

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>Identify Priority Locations for Acquisition Identify priority locations for acquisition programs (property purchase or easement purchase) should funds become available.</p> <ul style="list-style-type: none"> 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. Acquisitions that benefit both Fairchild AFB and SIA should be pursued. 				■	○			○	■	■			■		
6	<p>Maintain Existing Easements Fairchild AFB should maintain existing easements.</p>				■					■						■
7	<p>Establish Conservation Easement Program 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>Use Land and Water Conservation Fund Grants 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"> This is an annual program with a current expiration date of January 2015. A 50 percent local match is required. 				■	■				○						■
9	<p>Use DOD Easement Partnership Program 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>				■					■						■
Notes:		■ 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 change 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>Implement AICUZ Recommendations Implement recommendations contained in the current Fairchild AFB AICUZ.</p> <ul style="list-style-type: none"> 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. 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. 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). 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. 			■		■	■	■	■	○		■		■		■
Notes:		■ 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>Update Avigation Easement Requirement for Spokane County 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>Update Avigation Easement Requirement for Airway Heights 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>Develop or Update Avigation Easement Programs 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>			■				■						■		
Notes:		■ 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	Modify Spokane County's Zoning Ordinance on BASH 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	Modify Zoning Ordinances for BASH 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	BASH Consideration in Jurisdiction or Agency Projects 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	Develop and Distribute BASH Educational Materials 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	Control Bird and Wildlife Attractions Near Base 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.		■			■	■	■	■	■	■	■	■			■
Notes:		■ 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	Flight Operations for Future Missions For future air missions or aircraft at Fairchild AFB, design flight operations to minimize impacts on developed areas surrounding Fairchild AFB.	■								■						■
20	Update Fairchild AFB General Plan Update Fairchild AFB General Plan to incorporate the accepted strategies of the Fairchild JLUS.	■								■					■	
21	Develop Public Summary of Fairchild AFB General Plan 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	Involve Local Jurisdictions in Defining Data Needs 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	■				○	○	○	○	■	○	○	○		■	
Notes:		■ 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

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>Sound Attenuation for New Construction 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"> <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>Sound Attenuation for Existing Structures 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>			■		■	■	■	■							■
Notes:		■ 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>Incorporate Compatibility Planning Concepts in CIPs / Infrastructure Master Plans Incorporate land use compatibility planning concepts into CIPs / Infrastructure Master Plans for infrastructure extensions and improvements.</p> <ul style="list-style-type: none"> Avoid extension of infrastructure capacity to an area adjacent to the base and currently zoned Rural Traditional. 				■	■	■	■	■	○		■				■
26	<p>Ensure Adequate Transportation Infrastructure 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>				■					■			■			■
Notes:		■ 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>Ensure Construction Standards for Sound Attenuation Are Met 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>Code Enforcement Relative to Compatibility Concerns 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"> ■ 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. <p>► See also Strategies 30 and 32 on process.</p>		■			■	■	■	■					■		■
Notes:		■ 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.

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>Establish a JLUS Coordinating Committee 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"> ▪ The JLUS Coordinating Committee shall be formed within one year of the published date for the Fairchild JLUS. ▪ The JLUS Coordinating Committee shall be made up of two representatives from each of the following: <ul style="list-style-type: none"> ▪ Spokane County ▪ City of Airway Heights ▪ City of Medical Lake ▪ City of Spokane ▪ Fairchild AFB ▪ SIA ▪ Kalispel Tribe of Indians ▪ Spokane Tribe of Indians ▪ WSDOT Aviation Division ▪ 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. ▪ The JLUS Coordinating Committee should meet on a regular basis, or as agreed to by the Committee. ▪ Meetings between individual members pertaining to issues specific to Fairchild AFB and the effected agency(ies) is encouraged. 	■				■	■	■	■	■	■	■	■			■

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>Establish Procedures for Plan Review and Comment 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"> ▪ Definition of projects that will require review based on type and location ▪ Definition of project types that require pre-application review and where Fairchild AFB should attend ▪ Identification of the Points of Contact for all coordination ▪ Establishing a formal procedure for requesting and receiving comments ▪ Establishing a standard timeline for responses, keeping in mind mandated review time periods as specified by State law and local procedures ▪ Providing notice to Fairchild AFB on all public hearings regarding projects identified for coordination <p>Procedures should be reviewed annually and updated as appropriate by the JLUS Coordinating Committee.</p>	■				■	■	■	■	○				■		
31	<p>Fairchild as Part of Pre-Application Review Based on the project types discussed in Strategy 30, incorporate Fairchild AFB personnel in pre-application meetings for significant projects.</p>		■			■	■	■	■	■						■
32	<p>Refer Development Applications to Fairchild for Review and Comment 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>Refer Development Proposals to Fairchild for Review and Comment 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>Involve Fairchild AFB Officials in Airport Planning 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>Coordination on School Site Planning 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"> ■ Provide information on the location of MIA 4 and the desire to avoid school sites in these areas ■ 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 <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>Other Sensitive Uses in MIA 4 MIA 4 is not considered suitable for the following uses:</p> <ul style="list-style-type: none"> ▪ Public or private schools ▪ Hospitals ▪ Convalescent facilities ▪ Public assembly facilities (such as theaters, stadiums, community centers, churches, and similar facilities) ▪ Libraries 				■	■	■	■	■			■				■	
37	<p>Educational Outreach on Aviation Planning 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>Develop and Distribute Public Education Materials 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"> ▪ 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. ▪ Information on these topics should be provided on the publicly available part of the installation's website. ▪ 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. 		■							■			■			■	
39	<p>Fairchild Public Affairs Liaison to JLUS Coordinating Committee 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>Technical Support for Local Decision Making Process 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>Establish and Maintain Compatibility Clearinghouse 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"> ■ Information of local importance should be maintained by the member agencies of the JLUS Coordinating Committee ■ Pursue funding from OEA or other DOD sources to maintain this database 	■				■	○	○	○	○	○	○	○	■		■
Notes:		■ 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>Deed Notifications in Impacted Areas 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>				■	■	■	■		○						■
Notes:		■ 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>Develop General MOU to Implement JLUS Process 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>Develop Specific MOUs to Implement JLUS Recommendations Sign specific MOUs between individual jurisdictions and Fairchild AFB as tools are adopted. MOUs should cover:</p> <ul style="list-style-type: none"> ▪ Interagency coordination (see Strategies under “Communication / Coordination”) ▪ Other tools involving the interaction of two or more jurisdictions, agencies, or Fairchild AFB. 	■				■	■	■	■	■	■	■	■	■		
Notes:		■ 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>Develop an Enhanced Real Estate Disclosure Ordinance 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"> Work with State Real Estate Commission and local real estate representatives to develop and implement adequate language for inclusion in disclosure notices. Work with State Real Estate Commission and local real estate representatives to ensure compliance with notification requirements. 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.). <p>Other Agencies: Washington Real Estate Commission</p>		■			■	■	■	■	○			■	■		
Notes:						■ 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>Refer SEPA Documents to Fairchild AFB 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>Refer NEPA Documents to Local Jurisdictions 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>SEPA Documentation Requirements Local jurisdictions will modify their standard SEPA checklists to ensure potential impacts on Fairchild AFB operations are clearly discussed.</p>	■				■	■	■	■					■		
Notes:		■ 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>Land Uses Allowed in MIA 4 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"> ▪ 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). ▪ 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. ▪ 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. ▪ All uses in MIA 4 shall be required to do an acoustical study and provide appropriate noise attenuation. (See also Strategy 20) ▪ No new residential development shall be approved within the 70 LDN (or higher) noise contours for the potential mission scenario, as updated. <p>► See also Strategy 50</p>				■	■	■	■	■					■		■
50	<p>Intensity Standards for Non-Residential Uses 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>Encourage Area Planning Approach 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	Residential Zoning Expansion Limits Prevent further urban density residential development close to Fairchild AFB by not permitting additional rezoning lands for urban density residential uses.				■	■	■	■	■	○		■				■
53	Ensure FAA Part 77 Compliance 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	Develop or Update Light and Glare Controls 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	Dark Skies Ordinance Adopt a dark skies ordinance to cover the JLUS Study Area.		■			■	■	■	■	○	○				■	
56	Modify Subdivision Regulations, Disclosure 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	■				■	■	■	■	○				■		
Notes:		■ 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>Maintain Existing and Pursue Additional Missions at Fairchild AFB 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>	■				■	■	■	■	■			■			■
Notes:		■ 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 JLUS

Page intentionally left blank