type: none"> <li>▪ <b>MIA 1 (Regional / Non-Geographic).</b> Reflects strategies that are general in nature, and may not have a geographic extent. This MIA covers strategies that deal with establishment of common plans and programs dealing with compatibility. This MIA also covers regional strategies that apply to Spokane County as a whole.</li> <li>▪ <b>MIA 2 (Coordination and Collaboration).</b> Areas inside the 30,000 foot conical area surrounding the Fairchild AFB runway. This MIA covers coordination on planning activities in the region relative to compatibility planning.</li> <li>▪ <b>MIA 3 (Noise Impact Area).</b> Is a generalized area that is defined by a ¼ miles area around the 65 LDN contour for the potential mission scenario, which is based on a mix of next generation air refueling aircraft and B-52 aircraft.</li> </ul>	■				■	■	■	■	○	○	■	■			■





**Figure 5-2**  
Military Influence Areas (MIA)

### *Comprehensive Plans (Counties / Cities)*

A comprehensive plan is designed to serve as the jurisdiction's "construction" or "blueprint" for future decisions concerning land use, infrastructure, public services, and resource conservation. Typically, there are three defining features of a comprehensive plan:

- A. **General.** A comprehensive plan provides the general guidance that will be used to direct future land use and resource decisions.
- B. **Comprehensive.** A comprehensive plan covers a wide range of social, economic, infrastructure, and natural resource factors. These include topics such as land use, housing, circulation, utilities, public services, recreation, agriculture, economic development and many other topics.
- C. **Long-range.** Comprehensive plans provide guidance on reaching a future envisioned 20 or more years in the future.

Within the State of Washington, the Growth Management Act (GMA) establishes the primacy of the comprehensive plan. The comprehensive plan is the cornerstone for any planning process and serves as the foundation of the local land use planning. Development regulations (zoning, subdivision, and other controls) must be consistent with comprehensive plans. In addition, state agencies are required to comply with comprehensive plans and development regulations of jurisdictions planning under the GMA.

According to the GMA, local comprehensive plans are to include chapters on the following topics: land use, utilities, housing, transportation, capital facilities, and shorelines.

Counties must also include a chapter on rural planning. Cities and counties fully planning under the GMA are to renew their comprehensive plans and ordinances at least every seven years and ensure compliance with state legislation.

By including Fairchild AFB and other US Air Force stakeholders in the JLUS process, the jurisdictions participating in this JLUS are complying with the State Growth Management Act, RCW 36.70A.530, which requires that counties and cities with federal military installations consult with commanders of those installations when amending comprehensive plans and development regulations.

#### **Current Status**

Comprehensive plans, and the Washington Growth Management Act, provide guidance on some compatibility issues. One of the primary tools available within the GMA to regulate growth and promote compatibility planning is the establishment of urban growth areas (UGAs). As required under the GMA, the jurisdictions in the study area have worked together to develop countywide planning policies (CWPPs) to ensure a coordinated and regional approach to planning. For compatibility planning, the key policy in the CWPP is Policy 11.

- **Policy 11, Policy Topic 2, Joint Planning within Urban Growth Areas UGAs).** Where applicable, comprehensive plans should contain land use policies which provide protection for the continued viability of Fairchild Air Force Base, Spokane International Airport, Felts Field, Deer Park Airport and other publicly owned airports within Spokane County.

In Spokane County, the comprehensive plan provides broad guidance to develop regulations to protect Fairchild AFB. Like the Zoning Code, would recommend the addition of Fairchild AFB to some policies that simply use the term “airport”, which could be misconstrued by the public as to intent.

Policy T.3i.4 includes the statement “...Coordinate the protection of Fairchild AFB by developing regulations that utilize Department of Defense AICUZ land use criteria for encouraging compatible land uses adjacent to military airports.” As discussed under the section on AICUZ, it is recommended that the County change its Zoning Code to modify its AOZs to add a new definition for Fairchild AFB that uses the DOD Accident Potential Zones.

The City of Airway Heights Comprehensive Plan provides broad policy support for compatibility with Fairchild AFB. One implementation program discusses noise dampening mitigation measures. This program is recommended for modifications to reflect the change shown under Strategy 10.

The City of Medical Lake’s comprehensive plan recognizes the city’s strong link with Fairchild AFB, specifically noting proper land uses in areas in proximity to the base. The plan creates an Air Base Noise Overlay (ABN) that identifies areas with the potential to encroach into areas within the 65 (dB) Day-Night Average Sound Level (DNL). The plan recommends the creation of a zoning overlay to implement design standards to mitigate noise impacts. Medical Lake also identifies Fairchild AFB as a major commercial center, complimenting the city’s central business district.

For the City of Spokane, potential annexation into the UGA will bring the city limits closer to Fairchild AFB. Accordingly, some changes to their Comprehensive Plan are required to reflect compatibility issues.

**Table 5-3. Comprehensive Plan Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
2	<p><b>Compatibility Policy Set</b> The goals and policies contained on the following pages are proposed for inclusion into each jurisdiction's comprehensive plan. These changes provide a complete policy package for compatibility planning and provide a policy basis for many of the other strategies contained in this JLUS.</p>		■			■	■	■	■					■		
3	<p><b>Policy Statement on Sound Attenuation</b> To provide a policy basis for sound attenuation requirements, jurisdictions should add a policy or implementing program to require sound attenuation mitigation measures to all remodeled or new sensitive land uses within the 65 Ldn contour for the potential mission scenario based on a mix of next generation air refueling aircraft and B-52 aircraft, as shown on Figure 5-2. The modification shown below for Airway Heights is an appropriate basis for other jurisdictions.</p> <p>For Airway Heights Comprehensive Plan, provide the following modifications to an existing program:</p> <ul style="list-style-type: none"> <li>■ <b>Implementing Program:</b> Require sound attenuation mitigation measures to all remodeled or new sensitive land uses (residential, schools, hospitals, convalescent homes, public assembly facilities, libraries, and churches) within the 65 Ldn contour for the potential mission scenario based on a mix of next generation air refueling aircraft and B-52 aircraft, as shown on Figure [TBD]. (Figure number will be determined when plan is updated).</li> </ul>			■		■	■	■	■					■		
4	<p><b>Incorporating Military Housing Needs in Local Comprehensive Plans</b> When a jurisdiction updates its chapter on housing in its comprehensive plan, the chapter should include a discussion of military housing needs and programs to address housing needs.</p> <p>As part of this effort, Fairchild AFB will provide jurisdictions with current information on housing demands; amount of housing provided by the installation; generalized income, by rank, of personnel living off-base; and current distribution data on off-base personnel by zip code.</p>	■				■	■	■	■	○						■
<b>Notes:</b>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)				■ when the strategy should be complete						

## Proposed Policy Framework (see Strategy 2)

### General

<b>Goal</b>	To ensure that future land uses are compatible with the continued operation of Fairchild AFB and avoid risk to life, property and the well-being of City residents from hazards associated with aircraft operations.
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#### ***Policy: Role of Fairchild AFB***

Continue to support the role of Fairchild AFB as a significant contributor to the economic base of the community.

#### ***Policy: Development Constraints***

The [County / City] shall not allow development in areas where the risks to potential health and safety cannot be mitigated to an acceptable level.

#### ***Policy: Local Supplies and Services***

The [County/City] will work with Fairchild AFB to enhance the use local contractors and services, and to purchase material, equipment, and supplies from in-City sources. The City should identify and support development of businesses and suppliers to the military and their contractors that are compatible with Fairchild AFB.

### Military Compatibility

<b>Goal</b>	To enhance land use compatibility between Fairchild AFB and property in the surrounding area and to protect public health and safety.
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#### ***Policy: Military Influence Area (MIA) Overlay***

The [County / City] will define and maintain a set of Military Influence Areas (MIA) as an overlay on the General Plan Land Use Diagram and Zoning map. The MIA will be defined based on noise and safety guidance from the current AICUZ study as well as other compatibility factors evaluated in the Fairchild JLUS program.

The MIA is designated to accomplish the following purposes.

- Protect public health, safety, and welfare.
- Promote an orderly transition between community and military land uses so that land uses remain compatible.
- Maintain operational capabilities of military installations and areas.
- Promote the awareness of the size and scope of military operations and training areas, in addition to the actual installation (i.e., critical air and sea space) that are critical to maintaining the military's mission.

- Establish compatibility requirements within the designated MIAs, such as requirements for sound attenuation, real estate disclosure, and aviation easements.

The MIA shall, at a minimum, reflect the current mission 65 CNEL contour, but may be expanded to address additional issues relative to safety, overflight, light and glare, vertical hazard potential, and other related compatibility issues as identified in the Fairchild JLUS or follow on assessments. MIA shall be defined as follows:

- **MIA 1 (Regional / Non-Geographic).** Reflects strategies that are general in nature, and may not have a geographic extent. This MIA covers strategies that deal with establishment of common plans and programs dealing with compatibility. This MIA also covers regional strategies that apply to Spokane County as a whole.
- **MIA 2 (Coordination and Collaboration).** Areas inside the 30,000 foot conical area surrounding the Fairchild AFB runway. This MIA covers coordination on planning activities in the region relative to compatibility planning.
- **MIA 3 (Noise Impact Area).** Is a generalized area that is defined by a ¼ miles area around the 65 LDN contour for the potential mission scenario, which is based on a mix of next generation air refueling aircraft and B-52 aircraft.
- **MIA 4 (Land Use Overlay).** Includes areas defined as having a high potential for noise and safety impacts to which land use controls are appropriate. Within MIA 4, intensification of land use designations over currently adopted designations (Comprehensive Plan amendments

and zone changes) shall not occur without site specific studies defining the appropriateness of the change in relation to the protection of operations at Fairchild AFB.

Unless already permitted as part of an existing development, subdivision or development approval, only land use designations consistent with the potential mission noise contours shall be used on the jurisdiction’s Land Use Diagram, with an intensity of use consistent with zoning code requirements specified in the Fairchild JLUS.

*\* JLUS Strategies: 25 and 26*

### Communications / Coordination

<b>Goal</b>	To provide opportunities for the [County/City], Fairchild AFB, residents, industry, and agencies to collaboratively participate in all phases of the GMA planning process or development review.
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#### ***Policy: Coordinate with on JLUS Implementation***

The [County/City] shall coordinate closely with jurisdictions, agencies, organizations, and Native American tribal governments in and near the JLUS Study Area to ensure their policies and regulations are consistent with the City's General Plan, the Fairchild AFB AICUZ, and the Fairchild JLUS.

*\* JLUS Strategy: 29*

***Policy: Increase Public Awareness***

Provide property owners in proximity to Fairchild AFB education on the installation's mission, potential impacts associated with military aviation operations, land use constraints, and potential mitigations for appropriate development.

***\* JLUS Strategies: 17 and 38***

***Policy: Development Review***

Development proposals shall be reviewed for hazards to aircraft in flight, including: uses that release into the air of any substance such as steam, dust and smoke which would impair pilot visibility; uses that produce light emissions, glare or distracting lights which could interfere with pilot vision or be mistaken for airfield lighting; sources of electrical emissions which would interfere with aircraft communications or navigation; and uses which would attract birds or waterfowl to the extent that they would pose a danger to aircraft operation in the vicinity of the Fairchild AFB.

***\* JLUS Strategies: 30, 31, 32, 33, 34 and 53***

***Policy: Information Exchange with Fairchild AFB***

The [County/City] shall work with Fairchild AFB to establish an on-going consultation mechanism between the City and Fairchild AFB on issues of mutual concern. This will include:

- Early notification by the [County/City] to Fairchild AFB officials of development applications
- Early notification by Fairchild AFB to the [County/City] of potential changes in aircraft operations (patterns, number, etc.)

***\* JLUS Strategies: 19, 22, 30, 31, 32, 33, 34 and 53***

***Policy: Military Involvement and Review Process***

The [County/City] shall provide SEPA notifications to Fairchild AFB for review and comment on [County/City] discretionary land use actions to include, but not limited to, Comprehensive/Specific Plan amendments or updates, zone changes, tract maps, parcel maps, master plans, and conditional use permits.

***\* JLUS Strategies: 46 and 48***

***Policy: Coordinate Military Compatibility Planning with Other Local Jurisdictions***

The [County/City] shall maintain close contact with their counterparts in other local jurisdictions to coordinate military compatibility planning and management activities.

***\* JLUS Strategies: 30, 31, 32, 33, 34 and 53***

***Policy: Meeting Military Housing Needs***

The [County/City] will work with Fairchild AFB officials in identifying strategies to meet the housing needs of military personnel during updates to the [County's/City's] housing chapter in the Comprehensive Plan.

***\* JLUS Strategy: 4***

***Policy: Enhanced Real Estate Disclosure***

Develop an enhanced Real Estate Disclosure Ordinance to ensure appropriate information about the missions and operations at Fairchild AFB are fully disclosed at the earliest possible point in the interaction between REALTOR® / real estate agent and a buyer or renter.

***\* JLUS Strategies: 30, 31, 32, 33, 34 and 53***

***Policy: Staff Training on Military Compatibility Planning***

The [County/City] and Fairchild AFB shall cooperate to provide [County/City] staff with on-going training opportunities to maintain their awareness of the latest technology and regulations concerning military compatibility issues.

\* *JLUS Strategies: 37 and 40*

***Policy: Infrastructure Capacity for Fairchild AFB***

The projected need for additional infrastructure and other municipal services by Fairchild AFB should be considered in the development of new infrastructure master plans.

\* *JLUS Strategies: 25 and 26*

***Policy: Infrastructure Expansion***

The [County / City] shall review and address capital improvement plans (CIP) and master infrastructure plan projects that may impact the missions at Fairchild AFB. These plans should be reviewed on an annual basis or when an agency is updating their plans. Coordination with Fairchild AFB during these reviews will be conducted.

\* *JLUS Strategy: 25*

**Mitigating Compatibility Issues**

**Goal**

To mitigate encroachment issues associated with land uses and development.

***Policy: Avigation Easements***

The [County/City] shall require the dedication of avigation easements when development is proposed on property within identified airport safety zones.

\* *JLUS Strategies: 11, 12 and 13*

***Policy: Major Plan Coordination with Military***

Require that specific plans, area plans, and other regional plans (either new plans or updates/revisions) in the Fairchild JLUS Study Area specifically address compatibility issues involving the military, such as dark skies, water availability and quality, density, cluster development, and other development design issues.

\* *JLUS Strategies: 30, 31, 32, 33, 34, 53, 54 and 55*

***Policy: Fairchild AFB AICUZ Recommendations***

The [County/City] shall review and, to the greatest extent possible, take actions to implement the recommendations provided in the current and future Fairchild AFB AICUZ studies.

\* *JLUS Strategy: 10*

***Policy: Vertical Obstructions***

All new development in the [County/City] shall conform to FAR Part 77 height limits.

***\* JLUS Strategy: 53***

***Policy: Outdoor Lighting***

The [County/City] shall ensure that future development includes provisions for the design of outdoor light fixtures to be directed / shielded downward and screened to avoid nighttime lighting spillover effects on adjacent land uses and nighttime sky conditions.

***\* JLUS Strategies: 54 and 55***

***Policy: Lighting***

The [County/City] shall continue to improve and maintain proper lighting at [County/City] facilities and assist in reducing undue nuisance light and glare spillage on adjoining areas from development.

***\* JLUS Strategies: 54 and 55***

## Acquisitions

As a land use planning tool, property rights can be acquired through donation, easement, or the outright purchase of property for public purposes. Types of acquisition include the following:

- **Fee Simple Acquisition.** This option involves the purchase of property and is typically the most costly method to protect open space, sensitive, or critical areas. Cost and the need for a willing seller can be constraints.
- **Fee Simple/Leaseback.** A land trust is established when a government agency purchases the full title to a property and then leases it back to the previous owner. The land's natural resource and open space values are protected through lease controls that restrict land uses.
- **Easements.** The development rights associated with a parcel of land can be individually purchased from the bundle of rights that go with the land which include the right to possess, use, develop, lease, or sell the land. An easement involves the purchase of some of the rights associated with a property.

Easements, such as conservation easements, can be acquired through a number of mechanisms, including donation or purchase. If they are donated, the donor could qualify for a federal income tax deduction making this option more desirable to the property owner. Easements are a more cost effective method to protect land than outright purchase.

- **Lease.** In cases where the landowner does not want to, or cannot make a permanent commitment, this may be a way to control land uses for a short timeframe. Leases can be obtained by government agencies or jurisdictions, non-profit organizations, land trusts, or private entities.
- **Management Agreement.** A management agreement is a specified plan under which the landowner or the land trust (or combination thereof) will manage the land. Management agreements last for a specific amount of time making them a short-term approach to protecting land.
- **Eminent Domain.** A local government can use the power of eminent domain to appropriate private property for public use, in exchange for payment of fair market value, through the process of condemnation.

*Refer to Table 5-4 for strategies related to acquisitions.*

The purpose of acquisition tools is to eliminate land use incompatibilities through market transactions. Acquisition tools are particularly effective because they advance the complementary goals of shifting future growth away from military installations or operations areas and preserving community assets such as agriculture, open space, rural character, or sensitive natural habitats. Land use compatibility issues can be addressed by:

- Creating a land barrier between active military installations and incompatible land uses;
- Shifting future growth away from critical military lands;
- Protecting public safety by directing incompatible land uses to other locations;
- Protecting the natural environment;
- Maintaining and protecting existing agriculture resources; and,
- Conserving open space.

#### **Current Status**

As shown on Figure 3-12, Fairchild AFB maintains a number of easements that protect all off-base portions of the Clear Zone (CZ) and most of Accident Potential Zones (APZ) I and about half of APZ II as defined by the Department of Defense (DOD). Fairchild also maintains easements on the southern edge of the base near the on-base firing ranges.

The military has become a major participant in preserving critical habitat for threatened and endangered (T&E) species due to the ownership of large, contiguous land holdings managed by the DOD to support national defense. As habitat is removed through the course of ongoing

development in an area, pressure can be put on military installations with large habitat areas to preserve the habitat. At a certain point, the installation can become a refuge of sorts, which can have impacts critical DOD missions and training.

The installation supports numerous native species and habitats, as well as Federal and state-listed threatened and endangered species. One of the species of principal concern is Spalding's catchfly (*Silene spaldingii*). If development on the installation causes impacts to a special status species or its habitat, a land trust mechanism to acquire and hold additional conservation easements may be advantageous. Such a trust could also be used to mitigate for habitat loss in the area from other development while further protecting the base.

In the evaluation of this issue, the potential impact was considered low at the current time. This is related to the relatively small area on Fairchild AFB and strategies contained in this JLUS that will limit intensive development near the installation (which will have the additional benefit of protecting existing habitats and species).

**Table 5-4. Acquisition Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
5	<p><b>Identify Priority Locations for Acquisition</b> Identify priority locations for acquisition programs (property purchase or easement purchase) should funds become available.</p> <ul style="list-style-type: none"> <li>Fairchild AFB to work with local jurisdictions and SIA to identify locations requiring additional protections. Potential locations include 1) completion of easements covering the APZs on the southwest approach/departure route, and 2) areas near on base ranges exposed to nuisance noise.</li> <li>Acquisitions that benefit both Fairchild AFB and SIA should be pursued.</li> </ul>				■	○			○	■	■			■		
6	<p><b>Maintain Existing Easements</b> Fairchild AFB should maintain existing easements.</p>				■					■						■
7	<p><b>Establish Conservation Easement Program</b> Establish a Conservation Easement (purchase or donation of Development Rights) program in association with local land trusts to protect areas of critical importance to maintaining public safety and mission sustainability.</p>				■	■				○					■	
8	<p><b>Use Land and Water Conservation Fund Grants</b> Take part in Land and Water Conservation Fund (LWCF) matching grants program that provides funds to states for planning, developing, and acquiring land and water areas for state and local parks and recreation areas.</p> <ul style="list-style-type: none"> <li>This is an annual program with a current expiration date of January 2015. A 50 percent local match is required.</li> </ul>				■	■				○						■
9	<p><b>Use DOD Easement Partnership Program</b> Fairchild AFB and the DOD should pursue conservation opportunities near the installation using the DOD Easement Partnership Program and other available federal funding sources.</p>				■					■						■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

Refer to Table 5-5 for strategies related to implementing AICUZ standards.

### *AICUZ Standards*

The Air Installation Compatibility Use Zone (AICUZ) program is a DOD planning program that was developed in response to incompatible urban development and land use conflicts around military airfields. The AICUZ program has two objectives: (1) to assist local, regional, state, and federal officials in protecting the public health, safety, and welfare by promoting compatible development within the AICUZ area of influence; and (2) to protect operational capabilities from the effects of land uses that are incompatible with aircraft operations. While prepared by or for a military installation, the primary users of an AICUZ study are the local communities surrounding the installation or an offsite location (such as auxiliary fields or training areas). The AICUZ study is also a tool used by the installation’s community planner to evaluate proposed projects (both on and off the installation) for their compliance with the information presented in the AICUZ study.

#### **Current Status**

The current Fairchild AFB AICUZ study is dated October 2007. A copy of the main AICUZ document is included in Appendix D for reference. This appendix contains information on compatible land use types within each of the AICUZ noise contours and Accident Potential Zones. In the AICUZ strategy presented in Table 5-5, the land uses guidance presented in the AICUZ is expanded to apply to the potential future mission noise contours prepared as part of this JLUS.

In preparing the Fairchild JLUS, the land use compatibility guidance included in the Fairchild AICUZ was thoroughly reviewed and found to be appropriate for application by local jurisdictions in the study area. The AICUZ standards have been in use for several decades, and are nationally recognized planning criteria. The land use compatibility guidance is also proposed as a means to protecting the long-term sustainability of Fairchild AFB. In past Base Realignment and Closure (BRAC) processes, criteria pertaining to local jurisdictions compliance with AICUZ recommendations have been part of the BRAC evaluation. Implementing the strategy shown in Table 5-5 will provide positive confirmation if this criteria were applied in the future.

It should be noted that the AICUZ is a snapshot in time of existing aircraft and operational parameters. Overtime, noise contours can changes as these parameters change. When changes are considered major according to DOD standards, the Air Force typically will update the AICUZ study and provide new noise contours to local jurisdictions and the public. The safety zones contained in the AICUZ are based on Air Force standards, and remain the same even if the aircraft or operations at the base change.

Spokane County’s Comprehensive Plan discusses the protection of Fairchild AFB and states the County can further protect the base by developing regulations that utilize the DOD AICUZ land use criteria (Policy T.3i.4). Protection is currently provided by the use of the Airport Overlay Zone (AOZ) (Section 14.702.210 of the Spokane County Zoning Code). An issue with this protection is the definition. The AO zone is based on a protection area

developed by the Federal Aviation Administration (FAA), and does not match the shape of the Accident Potential Zones used by the Air Force (see 2, Safety Zone Factors in Section 3 for more information).

Other key differences between the AOZ and AICUZ safety zones.

- AOZ has more stringent building/structure height restrictions;
- AOZ incorporates two safety zones while the AICUZ has an additional safety zone (the Clear Zone);
- AICUZ is more detailed relative to APZ land use criteria than AOZ.

The existence of two safety zone geometry standards affecting Fairchild AFB is problematic, specifically when applied to Fairchild AFB and in the locations of overlap in the City of Airway Heights. The City of Airway Heights has also adopted the County's AOZ lines, but they have also included the DOD Accident Potential Zones too. This duplication, while covering all requirements, may cause confusion in application where areas and requirements differ.

This disconnect can lead to negative evaluations for the base since local regulations do not fully implement the recommendations in the AICUZ.

At the present time, the Cities of Spokane and Medical Lake and Native American Tribal governments in the area do not have regulations covering the AICUZ recommendations. Both cities do not currently have land that would be inside the DOD Accident Potential Zones. The City of Spokane is pursuing an annexation in the West Plains area, and should include AICUZ-type regulations in preparation of future annexation.

**Table 5-5. AICUZ Strategy**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
10	<p><b>Implement AICUZ Recommendations</b> Implement recommendations contained in the current Fairchild AFB AICUZ.</p> <ul style="list-style-type: none"> <li>For purposes of this strategy, the noise contours used will be as established for the potential mission scenario based on a mix of next generation air refueling aircraft and B-52 aircraft, as shown on Figure 3-22. Within this area, local jurisdictions will use the Air Force Land Use Compatibility Guidelines to evaluate existing and future land use proposals in this area.</li> <li>The County of Spokane should modify its AOZ to define the current definition as applying to civilian airports, and add a new definition for Fairchild AFB that utilizes the DOD Accident Potential Zones and allowed land use guidance contained in the current AICUZ document.</li> <li>The City of Airway Heights should modify its zoning code to use the DOD Accident Potential Zones and allowed land use guidance contained in the current AICUZ document (deleting references to the current AOZ and land use guidance contrary to AICUZ guidance).</li> <li>The City of Spokane should revise its Zoning Ordinance to contain an AOZ that utilizes: 1) DOD Accident Potential Zones, and 2) allowed land use guidance contained in the current AICUZ document.</li> </ul>			■		■	■	■	■	○		■		■		■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

### *Avigation Easements*

An easement is a non-possessory right to use land owned by another party. An avigation easement is an easement that grants the holder one or more of the following rights: the right of flight; the right to cause noise, dust, or other impacts related to aircraft flight; the right to restrict or prohibit certain lights, electromagnetic signals, and bird-attracting land uses; the right to unobstructed airspace over the property above a specified height; and, the right of ingress or egress upon the land to exercise those rights.

Avigation easements transfer certain property rights from the owner of the underlying property to another entity. This entity could be the owner of an airport or, in the case of military airports, to a local government agency or authorized federal agency on behalf of the military. Due to the timing involved, the DOD does not typically process avigation easements. Historically, if the military desires such easements, there are several ways they can be obtained. The US Army Corps of Engineers serves as the negotiator and the principle real estate agent for the Air Force.

Entities acquire avigation easements to the airspace over neighboring properties to: (1) prevent construction of buildings and towers, planting of trees, installation of lighting, or any other development that might interfere with aircraft takeoff and landing, or (2) protect against liability for any nuisance caused by aircraft using the airport (i.e. noise, fumes, and vibration) that might impact the use and enjoyment of properties adjacent to an airfield or under its flight paths.

### **Current Status**

In the unincorporated portions of Spokane County, the Spokane County Zoning Code (14.702.220) states:

- a. Spokane International Airport, Felts Field, and Deer Park Airport: Prior to development or issuance of a building permit in any of the airspace and/or Accident Potential Areas defined herein, the awarding of an avigation easement by the property owner(s) to the appropriate airport(s) shall be required and recorded with the Spokane County Auditor's Office.

The issue is that this requirement is specified to only apply to the conical area (30,000 foot radius from the airports primary surface) of Spokane International Airport, Felts Field, and Deer Park Airport. Therefore, it does not appear that this requirement is in place for development near Fairchild AFB (other than the coverage that occurs due to its proximity to SIA).

Airway Heights has a similar requirement in Chapter 17.15.030 of their Zoning Code. It would be recommended for Airway Heights that the term "airport" could be misinterpreted to not include Fairchild AFB. Clarification is recommended to Chapters 17.15.010, 17.15.020, and 17.15.030.

For the cities of Medical Lake and Spokane, they do not currently have a requirement for filing such easements on development.

*Refer to Table 5-6 for strategies related to avigation easements.*

**Table 5-6. Avigation Easement Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
11	<p><b>Update Avigation Easement Requirement for Spokane County</b>                      Modify Spokane County Zoning Code Chapter 14.702.220, part 2.a. to read:</p> <p>a. Spokane International Airport, Fairchild AFB, Felts Field, and Deer Park Airport: Prior to development or issuance of a building permit in any of the airspace and/or Accident Potential Areas defined herein, the awarding of an avigation easement by the property owner(s) to the appropriate airport(s) shall be required and recorded with the Spokane County Auditor's Office.</p>			■		■								■		
12	<p><b>Update Avigation Easement Requirement for Airway Heights</b>                      Modify Airway Heights Zoning Code Chapter 17.15.010 to include a statement such as: "Within this Chapter, the term airport is used to refer to Fairchild Air Force Base and general aviation airports."</p>			■			■							■		
13	<p><b>Develop or Update Avigation Easement Programs</b>                      Using Spokane County or Airway Heights as a starting point, incorporate similar language to require that an avigation easement be recorded with the local jurisdiction for all land divisions, building permits, and other discretionary actions within 30,000 feet of the Fairchild AFB primary surface. Sample language for an avigation easement is included in Appendix E.</p>			■				■						■		
<i>Notes:</i>		■ marks the geographic area to which this strategy applies		■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete						

### *BASH Coordination*

The DOD Bird Wildlife Aircraft Strike Hazard (BASH) program is aimed at minimizing collisions between military aircraft and birds. Knowledge of where birds travel, nest, and feed helps DOD avoid problem areas, and therefore save lives and avoid the destruction of valuable aircraft. The program considers not only wildlife within the confines of the airfield, but also in neighboring areas. The BASH program covers predatory birds, nuisance flocking birds (gulls), and migratory geese and ducks. In addition to birds, the BASH program also addresses other animals that could pose a hazard to aircraft operations, such as coyotes, deer, and rabbits that wander onto runways.

The objective of the BASH program is to reduce the potential for collisions between aircraft and birds or other animals, and to minimize damage and injuries when collisions occur. The BASH program promotes both land management practices that minimize bird attractants and safety procedures to recognize, control, and avoid hazardous bird concentrations.

### **Current Status**

For unincorporated portions of Spokane County, Zoning Code section 14.702.220 states:

1. No use shall be made of any land in the conical area defined hereinabove that would cause any one of the following circumstances.
  - f. The use creates a bird attractant that, in the opinion of the airport, could interfere with aircraft operations.

This is adequate except the definition of “airport” is unclear in the code, and may not be interpreted to include Fairchild AFB.

For Airway Heights, their Zoning Code provides only limited discussion relative to agricultural uses near Fairchild AFB. Section 17.15.070, Accident potential zone A (APZ-A), states:

- E. General agricultural use except feed lots or other agricultural uses which attract substantial quantities of birds;

The regulations for the cities of Medical Lake and Spokane do not specifically address this topic currently.

*Refer to Table 5-7 for BASH protection strategies.*

**Table 5-7. BASH Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
14	<b>Modify Spokane County's Zoning Ordinance on BASH</b> Modify Spokane County Zoning Code Chapter 14.702.220, part 1.f. to read:  f. The use creates a bird attractant that, in the opinion of Fairchild AFB or appropriate airport, could interfere with aircraft operations.	■				■								■		
15	<b>Modify Zoning Ordinances for BASH</b> Using Spokane County as a guide, incorporate similar language to require in Zoning Codes that address bird attraction as part of project design or conditions of approval.	■					■	■	■						■	
16	<b>BASH Consideration in Jurisdiction or Agency Projects</b> All projects sponsored by a local jurisdiction or agency should consider bird attraction and will consult with Fairchild AFB on the review and mitigation of significant attraction issues. The SEPA review process for projects in MIA 2 should evaluate this issue as part of its analysis.		■			■	■	■	■	○	○	■	■			■
17	<b>Develop and Distribute BASH Educational Materials</b> Provide educational information to local jurisdictions and agencies in the region relative to reducing the potential for bird and wildlife attractions that may impede safe air operations.	■								■					■	
18	<b>Control Bird and Wildlife Attractions Near Base</b> Work directly with local jurisdictions and other agencies on control of bird and wildlife attractions in the immediate vicinity of the base. For surface mining, include measures to reduce bird and wildlife attractions as part of all mining applications, remediation plans, and other SMARA reviews.		■			■	■	■	■	■	■	■	■			■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

### *Fairchild Planning and Operations*

Similar to a local jurisdiction, Fairchild AFB maintains a long-range General Plan. The Fairchild General Plan is the primary document that provides the installation commander and other military decision makers with a condensed picture of whether or not an installation has the physical assets and delivery systems to support its mission. The purpose of the Fairchild AFB General Plan is to provide an assessment of the installation's infrastructure and attributes for the purpose of gauging the installation's development and growth potential.

In addition to its General Plan, Fairchild AFB also maintains a number of plans that describe the operational parameters for activities on the installation and in the airspace around the base. They also maintain a set of plans aimed at protection of natural and cultural resources.

#### **Current Status**

Fairchild's current General Plan is dated April 2004. An update for this General Plan is currently underway, with approval in 2009.

*Table 5-8 contains strategies relevant to planning activities conducted by Fairchild AFB.*

**Table 5-8. Fairchild Planning and Operational Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
19	<b>Flight Operations for Future Missions</b> For future air missions or aircraft at Fairchild AFB, design flight operations to minimize impacts on developed areas surrounding Fairchild AFB.	■								■						■
20	<b>Update Fairchild AFB General Plan</b> Update Fairchild AFB General Plan to incorporate the accepted strategies of the Fairchild JLUS.	■								■					■	
21	<b>Develop Public Summary of Fairchild AFB General Plan</b> On update of the Fairchild AFB General Plan, Fairchild AFB will prepare a public summary that is provided to local jurisdictions, interested parties, and is publicly accessible from the base website.	■								■					■	
22	<b>Involve Local Jurisdictions in Defining Data Needs</b> Fairchild AFB will work with the JLUS Coordinating Committee (see Strategy 29) to assist in refining the information that could be contained in the General Plan public summary that would assist local jurisdictions in compatibility planning.  ▶ See also Strategy 29	■				○	○	○	○	■	○	○	○		■	
<i>Notes:</i>		■ marks the geographic area to which this strategy applies			■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete					

### *Building Codes*

Construction standards and building codes are ordinances and regulations controlling the design, construction process, materials, alteration, and occupancy of any structure to safeguard human safety and welfare. They include both technical and functional standards and generally address the following.

- **Structural Safety.** Buildings should be strong enough to resist internally and externally applied forces without collapsing.
- **Fire Safety.** Includes requirements to prevent fire from spreading to and from neighboring structures, provide warning to occupants, provide for safe exit routes from the building, and provide access for fire suppression.
- **Health Requirements.** Relative to compatibility planning, building codes can be used to set noise attenuation standards and establish structural height limits.
- **Accessibility.** Requires a building to be accessible for persons in wheelchairs or having other disabilities.

Construction standards and building codes are designed to protect the health, safety, and welfare of citizens.

As part of the Fairchild AICUZ, certain uses are considered acceptable based on noise attenuation measures included in the construction of new buildings. For instance, residential uses may be considered compatible inside the 65 – 69 DNL noise zone with sound attenuation materials installed. The strategy on Table 5-9 provides guidance on acceptable noise attenuation based on the Sound Transmission Class (STC) of the materials used in a building construction.

#### *Sound Transmission Class*

*Sound Transmission Class (or STC) is an integer rating of how well a building partition attenuates airborne sound. In the USA, it is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations.*

*The STC number is derived from sound attenuation values tested at sixteen standard frequencies from 125 Hz to 4000 Hz. STC is roughly the decibel reduction in noise a partition can provide, abbreviated 'dB'. The dB scale is a logarithmic one and the human ear perceives a 10dB reduction in sound as roughly halving the volume - a 40 dB noise subjectively seems half as loud as a 50 dB one. (For more detail on equal-loudness curves see: Fletcher-Munson curves.) If an 80dB sound on one side of a wall/floor/ceiling is reduced to 50dB on the other side, that partition is said to have an STC of 30.*

Source: [http://en.wikipedia.org/wiki/Sound\\_transmission\\_class](http://en.wikipedia.org/wiki/Sound_transmission_class)

*Table 5-9 contains strategies built on enhancement of existing building codes.*

#### **Current Status**

For all jurisdictions, additional guidance on sound attenuation related to aircraft noise is needed.

**Table 5-9. Building Code Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing												
23	<p><b>Sound Attenuation for New Construction</b> Amend local building codes to require sound attenuation as part of new construction of sensitive land uses within MIA 3. For commercial uses and office / break room areas of industrial uses, sound attenuation will be required for new construction inside of the 75 Ldn contour for the potential mission scenario based on a mix of next generation air refueling aircraft and B-52 aircraft.</p> <p>Other Agencies: These standards should be used as a minimum by school districts and proposed schools within MIA 3.</p> <p>In this area, the minimum Sound Transmission Class (STC) rating of structure components shall be provided in compliance with the table shown below. As an alternative to compliance with this table, structures should be permitted to be designed and constructed so as to limit the interior noise level to no greater than 45 Ldn. Exterior structures, terrain and permanent plantings shall be permitted to be included as part of the alternative design. The alternative design should be certified by an acoustical engineer. Further information on sound attenuation can be found in the "Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations" published by the US Navy.</p> <table border="1" data-bbox="212 1013 869 1167"> <thead> <tr> <th>LDN</th> <th>STC Of Exterior Walls And Roof/Ceiling Assemblies</th> <th>STC Of Doors And Windows</th> </tr> </thead> <tbody> <tr> <td>65-69</td> <td>39</td> <td>25</td> </tr> <tr> <td>70-74</td> <td>44</td> <td>33</td> </tr> <tr> <td>75 or greater</td> <td>49</td> <td>38</td> </tr> </tbody> </table>	LDN	STC Of Exterior Walls And Roof/Ceiling Assemblies	STC Of Doors And Windows	65-69	39	25	70-74	44	33	75 or greater	49	38			■		■	■	■				■	■	■		
LDN	STC Of Exterior Walls And Roof/Ceiling Assemblies	STC Of Doors And Windows																										
65-69	39	25																										
70-74	44	33																										
75 or greater	49	38																										

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
24	<p><b>Sound Attenuation for Existing Structures</b>                      Any extension, enlargement, relocation, reconstruction or substantial alteration of an existing residential use within the noise impacted area should be subject to the acoustical performance standards as set forth in Strategy 23 unless otherwise modified by the building official. Each jurisdiction shall determine the threshold over which modified structures will be subject to the acoustical performance standards. Application of this strategy is defined as an activity that modifies, alters or expands an existing use by 50 percent.</p> <p>This shall also apply to changes in a structure that results in an increase in the number of habitable units within the structure (with habitable units as defined by the 2000 US Census).</p>			■		■	■	■	■							■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

Refer to Table 5-10 for strategies related to infrastructure planning in the study area.

### *Capital Improvements Programs (CIP) / Infrastructure Master Plans*

A Capital Improvements Program (CIP) is a detailed fiscal and planning document used to plan and direct a jurisdiction's or agency's (federal or state) investment in facilities, including infrastructure. A CIP lays out the facility plans and programs of the jurisdiction or agency and provides details on expenditures that can be incorporated into the jurisdiction's or agency's annual budgeting process. Most CIPs cover multiple years in order to plan for major expenditures and projects that may occur over several years. Jurisdictions can influence where and when growth will take place through capital investment decisions, such as the placement of roadways or other infrastructure systems. In addition to facility planning and design, the timing of the facilities is also critical to compatibility. Premature extension of infrastructure can encourage growth in an area. Inversely, lack of funding for regional transportation projects can cause capacity shortages in the short term.

Similar to CIPs, there are other regional infrastructure plans that would have similar effects, such as the Route Development Plan (RDP) along US Highway 2 from the Lincoln County line to I-90.

### **Current Status**

The key issue to be addressed is to ensure that long-range capital programs do not provide increased capacity in areas where development encouraged by the CIP could be incompatible with Fairchild AFB. For instance, the extension of water service to an unserved area could encourage incompatible development near the installation.

**Table 5-10. CIP / Infrastructure Master Plan Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
25	<p><b>Incorporate Compatibility Planning Concepts in CIPs / Infrastructure Master Plans</b></p> <p>Incorporate land use compatibility planning concepts into CIPs / Infrastructure Master Plans for infrastructure extensions and improvements.</p> <ul style="list-style-type: none"> <li>Avoid extension of infrastructure capacity to an area adjacent to the base and currently zoned Rural Traditional.</li> </ul>				■	■	■	■	■	○		■				■
26	<p><b>Ensure Adequate Transportation Infrastructure</b></p> <p>Work with WSDOT to ensure adequate queuing space and traffic controls are provided at the main entry gate to Fairchild AFB.</p> <p>Other Agencies: WSDOT</p>				■					■			■			■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies					■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)					■ when the strategy should be complete				

Refer to Table 5-11 for strategies related to code enforcement / building inspection.

### *Code Enforcement / Building Inspection*

Code enforcement attempts to ensure that property owners maintain their property and bring substandard structures and conditions up to Building and Zoning Code standards. Code enforcement programs are responsible for enforcing codes that address public health and safety issues, including regulations related to garbage, specific nuisances, removal of vegetation, zoning violations, and structures. Enforcement actions are taken both proactively and in response to complaints from residents.

The purpose of code enforcement programs is to promote and maintain a safe and desirable living and working environment. Related to land use compatibility, code enforcement is a tool used by the community to ensure its rules are enforced. Issues could arise relative to structure heights, light and glare, and fire hazards.

#### **Current Status**

Each jurisdiction maintains staff to conduct code enforcement activities. The major need is to add inspection review for proposed sound attenuation (Strategies 23 and 24), and better coordination on code compliance.

**Table 5-11. Code Enforcement / Building Inspection Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
27	<p><b>Ensure Construction Standards for Sound Attenuation Are Met</b>                      Ensure contractors are following appropriate sound attenuation standards as part of new construction or substantial remodels or reconstructions.</p> <p>► See also Strategies 23 and 24 on process</p>			■		■	■	■	■	○		■				■
28	<p><b>Code Enforcement Relative to Compatibility Concerns</b>                      Pursue correction of code violations that impact operations at Fairchild AFB, including vertical height obstructions, light and glare issues, dust and debris, and bird and wildlife attractions.</p> <ul style="list-style-type: none"> <li>It is the responsibility of Fairchild AFB to identify issue areas outside the installation boundaries where conditions exist that endanger operations, and to provide notification to the appropriate local jurisdiction or agency.</li> </ul> <p>► See also Strategies 30 and 32 on process.</p>		■			■	■	■	■					■		■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)				■ when the strategy should be complete						

*Effective communications are the key to JLUS implementation. Table 5-12 contains the strategies designed to meet this need.*

### *Communications / Coordination*

In any planning effort, plans can only move towards successful implementation if there are ongoing communications between Fairchild AFB, local jurisdictions, agencies, Native American tribal groups, landowners, and the public. Enhanced communication and coordination is seen as being integral to successful compatibility planning in the study area.

#### **Current Status**

In the study area, the local jurisdictions, agencies, Native American Tribal Groups, and Fairchild AFB have an established working relationship.

The six metro jurisdictions in the region (Spokane County, and the cities of Spokane, Spokane Valley, Airway Heights, the Liberty Lake and Medical Lake) participated in a collaborative planning study to analyze differences and similarities in planning processes. For land use planning, the evaluation of current land use designations and processes found the local jurisdictions to be fairly consistent in standards. This is beneficial for maintaining a consistent approach as areas are annexed within the UGA.

Section 4.3 discusses some recommendations from the study. The following is a brief recap of those recommendations relevant to compatibility planning and this JLUS:

- **Enhanced Communication and Process**
- **SEPA Notification Improvement** (see Strategy 46)
- **Adoption of Area-Specific Regulations** (see strategies under Zoning / Subdivision / Other Local Regulations)
- **Adoption of UGA-wide Development Regulations** (see strategies under Zoning / Subdivision)

The first item, enhanced communications, is covered in this strategy.

For the public, issues related to base operations and aircraft can be directed to the 92nd Public Affairs office at (509) 247-5705 or via e-mail: [e-Connection@fairchild.af.mil](mailto:e-Connection@fairchild.af.mil).

**Table 5-12. Communications / Coordination Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
29	<p><b>Establish a JLUS Coordinating Committee</b>                      Establish a JLUS Coordinating Committee (multi-stakeholder) to maintain efficient and effective coordination between local jurisdictions, Fairchild AFB, and other interested parties to focus on the implementation of the JLUS.</p> <ul style="list-style-type: none"> <li>▪ The JLUS Coordinating Committee shall be formed within one year of the published date for the Fairchild JLUS.</li> <li>▪ The JLUS Coordinating Committee shall be made up of two representatives from each of the following:                             <ul style="list-style-type: none"> <li>▪ Spokane County</li> <li>▪ City of Airway Heights</li> <li>▪ City of Medical Lake</li> <li>▪ City of Spokane</li> <li>▪ Fairchild AFB</li> <li>▪ SIA</li> <li>▪ Kalispel Tribe of Indians</li> <li>▪ Spokane Tribe of Indians</li> <li>▪ WSDOT Aviation Division</li> </ul> </li> <li>▪ The JLUS Coordinating Committee membership can be modified as established by the Memorandum of Understanding (per Strategy 43). A standing JLUS Technical Committee, including representatives from the entities noted above, plus other agency members with expertise needed to advise the JLUS Coordinating Committee, will be maintained and will meet as requested to provide input on issues of interest to the JLUS Coordinating Committee.</li> <li>▪ The JLUS Coordinating Committee should meet on a regular basis, or as agreed to by the Committee.</li> <li>▪ Meetings between individual members pertaining to issues specific to Fairchild AFB and the effected agency(ies) is encouraged.</li> </ul>	■				■	■	■	■	■	■	■	■			■

**Table 5-12. Communications / Coordination Strategies (cont'd)**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
30	<p><b>Establish Procedures for Plan Review and Comment</b>                      Fairchild AFB shall work with local jurisdictions and relevant agencies to establish procedures for consultation between the base and local jurisdictions relative to planning review and comment. This will include:</p> <ul style="list-style-type: none"> <li>▪ Definition of projects that will require review based on type and location</li> <li>▪ Definition of project types that require pre-application review and where Fairchild AFB should attend</li> <li>▪ Identification of the Points of Contact for all coordination</li> <li>▪ Establishing a formal procedure for requesting and receiving comments</li> <li>▪ Establishing a standard timeline for responses, keeping in mind mandated review time periods as specified by State law and local procedures</li> <li>▪ Providing notice to Fairchild AFB on all public hearings regarding projects identified for coordination</li> </ul> <p>Procedures should be reviewed annually and updated as appropriate by the JLUS Coordinating Committee.</p>	■				■	■	■	■	○				■		
31	<p><b>Fairchild as Part of Pre-Application Review</b>                      Based on the project types discussed in Strategy 30, incorporate Fairchild AFB personnel in pre-application meetings for significant projects.</p>		■			■	■	■	■	■						■
32	<p><b>Refer Development Applications to Fairchild for Review and Comment</b>                      Refer projects to Fairchild AFB officials for review and comment as defined under the process developed under Strategy 30. Fairchild AFB shall provide timely input on projects where the installation has concerns.</p> <p>▶ See also Strategies 25, 30, and 46</p>		■			■	■	■	■	○						■

**Table 5-12. Communications / Coordination Strategies (cont'd)**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
33	<p><b>Refer Development Proposals to Fairchild for Review and Comment</b>                      Refer appropriate projects to Fairchild AFB officials for review and comment on jurisdictional or agency plans such as General Plans and General Plan Amendments, zone changes, specific plans, and similar comprehensive plans defined under Strategy 30. Fairchild AFB should provide timely input on projects where the installation has concerns.</p> <p>► See also Strategies 25, 30, 32, and 46</p>		■			■	■	■	■	○		■				■
34	<p><b>Involve Fairchild AFB Officials in Airport Planning</b>                      Ensure Fairchild AFB officials are involved, in an advisory capacity, relative to operational changes at public airports and in the update of airport master plans and expansion plans for all airports in the surrounding region.</p> <p>Continue coordination activities currently performed between SIA, Fairchild AFB, WSDOT, and FAA.</p> <p>Other Agencies: WSDOT, FAA</p>	■	■							■	■		■			■
35	<p><b>Coordination on School Site Planning</b>                      Provide input to local school districts on areas that are not suitable for school development due to noise, safety, or other operational concerns.</p> <ul style="list-style-type: none"> <li>■ Provide information on the location of MIA 4 and the desire to avoid school sites in these areas</li> <li>■ Request school districts consult with Fairchild AFB on school site selection in MIA 4 to provide a cooperative foundation for more informed land use decisions</li> </ul> <p>► See also Strategies 23 and 36</p> <p>Other Agencies: School Districts</p>			■						○	○		■			■

**Table 5-12. Communications / Coordination Strategies (cont'd)**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing	
36	<p><b>Other Sensitive Uses in MIA 4</b> MIA 4 is not considered suitable for the following uses:</p> <ul style="list-style-type: none"> <li>Public or private schools</li> <li>Hospitals</li> <li>Convalescent facilities</li> <li>Public assembly facilities (such as theaters, stadiums, community centers, churches, and similar facilities)</li> <li>Libraries</li> </ul>				■	■	■	■	■			■				■	
37	<p><b>Educational Outreach on Aviation Planning</b> WSDOT and FAA should provide assistance and technical information to help inform local decision making, especially during general plan or zoning ordinance updates.</p> <p>Other Agencies: WSDOT, FAA</p>	■								○	○		■			■	
38	<p><b>Develop and Distribute Public Education Materials</b> Fairchild AFB should develop and distribute public education materials providing information on the installation's AICUZ program, land use, noise, safety, and operational overviews, and the ability to take public comments.</p> <ul style="list-style-type: none"> <li>Printed summaries on these issues should be provided to local jurisdictions within the study area for staff education and as a handout to the public.</li> <li>Information on these topics should be provided on the publicly available part of the installation's website.</li> <li>Fairchild AFB should provide timely updates as key information changes to ensure local jurisdictions, agencies, and the public are informed on current mission requirements and operations.</li> </ul>		■							■				■		■	
39	<p><b>Fairchild Public Affairs Liaison to JLUS Coordinating Committee</b> Establish a Public Affairs liaison with JLUS Coordinating Committee to address noise and other community issues.</p>	■						○	○	○	○	○	○	■			

**Table 5-12. Communications / Coordination Strategies (cont'd)**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
40	<p><b>Technical Support for Local Decision Making Process</b>                      Fairchild AFB should assign personnel to supply technical input and assistance to local jurisdictions to support discussion of projects with potential compatibility issues at Spokane County Board of Commissioners, city council, and planning commission meetings. This support should be provided as needed relative to projects defined under Strategy 30.</p> <p>► See also Strategy 30</p>	■				○	○	○	○	■	○	○	○			■
41	<p><b>Establish and Maintain Compatibility Clearinghouse</b>                      Create a clearinghouse of planning information regarding compatibility planning through collaboration with Spokane County. This clearinghouse should provide web access to this information.</p> <ul style="list-style-type: none"> <li>■ Information of local importance should be maintained by the member agencies of the JLUS Coordinating Committee</li> <li>■ Pursue funding from OEA or other DOD sources to maintain this database</li> </ul>	■				■	○	○	○	○	○	○	○	■		■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

Refer to Table 5-13 for strategies related to Deed Restrictions and Covenants.

### *Deed Restrictions / Covenants*

Deed restrictions, or covenants, are written agreements that restrict or limit some of the rights associated with property ownership. These restrictions are recorded with the deed for the property and stay with the property when it is sold to a new owner (i.e., remain in effect). Deed restrictions are private agreements or contracts between an interested buyer and a seller. Deed restrictions are often established by the initial subdivider, either voluntarily or as a condition of approval on the subdivision.

Deed restrictions can cover a wide range of restrictions and can be tailored to meet specific needs. They can also be used to eliminate or mitigate impacts associated with local development on military installations. This is done through the incorporation of restrictions or limitations on development types or certain land uses. Examples include specifying a maximum height for trees and structures, restricting the use of motorized vehicles, limiting lighting, and so forth.

### **Current Status**

In some jurisdictions, aviation easements and deed restrictions are used interchangeably for the purpose of protecting air operations, but they do this in two very different ways. An aviation easement provides acknowledgement that the airspace over a given property is used for air operations, and that these operations have the potential for noise and safety issues. The easement provides a “right” to a portion of the rights that come with property ownership. In this case, the right to fly over the property, much in the same way an easement can be given for a shared driveway.

A deed restriction records a notice on the property’s deed, but does not provide a portion of the rights that come with that property.

Besides notification, the deed restriction can also be used to restrict the use of a property. It can discuss height restrictions, building locations and intensities, and other use restrictions.

Deed restrictions should be part of the toolkit for protecting Fairchild AFB, but whereas the aviation easement is used broadly across the area, deed restrictions should be more targeted in their use.

**Table 5-13. Deed Restrictions / Covenants Strategy**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
42	<p><b>Deed Notifications in Impacted Areas</b>                      All land divisions, building permits, and other discretionary actions within a current Accident Potential Zone, as defined in the current Fairchild AICUZ, should be required to file a deed notifications that notes the property's location within this area and describe the zone as defined in the Fairchild AICUZ.</p> <p>The notice should state that the property is subject to operational impacts associated with flight operations at Fairchild AFB.</p>				■	■	■	■		○						■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

### *Habitat Conservation Tools*

The Federal Endangered Species Act allow for the development of Habitat Conservation Plans (HCPs). Incidental take permits help landowners legally proceed with activities that might otherwise result in illegal impacts to a listed species. A HCP is a document that supports an incidental take permit application pursuant to section 10(a)(1)(B) of the Federal Endangered Species Act. HCPs are an evolving tool. Initially designed to address individual projects, HCP are currently more likely to be broad-based plans covering a large area. The geographically broader HCP is used as the basis for an incidental take permit for any project within the boundaries of the HCP. Regardless of size, a HCP should include measures that, when implemented, minimize and mitigate impacts to the designated species to the maximum extent possible, and the means by which these efforts will be funded.

#### **Current Status**

While several threatened and endangered species existing in the area, the application of standard review practices under SEPA and NEPA were seen as adequate in terms of compatibility planning. Therefore, no strategies are proposed under this type.

### *Hazard Mitigation Plans*

Hazard mitigation is defined as any sustained, cost-effective action taken to reduce or eliminate long-term risk to people, property, and the environment from natural and man-made hazards and their effects. Hazard Mitigation Plans include actions that have a positive impact over an extended period of time. This distinguishes them from emergency planning or emergency services, which are associated with preparedness for immediate response to, and short-term recovery from, a specific event. Hazard mitigation actions, which can be used to eliminate or minimize the risk to life and property, fall into three categories: (1) those that keep the hazard away from people, property, and structures; (2) those that keep people, property, and structures away from the hazard; and (3) those that reduce the impact of the hazard, such as property insurance.

A hazard mitigation plan identifies hazard mitigation goals, objectives, and recommended actions that will reduce or prevent injury to people and damage to property from natural and man-made hazards. The hazard mitigation plan provides guidance for hazard mitigation activities in the designated planning area.

#### **Current Status**

No strategies under this type were found to be necessary.

### *Memorandum of Understanding*

A Memorandum of Understanding (MOU) is a contract between two or more government entities. The governing bodies of the participating public agencies must take appropriate legal actions, often adoption of an ordinance or, resolution, before such agreements become effective. These agreements are also known as Joint Powers Agreements or Interlocal Agreements.

The Revised Code of Washington allows public agencies to enter into joint agreements. The definition of public agency includes, but is not limited to, the federal government or a federal agency, the state or any state department or agency, a county, city, county board of education or school superintendent, public corporation, or public district.

The purpose of an MOU is to establish a formal framework for coordination and cooperation. These agreements may also assign roles and responsibilities for all of the agreement's signatories. MOUs generally promote:

- Coordination and collaboration by sharing information on specific community development proposals, such as rezonings and subdivisions.

- Joint communication between participating jurisdictions and the military ensuring that residents, developers, businesses, and local decision makers have adequate information about military operations, possible impacts on surrounding lands, procedures to submit comments, and any additional local measures to promote land use compatibility around installations.
- Formal agreement on land use planning activities, such as implementation of a Fairchild JLUS.

#### **Current Status**

While the jurisdictions in the area work together on planning in the study area, no formal agreement on compatibility planning exists. This strategy type is proposed to formalize specific actions contained in this JLUS to help ensure a coordinated regional approach.

*Table 5-14 includes guidance for creating MOUs that will be used to implement the JLUS.*

**Table 5-14. MOU Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
43	<p><b>Develop General MOU to Implement JLUS Process</b>                      Member jurisdictions and agencies of the JLUS Coordinating Committee should develop a general MOU to be executed at the beginning stages of implementation of the recommendations adopted by each jurisdiction. This MOU will detail the expectations for coordination and agreement to establish and maintain the JLUS Coordinating Committee.</p>	■				■	■	■	■	■	■	■	■	■		
44	<p><b>Develop Specific MOUs to Implement JLUS Recommendations</b>                      Sign specific MOUs between individual jurisdictions and Fairchild AFB as tools are adopted. MOUs should cover:</p> <ul style="list-style-type: none"> <li>■ Interagency coordination (see Strategies under “Communication / Coordination”)</li> <li>■ Other tools involving the interaction of two or more jurisdictions, agencies, or Fairchild AFB.</li> </ul>	■				■	■	■	■	■	■	■	■	■		
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

### *Real Estate Disclosure*

The purpose of real estate disclosure is to protect the seller, buyer, and sales agent from potential litigation resulting from specified conditions (i.e., hazard areas, existing easements). Real estate disclosure can be used to inform potential buyers and renters of the possible affects from nearby military installations. This disclosure can be one of the most practical and cost effective land use compatibility tools.

### **Current Status**

Since January 1995, sellers of residential real estate in Washington State have been required to provide the purchasers with a form which details any known defects with the property, unless the purchaser has expressly waived the right to receive the disclosure statement. The form itself, called a “Seller Disclosure Statement.” As currently require, specific statements concerning Fairchild AFB are not required.

*The strategy in Table 5-15 implements enhanced real estate disclosure.*

**Table 5-15. Real Estate Disclosure Strategy**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
45	<p><b>Develop an Enhanced Real Estate Disclosure Ordinance</b>                      Develop an enhanced Real Estate Disclosure Ordinance to ensure appropriate information about the missions and operations at Fairchild AFB are fully disclosed at the earliest possible point in the interaction between REALTOR® or real estate agent and a buyer or renter.</p> <ul style="list-style-type: none"> <li>Work with State Real Estate Commission and local real estate representatives to develop and implement adequate language for inclusion in disclosure notices.</li> <li>Work with State Real Estate Commission and local real estate representatives to ensure compliance with notification requirements.</li> <li>Local jurisdictions and Fairchild AFB should work cooperatively to make available the information required for real estate disclosure (as defined by this strategy) regarding operational issues at Fairchild AFB (aircraft, gunnery, and explosive noise potential; overflight; light and glare; etc.).</li> </ul> <p>Other Agencies: Washington Real Estate Commission</p>		■			■	■	■	■	○			■	■		
<i>Notes:</i>						■ marks the geographic area to which this strategy applies			■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)			■ when the strategy should be complete				

### *SEPA / NEPA*

Similar to the National Environmental Policy Act (NEPA), the State Environmental Policy Act of Washington (SEPA) provides a mechanism to identify environmental impacts resulting from state and local governmental decisions. SEPA provides a mechanism to identify environmental impacts resulting from state and local governmental decisions.

The NEPA is the federal law, effective on January 1, 1970, that established a national policy for the environment and requires federal agencies (1) to become aware of the environmental ramifications of their proposed actions, (2) to fully disclose to the public proposed federal actions and provide a mechanism for public input to federal decision making, and (3) to prepare environmental impact statements for every major action that would significantly affect the quality of the human environment.

SEPA and NEPA ensure that the environmental impacts of a proposed action, and potential alternatives to the action, will be considered by an agency before it decides to fund and implement the action. The process required is intended to increase the quality of decisions because it demands a full understanding of the various impacts, and because input must be received from a range of stakeholders. Emergency exceptions are made when the immediate health and safety of people are threatened.

### **Current Status**

SEPA and NEPA documentation requirements are carried out by local jurisdictions, Fairchild AFB, and agencies as required by law. The purpose of the following strategies is to ensure early and full disclosure relative to future projects / actions.

*Refer to Table 5-16 for strategies related to information exchange via SEPA / NEPA.*

**Table 5-16. SEPA / NEPA Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
46	<p><b>Refer SEPA Documents to Fairchild AFB</b> Local jurisdictions and agencies will refer the SEPA documentation of projects to Fairchild AFB officials for review and comment. Projects for review and comment process will be as defined under Strategy 30. Review timeframes for Fairchild AFB are also defined under Strategy 30.</p> <p>► See also Strategies 30 and 32 on process.</p>		■			■	■	■	■	○			■			■
47	<p><b>Refer NEPA Documents to Local Jurisdictions</b> Refer to affected jurisdictions, agencies, and organizations notice of all NEPA documentation, except for categorical exemptions, or as otherwise refined by the JLUS Coordinating Committee (see Strategy 29), for comment. This strategy applies to jurisdictions with land within the JLUS study area.</p> <p>► See also Strategies 29, 30, and 32 on process.</p>		■			○	○	○	○	■	○	○				■
48	<p><b>SEPA Documentation Requirements</b> Local jurisdictions will modify their standard SEPA checklists to ensure potential impacts on Fairchild AFB operations are clearly discussed.</p>	■				■	■	■	■					■		
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

## *Zoning / Subdivision*

### **Zoning**

Zoning is the division of a jurisdiction into districts (zones) within which permissible uses are prescribed and restrictions on building height, bulk, layout, and other requirements are defined.

The primary purpose of zoning is the protection of public health, safety, and welfare. Refining this goal further, zoning provides opportunities for the implementation of regulations supporting land use compatibility, as shown in the following examples.

- Protection against:
  - Physical danger, particularly safety considerations for properties in proximity to military ranges or within military flight areas.
  - Nuisances associated with military operations, such as noise, vibration, air emissions, etc.
  - Heavy traffic flows or truck routes in residential areas.
  - Aesthetic nuisances impacting military installations.
  - Psychological nuisances, such as perceived and actual dangers associated with military operations.
  - Light and glare, air emissions, and loss of privacy.

- Provision of open space and agricultural preservation.
- Zoning and the general plan are inexorably tied to each other. Policies recommended within the general plan should be reflected within the zoning ordinance or development code.
- Zoning ordinances requiring rigid separation of uses or inflexible provisions can make creative solutions to land use compatibility, such as cluster development, difficult or impossible.
- When designating military compatible use districts, the ordinance should recognize that the local community has no regulatory control over development or activities on federal property.

### **Subdivisions**

Land cannot be divided in Washington without local government approval. Dividing land for sale, lease or financing is regulated by local ordinances. The local general plan, zoning, subdivision, and other ordinances govern the design of the subdivision, the size of its lots, and the types of required improvements, such as street construction, sewer lines, and drainage facilities.

Subdivision ordinances set forth the minimum requirements deemed necessary to protect the health, safety, and welfare of the public. More specifically, the subdivision ordinances are designed to accomplish the following initiatives.

- Assure that effective protection is given to the natural resources of the community, especially ground water and surface waters.

*Table 5-17 provides updates to existing zoning ordinance sections in order to enhance compatibility planning.*

- Encourage well-planned subdivisions through the establishment of adequate design standards.
- Facilitate adequate provisions for transportation and other public facilities.
- Secure the rights of the public with respect to public lands and waters.
- Improve land records by the establishment of standards for surveys and plats.
- Safeguard the interests of the public, the homeowner, the subdivider, and units of local government.
- Prevent, where possible, excessive governmental operating and maintenance costs.

#### **Current Status**

Both Spokane County and the City of Airway Heights have zoning components dealing with some compatibility issues. Relative to safety zones, please see the discussion on these regulations presented under the AICUZ heading earlier in this section.

For vertical height, Spokane County and Airway Heights both provide adequate protections of airspace from vertical obstructions. For Spokane County, this is covered as part of Chapter 14.702, Airport Overlay (AO) Zone. For Airway Heights, the regulations are under Chapter 17.15, Airport Overlay Zone (AO). The City of Medical Lake does not have guidance on vertical obstruction. For the City of Spokane, the code should be modified to discuss Fairchild AFB specifically.

For light and glare, local jurisdictions include code that prohibits the production of glare, with Spokane County and Airway Heights Zoning Codes specifically discussing the impact of glare on pilots. Spokane County does include the statement “All lighting shall be positioned and shielded so that the direction of the light is downward and within the property lines” within land use designations. No “dark skies” type ordinances exist in the study area. Darker skies near Fairchild can assist in the conduct of training missions and flight operations.

**Table 5-17. Zoning / Subdivision Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing	
49	<p><b>Land Uses Allowed in MIA 4</b>                      Within MIA 4, land use designations (comprehensive plan or zoning code) in place as of May 2009 should be reviewed using the following criteria prior to any designation change:</p> <ul style="list-style-type: none"> <li>▪ Land currently designated for non-residential use shall not be redesignated to a residential use category. It may be redesignated to another non-residential use category (except for mixed use) as long as conditions of approval restrict the intensity of development allowed (see Strategy 50).</li> <li>▪ Land currently designated for a residential use shall not be modified to another residential designation that allows a higher density of use than allowed in the current designation.</li> <li>▪ Existing approved subdivisions or other residential developments within MIA 4 shall not be amended or otherwise modified to increase the number or intensity of residential units previously approved.</li> <li>▪ All uses in MIA 4 shall be required to do an acoustical study and provide appropriate noise attenuation. (See also Strategy 20)</li> <li>▪ No new residential development shall be approved within the 70 LDN (or higher) noise contours for the potential mission scenario, as updated.</li> </ul> <p>► See also Strategy 50</p>				■	■	■	■	■					■			■
50	<p><b>Intensity Standards for Non-Residential Uses</b>                      Non-residential uses in MIA 4 can have a maximum occupancy of 150 persons per gross acre. Gross acreage is measured based on the site for a given use. In other words, the building or structure and land area associated with that development (parking, storage, etc.).</p>				■	■	■	■	■								■
51	<p><b>Encourage Area Planning Approach</b>                      Encourage the use of specific plans, planned unit developments, or other techniques to help minimize conflicts and enhance compatibility between Fairchild AFB and new land uses.</p>	■				■	■	■	■	○	○	■	○				■

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
52	<b>Residential Zoning Expansion Limits</b> Prevent further urban density residential development close to Fairchild AFB by not permitting additional rezoning lands for urban density residential uses.				■	■	■	■	■	○		■				■
53	<b>Ensure FAA Part 77 Compliance</b> For all structures, ensure compliance with FAA Part 77 requirements when establishing height regulations or restrictions. NOTE: For further information on Part 77, please refer to the discussion under Factor #3, Vertical Obstructions, in Section 3 and Appendix G.  Other Agencies: WSDOT and FAA		■			■	■	■	■			■	○			■
54	<b>Develop or Update Light and Glare Controls</b> Develop or update light and glare controls to protect the operational environment near Fairchild AFB. These controls should be designed to reduce the amount of light that spills into surrounding areas and impacts regional ambient illumination.		■			■	■	■	■	○	■	■			■	
55	<b>Dark Skies Ordinance</b> Adopt a dark skies ordinance to cover the JLUS Study Area.		■			■	■	■	■	○	○				■	
56	<b>Modify Subdivision Regulations, Disclosure</b> Modify subdivision regulations to require appropriate disclosures are recorded as part of a property's deed upon sale of land. Disclosure should notify purchasing party of Fairchild AFB operations and potential compatibility issues.  See also Strategies 11, 12, 13, 42, and 45	■				■	■	■	■	○				■		
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)						■ when the strategy should be complete				

*Other*

One strategy did not fit specifically under one of the previous strategy types. This strategy, which discusses the future of the base, is shown on Table 5-18.

**Table 5-18. Other Strategies**

#	Strategy	MIA 1	MIA 2	MIA 3	MIA 4	Spokane County	Airway Heights	Medical Lake	Spokane (City)	Fairchild AFB	SIA	Native American Tribal Groups	Other Agencies	0-3 Years	> 3 Years	Ongoing
57	<p><b>Maintain Existing and Pursue Additional Missions at Fairchild AFB</b>                      State and federal legislators will work with interested local jurisdictions, agencies, and organizations to advocate for additional, compatible missions at Fairchild AFB and for the deployment of next generation air refueling aircraft.</p> <p>Other Agencies: WSDOT, State Legislature</p>	■				■	■	■	■	■			■			■
<i>Notes:</i>		■ marks the geographic area to which this strategy applies				■ denotes the responsible agency / organization (implements) ○ denotes a partner agency / organization (provides support)							■ when the strategy should be complete			

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