

Whitman County

Comprehensive Plan

Adopted July 31, 1978

WHITMAN COUNTY COMPREHENSIVE PLAN
AMENDED OCTOBER 31, 2005; April 21, 2008; November 16, 2009; October 4,
2010; and December 15, 2014.

Note:

This document contains all content of the 1979 Whitman County Comprehensive Plan, including errors. If conflicts between the original content and the present format have been identified, these are noted.

(Economic Development Element) Goal 2 section revised; effective 4/21/08)

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**WHITMAN COUNTY
COMPREHENSIVE PLAN**

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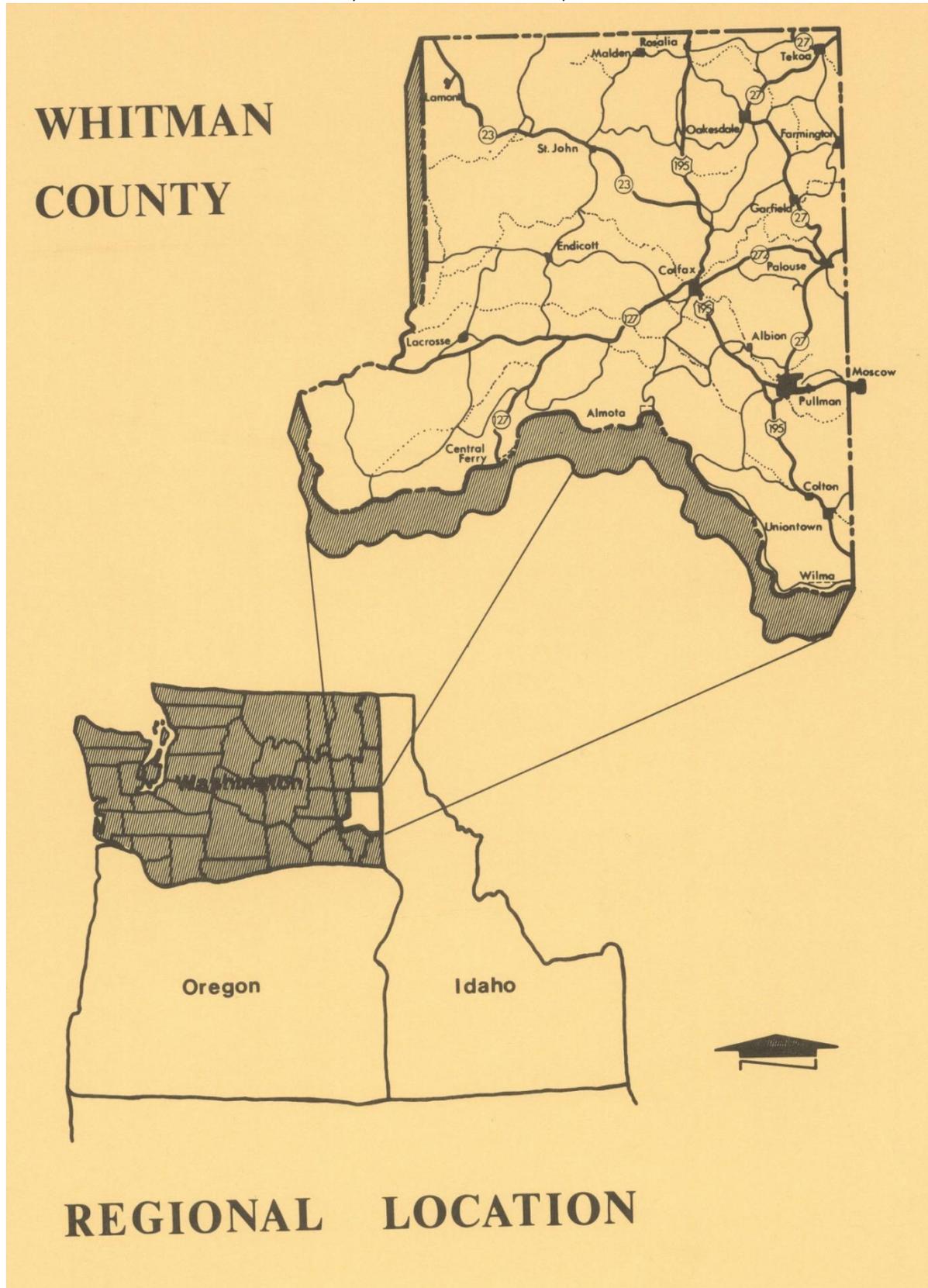
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**WHITMAN
COUNTY**

REGIONAL LOCATION

Introduction

WHY THE PLAN IS REVISED

This 1978 revision of the Whitman County Comprehensive Plan comes in response to local recognition that conditions have changed, requiring not only amendments in policy, but also changes in the techniques of making and implementing local policy. Whitman County's first Plan, in 1960, consisted of a few simple statements designating the entire County for agricultural use. This was similar to the planning efforts of many other agricultural counties in Eastern Washington. In 1970 the Comprehensive Plan was revised to reflect three major changes in conditions: rapid growth of the City of Pullman; development of industrial/commercial sites on the Snake River by the Port of Whitman County; and development of a system of County parks. Since 1970 the following changes in conditions, policies, and local priorities have led to the need for Plan revision.

- (1) In 1976 the County adopted a 20-acre minimum parcel size requirement throughout all of Whitman County except the Pullman area to implement the 1970 Plan's goal of protecting agricultural lands.
- (2) Several decisions were made by the County Planning Commission between 1973-75 permitting industrial and commercial land use in areas surrounding Pullman and Colfax. These decisions recognized a need which was not addressed by the 1970 Plan.
- (3) In 1977 the County rezoned 45 square miles surrounding Pullman from Transitional (residential) to Agricultural zoning to reflect increased concern that haphazard development of non-agricultural land endangered the viability of the County's economic base and social traditions.
- (4) Recent reports indicate that the growth of Washington State University will be much less dramatic in the immediate future, and hence that a change in assumptions concerning growth in the Pullman vicinity justified County Plan revision.
- (5) In 1977 the County also developed Rural Community zoning for some of the County's many unincorporated towns in response to the fact that these centers were zoned for agricultural use.
- (6) Federal projects have been proposed which would have had a major impact on Whitman County, yet there has been no locally adopted policy for addressing these proposals and advocating local interests.
- (7) A desire by the Planning Commission to re-evaluate the appropriateness and locational preference for rural non-farm housing.

Thus, by 1977, not only had growth pressures reached a pause, but County policies also virtually restricted change. This presented an ideal opportunity in which to assess future

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needs for land use, transportation, and other comprehensive planning policies. In addition, the need to assess the impact of County policies on the entire area was highlighted because agriculture and education -- the foundations of the area's economy -- were in a state of transition from growth to stability.

The overall issues needing attention fell into three broad categories:

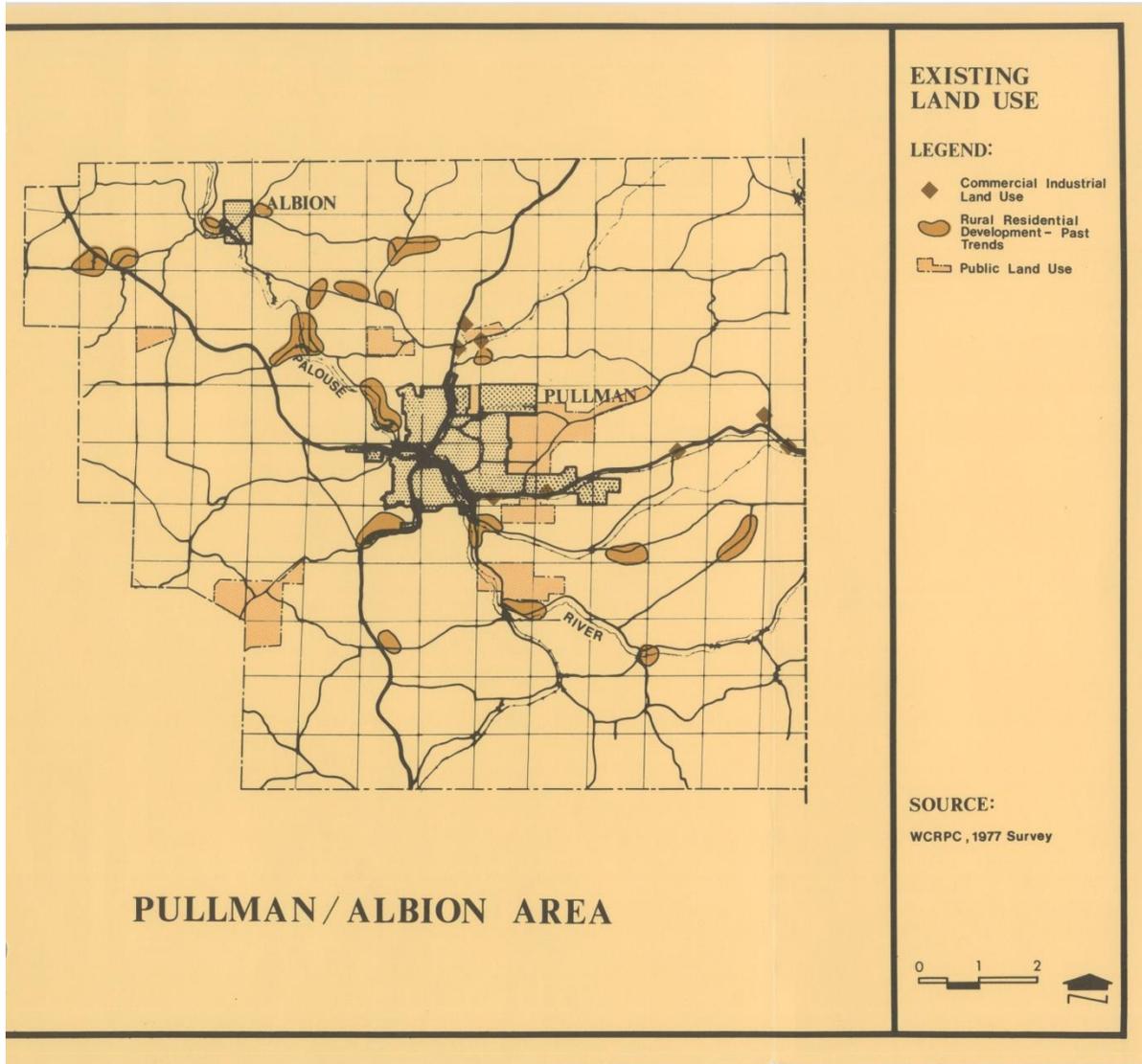
- (1) LAND USE There has been a need to provide a strong basis for supporting agricultural land use in Whitman County while also providing appropriate opportunity for other land uses.
- (2) TRANSPORTATION The need has been to provide a broad framework for allocating scarce local resources among growing demands for transportation improvements, while also insuring that improvements by all levels of government are consistent with local land use policies.
- (3) COORDINATION AND IMPLEMENTATION There has been need for well-articulated procedures for local decision-making on land use issues, as well as a strong basis, through the Comprehensive Plan, for communicating local goals and priorities to state and federal agencies whose projects may impact Whitman County.

WHAT THE PLAN WILL DO

The Comprehensive Plan should be seen as a tool for local decision-making in the next five to eight years in at least four specific ways:

- (1) It will serve as a basis for local decisions on land use changes, as implemented through locally adopted ordinances for zoning and platting. Planning is not zoning. Basing local controls on the results of an informative, participatory planning process helps insure that the full range of needs and conditions in the area have been carefully inventoried and balanced against each other. Greater consistence in local decision-making is a benefit of basing land use controls on the goals and policies of the Plan.
- (2) It will provide a basis for coordination between different agencies of local government to insure that decisions on public improvements and policies are working toward common ends. Otherwise, local resources may not produce maximum benefits for residents of the area.
- (3) It will serve as a vehicle for communicating the local view to other levels of government. Having local policies in a Plan increases the chance that state and federal agencies will consider them early in their own planning procedures.
- (4) It will facilitate decisions about its own ongoing development. A carefully drawn set of local goals and policies is in itself a tool for re-examining whether the assumptions behind those goals and policies still hold true under changing conditions.

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The Comprehensive Plan Revision Program

OBJECTIVES OF THE PLAN REVISION

The Comprehensive Plan Revision Work Program was designed to fulfill four broad objectives:

- (1) To compile background data on land use, transportation, the area economy, population, and natural resources in an easily updatable format.
- (2) To provide goals and policies which will be of direct and continuing usefulness in carrying out local regulatory decision-making in the area of land use.
- (3) To provide coordinative goals and policies promoting cooperative efforts within county government, and responsiveness to local priorities from other levels of government.
- (4) To insure that the goals and policies of the Plan represent local viewpoints by providing for citizen participation throughout the planning process.

CITIZEN INVOLVEMENT IN THE PROCESS

Citizen involvement in the Plan Revision process was provided through the establishment of a Comprehensive Plan Advisory Committee in September, 1977. The CPAC consisted of all members of the County Planning Commission and an equal number of citizens chosen from a group of nominees suggested by agricultural, business, community, and educational organizations throughout Whitman County. Citizen members of the CPAC were chosen by the Planning Commission to serve throughout the planning process.

THE PLAN REVISION WORK PROGRAM

The Plan Revision consisted of three phases:

PHASE 1: BROAD INFORMATION GATHERING A series of nine background information documents were prepared by the staff from August through November of 1977. After review by the Regional Planning Council Technical Advisory Committee, these documents were reviewed with CPAC. In December of 1977 a series of five Community Workshops throughout Whitman County were held jointly by the Regional Planning Council, the Comprehensive Plan Advisory Committee, and the Whitman County Department of Parks and Recreation. Locations of the workshops were in the towns of Tekoa, Endicott, Albion, Pullman, and Uniontown.

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At each meeting a prepared set of questions concerning citizen views on the future of Whitman County and existing trends were reviewed with citizens present by the staff and members of CPAC. The resulting input from the meetings was compiled in a document, "Citizen Comment on Plan Content and Policy Options."

PHASE 2: GOAL-MAKING From late December 1977 through mid-February 1978 the staff worked with the CPAC to establish overall goals for the Plan Revision, as well as the overall scope of what the Plan would address. This task began with the staff's listing of Plan Elements which were required by Washington State law, and optional elements which could be included in the Plan based on the information in the background reports and the citizen input from 1977 Community Workshops.

CPAC members reviewed this list, specifying areas of concern which would be addressed by the Goals and Policies of the Plan Revision. A Land Use Element and Transportation Element are the only sections required to be in local comprehensive plans by Washington State law. However, following the trend throughout Washington, CPAC elected to add several optional elements to the Plan which would address the following areas of local concern:

ECONOMIC DEVELOPMENT

ENVIRONMENTAL QUALITY AND CONSERVATION

PARKS AND RECREATION

IMPLEMENTATION

In the goal-making process, the basic intent of the goal was first established by the Advisory Committee members and given to the staff to word and analyze for meaning and implications. The staff returned to the Committee with draft goal statements which were reviewed by CPAC, and revised where needed. Finally, a comprehensive review of all Goals was conducted by CPAC. The establishment of Goals for the Plan was completed in mid-February.

PHASE 3: POLICY MAKING In the last phase of the Plan Revision the CPAC and staff developed specific policies to achieve the goals established for the Plan. These policies took two forms: planning guidelines and implementation guidelines. Planning guidelines related to specific standards and/or concerns. Implementation guidelines outlined specific actions, designations or procedures through which the planning guidelines would be applied to achieve goals.

Policy-making began with the staff's presentation of detailed land use studies of Whitman County. After study of these inventories by CPAC, work on detailed policy guidelines for each of the goals began. The first step in this process was

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staff presentation of the type of standards, procedures, or policy actions necessary to carry out the goal. In some cases a set of alternatives was presented, while in the case of coordinative goals, the overall type of procedure necessary to achieve the goals was presented by the staff to CPAC. In each case, CPAC reviewed the initial material presented by the staff, and provided revision of standards, choice of alternatives, or further definition of responsibilities in the case of procedural, coordinative goals requiring intergovernmental cooperation.

After completion of the policy-making phase, staff prepared a draft version of the Comprehensive Plan developed by CPAC. This document was reviewed once more by CPAC, at which time it was released to the County Planning Commission for public hearings and recommendation to the Board of County Commissioners for adoption.

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How to Use the Plan

The Whitman County Comprehensive Plan consists of a concise, readable set of policy statements. Plan data and statistics are presented in detail in nine background documents. It is hoped this organization will result in better accessibility to the Plan itself, as well as simpler and more economical updating of supporting information between major Plan Revisions. In all, there are three sets of materials with which Planning Commissioners, elected officials and interested citizens will want to familiarize themselves:

BACKGROUND DOCUMENTS

PLAN ELEMENTS: GOALS AND POLICIES

SUPPORTING MAPPED INFORMATION

The organization and contents of these materials are summarized here:

BACKGROUND DOCUMENTS

A series of nine background documents are available containing broad information which was used by the Comprehensive Plan Advisory Committee during early stages of the Plan Revision. These are:

POPULATION: CHARACTERISTICS

POPULATION: FORECASTS

LAND AND WATER RESOURCES

TRANSPORTATION

PUBLIC FACILITIES AND SERVICES

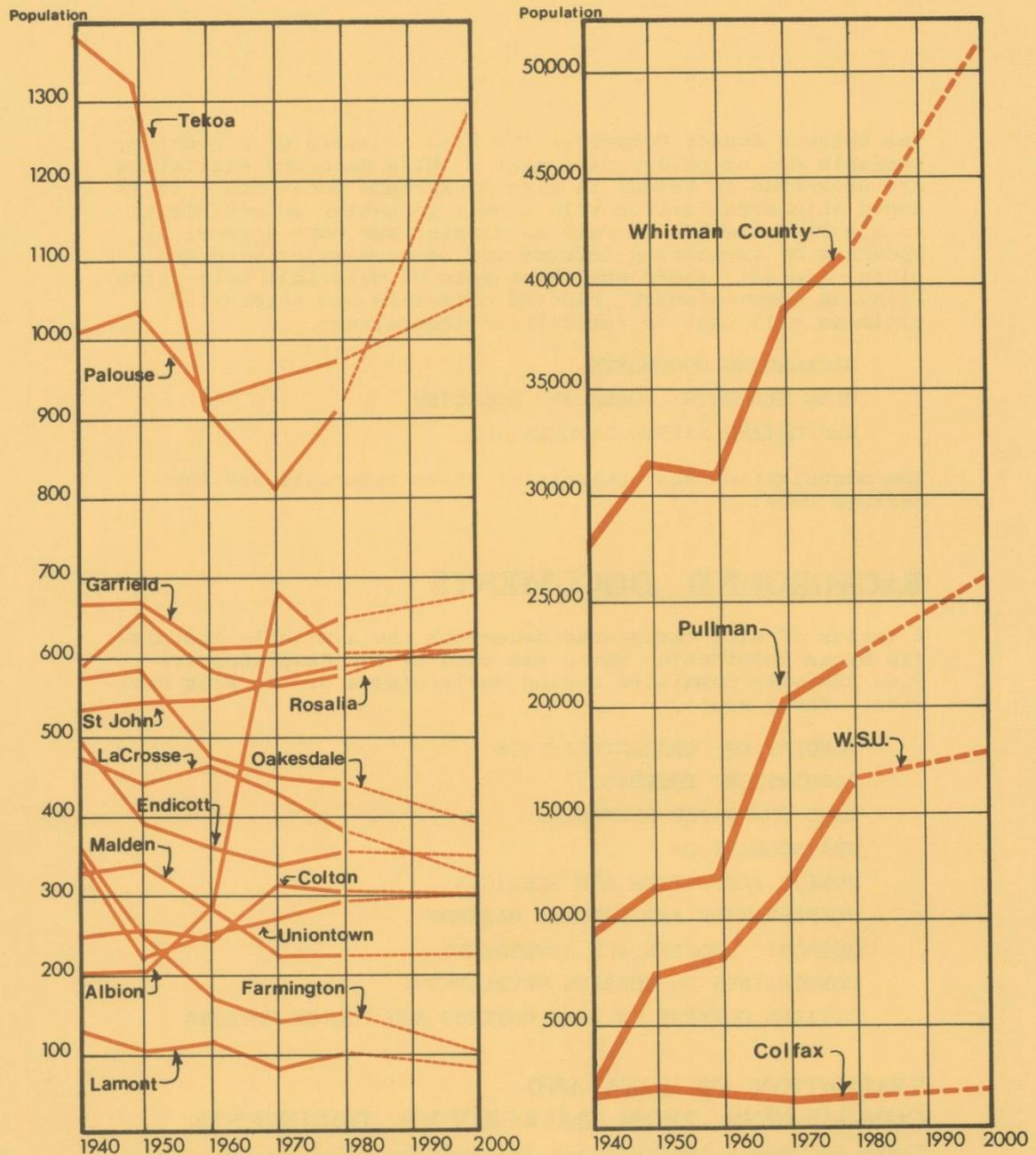
CONSERVATION AND NATURAL HAZARDS

ECONOMIC PROFILE AND ASSESSMENT

CONSTRAINTS TO HOUSING DEVELOPMENT

CITIZEN COMMENT ON PLAN CONTENT AND POLICY OPTIONS

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POPULATION TRENDS & PROJECTIONS
 Cities & Towns of Whitman County: 1940 to 2000

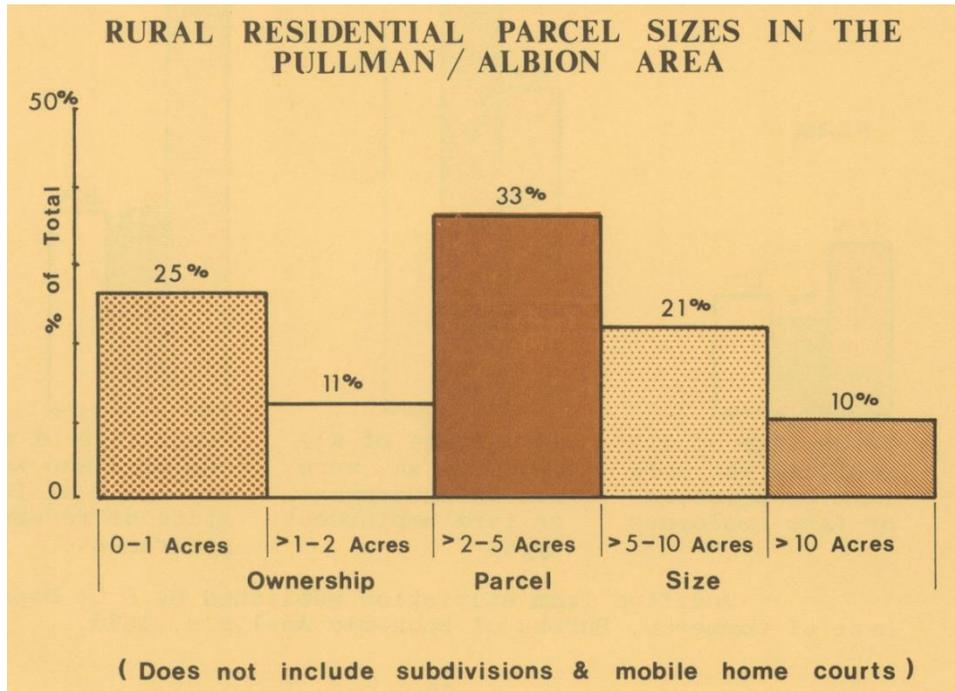
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EVALUATION OF DATA AND CONCLUSIONS FROM BACKGROUND DOCUMENTS

These documents include much information relating to incorporated areas in Whitman County, serving also as supporting information for the development of updated Regional Planning policies of the Regional Planning Council -- of which Whitman County is a member. Review of these reports by CPAC led to several important assumptions for the Comprehensive Plan Revision.

- **POPULATION** There has existed over the past 20 years a direct relationship between the growth of Washington State University, the City of Pullman, and the total population of Whitman County. If not for rapid growth of WSU, total county population would have decreased rather than increased, primarily due to consolidation of farms and decline of small town populations. With the stabilization of WSU's growth, and the absence of other population-generating factors, it is expected that growth of the City of Pullman during the planning period (1978-85) will be small. In the County, the number of rural households is expected to increase only slightly, the numbers expected so small that a quantitative forecast could not be made. The overall assumption is that population growth in unincorporated areas will be governed more by County land use policies than by outright growth pressure. (See chart, Population Trends and Projections, page 18)
- **LAND USE** With the exception of the Pullman vicinity, and to some extent the Colfax vicinity, land use in the County is characterized by large land ownerships and agricultural use.



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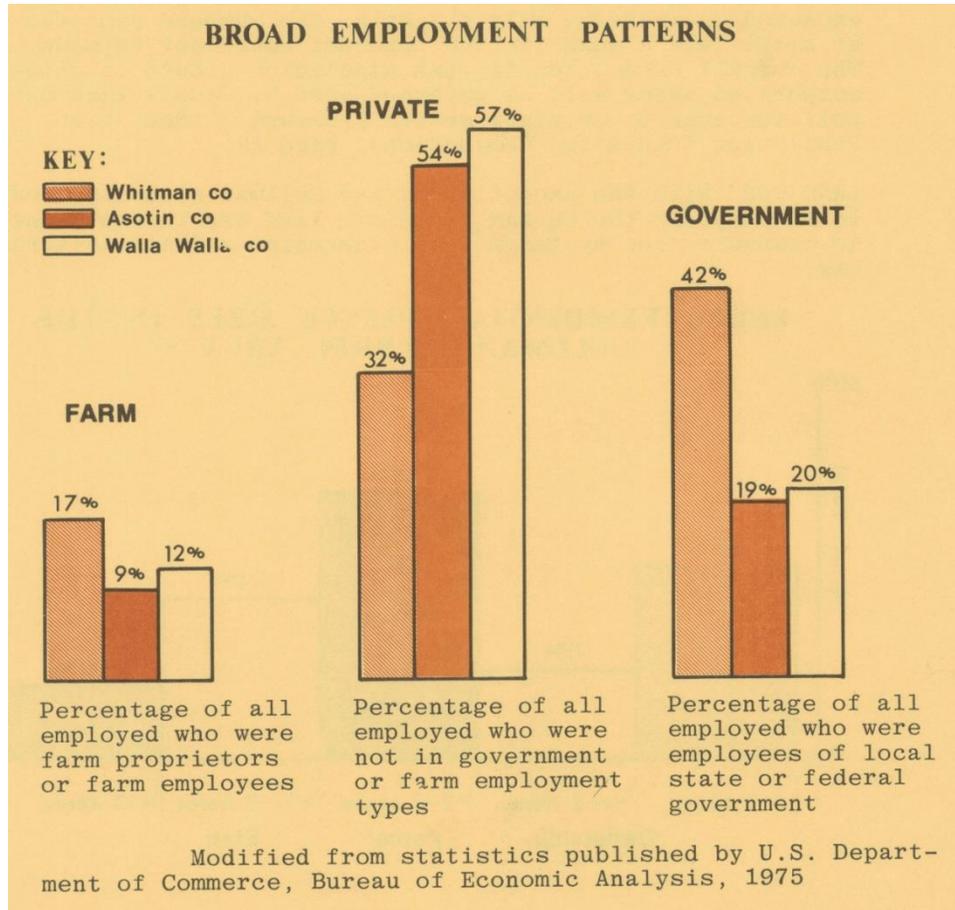
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Land use inventories of areas around Pullman and Colfax revealed: 1) In the Pullman area significant numbers of small residential parcels exist. In the Colfax area, non-farm housing is substantially renter-occupied on larger parcels. 2) There are very few small parcels of land in either the Colfax or Pullman areas available for non-farm uses. Changes in land use appear to be governed as much by the willingness of landowners to sell as by County land use regulations. (See map, Land Use, page 5)

ECONOMIC DEVELOPMENT The area's economic base is almost exclusively built upon agriculture and education. Historically, the County has had a small but important manufacturing sector related to agricultural and construction specialty equipment, and the wood products industry in North Idaho. However, since 1970 fully half the employment in these tiny industries has been lost.

Over two-thirds of all non-farm, non-educational employment is in retail trades and services. These jobs are dependent on the health of the agricultural and educational industries which create consumer dollars. Because of a narrow economic base, the survival of trades and services is constantly subject to temporary or permanent losses of goods and services at the local level. It is assumed that any modest diversification of income-producing activities outside agriculture and education will contribute to areawide economic stability.

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NATURAL RESOURCES Surface water quality in the County is generally poor; however, surface waters are used almost exclusively for irrigation rather than domestic water supply. On the other hand, while groundwater quality is good, supplies are subject to depletion during droughty periods. Soil erosion continues to have the major impact on both land and water resources. Wildlife habitat is substantially limited to non-cultivated areas such as narrow valleys, canyons, and the margins of surface waters in eastern Whitman County. It is assumed that water resources, wildlife habitat, and land resource quality will be subject to possible depletion unless conservation measures are developed and carried out.

**SELECTED STATE AND FEDERAL
 LAND OWNERSHIP**

<u>Federal</u>	<u>Acreage</u>	<u>Percent of County</u>
USDA	320	----
BLM	1,500	0.1%
Corps of Engineers	9,760	0.7%
 <u>State</u>		
DNR (School Trust Lands)	26,580	1.9%
<hr/>		
TOTAL	38,160	2.7%

PUBLIC FACILITIES AND SERVICES The major services provided to land users by County government are roadway construction/maintenance, solid waste disposal, and law enforcement. Only a few years old, the County's solid waste management system has adequate capacity to meet future needs. The County road system, however, is subject to continuing increases in demand generated by Port development on the Snake River, the County Parks system, and new concentrations of residential land use when they occur. It is assumed that expenditures of local resources for transportation must be continually evaluated and prioritized according to sound planning principles if Whitman County is to maintain its rather extensive rural road system.

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SUPPORTING MAPPED INFORMATION

These maps are intended to make information available which is necessary in order to understand and apply the goals and policies of the Plan. The maps are on file at the office of the Whitman County Regional Planning Council.

PLAN ELEMENTS: GOALS & POLICIES

The Goals and Policies contained in the Plan Elements represent the results of the Plan Revision. They are designed to guide decision-making by the Planning Commission and Board of County Commissioners. Each Element consists of these four types of statements:

- (1) The PURPOSE OF ELEMENT explains why the Element is part of the Plan, and the role of the Planning Commission in carrying out the Element.
- (2) The GOALS are broad statements of community direction.
- (3) The GOAL RATIONALE explains specific reasons for including the Goal in the Plan.
- (4) The PLANNING AND IMPLEMENTATION GUIDELINES are official policies of Whitman County for the development of standards, procedures and cooperation for implementing the Plan. Guidelines are intended to provide guidance for development of local zoning and platting ordinances, based on the extensive citizen input, Advisory Committee discussions and staff analysis carried out in the Plan Revision process.

The Plan Elements

LAND USE ELEMENT

PURPOSE OF ELEMENT

The Land Use Element is required by Washington Statutes enabling local planning and zoning. The purpose of the Land Use Element is to serve directly as a basis for local policies on land use changes--which are contained in zoning and platting statutes. The County Planning Commission has responsibility for implementing the Land Use Element through drafting and recommendation of new ordinances, through recommendations on requests for zone changes and land divisions, and through notifying other agencies when their plans or programs conflict with the goals and policies of the Land Use Element.

AGRICULTURAL LAND USE

GOAL 1

PRESERVE PRODUCTIVE AGRICULTURAL LAND AND THE FAMILY FARM AS THE PRIME ECONOMIC AND SOCIAL RESOURCES OF WHITMAN COUNTY BY PREVENTING LAND FROM BEING TAKEN OUT OF PRODUCTION BY INDISCRIMINATE OR EXCESSIVE CHANGE IN LAND USE.

GOAL RATIONALE

Whitman County's dry-land farms have long produced some of the highest yields in the United States. Since 1954 the number of separate family farms in Whitman County has decreased by over 25%, due to economic conditions requiring larger farm and ranch management units for successful operation. Uncoordinated non-agricultural development has serious impacts on the ability of farmers in Whitman County to maintain access to their many different cropfields; the ability to carry out farm practices without threat of restriction; and the ability to lease and buy additional land necessary to continue economically feasible farming.

PLANNING GUIDELINES

1. Agricultural lands defined: Lands which are normally devoted to cultivation for agricultural production, including production of small grains, peas, lentils, grass for seed, crops for oil, forage crops, as well as lands which are devoted to commercial livestock grazing.
2. Residential land use should be kept separate from agricultural lands to the maximum extent feasible to prevent increasing the legal liability of agriculture in the Palouse Prairie.

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3. Construction of facilities by state and federal agencies should take into account the impacts such projects will have on the normal operations of farms and ranches, such as: the movement of farm machinery and livestock.
4. Factors necessary to protect productive agricultural land in Whitman County include, but may not be limited to:
 - a. Preventing the economic breakup of large land ownership's through indiscriminate platting and subdivision.
 - b. Minimizing interference with normal farm practices which may occur, for example, when non-agricultural land uses are in close proximity to agricultural operations. This is especially true due to recent decisions by the State Supreme Court which place legal liability solely on the farmer or those providing services to farmers.

IMPLEMENTATION GUIDELINES

1. Prohibit residential subdivision of lands in all unincorporated areas except designated UNINCORPORATED COMMUNITIES and those areas designated by the Plan as suitable for Cluster Residential development.
2. Discourage non-agricultural residential land use on agricultural lands, except those areas designated by the Plan as suitable for Cluster Residential development.
3. Efforts should be made to acquire additional statutory authority for Washington Counties to:
 - a. Review all divisions of land on locally designated agricultural lands.
 - b. Provide assurance that normal farm practices on agricultural lands will not be subject to unreasonable restrictions or threats of legal liability.
4. Require that all levels of governments and their agencies consider the impact which their programs and projects may have on agricultural activities, and seek to minimize any impacts which threaten the viability of agricultural activity and the family farm.

GOAL 2: ALLOW AND ENCOURAGE DEVELOPMENT OF COMPATIBLE BUSINESSES IN AGRICULTURAL AREAS TO SERVE FARMERS AS WELL AS TO DIVERSIFY EMPLOYMENT OPPORTUNITIES IN THE REGION. (Adopted July, 1999; Resolution No. 055301)

IMPLEMENTATION GUIDELINES

1. Encourage creative, compatible and beneficial use of resource lands other than agriculture to supplement the income of farm families. Such uses may include: tourism, mining, quarrying, boating, hunting/fishing, recreation nursery, and

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renewable energy development. (Amended July, 1999; Resolution No. 055301), (Amended 11/16/09,
Ordinance # 070081)

RURAL RESIDENTIAL LAND USE

GOAL 1

TO PROVIDE LIMITED, LOW-DENSITY LIVING OPPORTUNITIES IN UNINCORPORATED AREAS ON NON-AGRICULTURAL LANDS FOR INDIVIDUAL HOUSEHOLDS WHOSE NEEDS ARE NOT ADDRESSED BY LAND USE OPPORTUNITIES WITHIN INCORPORATED AREAS.

GOAL RATIONALE

Some non-farm households in Whitman County desire residential living opportunities which are not available within the area's towns and cities. These include opportunities to raise large gardens, keep livestock and horses, or simply live at a very low density. With the rezoning of 45 square miles of one-acre residential zoning around the City of Pullman to agriculture in 1977, development of a Rural Residential Land Use policy became a major task of the Comprehensive Plan Revision. The objectives of the policy are to provide rural residential land use while minimizing impacts on agricultural activities and the costs of public services in Whitman County.

PLANNING GUIDELINES

1. Lands suitable for rural residential use are lands adjacent to a state or county road which meet at least two of the following criteria:
 - a. Land whose near-surface geology consists of basalt or alluvium or, on slopes of greater than 20%, crystalline rock, all as defined by Water Supply Bulletin No. 26 of the Washington Department of Ecology, Reconnaissance of Geology and of Groundwater Occurrence in Whitman County, or any updated version of this document.
 - b. Land which is not normally cultivated, used for production of forage, or for commercial grazing of livestock.
 - c. Distinct areas of land of 15 acres or less which are of insufficient size, quality and/or accessibility to be efficiently used for agricultural production for income. "Distinct" means that the area is substantially bounded by natural or man-made features which buffer this land from agricultural lands, such as: wooded areas, steep canyon walls, railroads, surface waters, or public roads.
2. Minimum parcel sized sufficient to :
 - a. Assure compliance with health regulations for on-site sewage disposal;

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- b. Provide adequate acreage for appropriate productive use of rural residential land, such as small numbers of livestock, large gardens, etc.
3. Minimum of 200 feet of frontage on an improved county or state road (road which has minimum improvements of grading, drainage, and gravel surface).
4. If any perennial surface water passes through or along the property lines of the acreage, a minimum of 200 feet of frontage should be required.
5. Less than 50% of the acreage in a designated flood hazard area (as defined by the Federal Flood Insurance Program).
6. For all new residential building outside incorporated areas where significant amounts of natural vegetation occur, a maximum amount of irreplaceable wetland vegetation and existing timber should be preserved, for the purpose of:
 - a. Erosion Control;
 - b. Maintenance of critical wildlife habitat;
 - c. Protecting the natural landscape for the benefit of all residents.

IMPLEMENTATION GUIDELINES

1. Rural residential development shall be regulated by the Whitman County Zoning and Subdivision Ordinances to ensure that it meets the following conditions:
 - a. Ensure access from an improved County or State road and demonstrate adequate access for emergency services without increasing the cost of liability of the County for road maintenance costs.
 - b. Protect identified natural resources, existing vegetation, and streams on the property, and the air and water quality of surrounding property. Control location and conditions of residential development in proximity to permitted mining, quarrying and other natural resource operations. (Adopted July, 1999; Resolution 055301)

SUBURBAN AND URBAN RESIDENTIAL LAND USE

GOAL 1

DISCOURAGE URBAN AND SUBURBAN DEVELOPMENT OUTSIDE INCORPORATED AREAS IN WHITMAN COUNTY, EXCEPT WITHIN DESIGNATED UNINCORPORATED COMMUNITIES, AND THOSE AREAS DESIGNATED BY THE PLAN AS SUITABLE FOR CLUSTER RESIDENTIAL ZONING DISTRICTS.

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GOAL RATIONALE

The original policy is based on a number of conclusions made during the 1978 Plan Revision concerning suburban density development outside incorporated areas was stated as follow:

1) that concentrations of residential units adjacent to croplands are one of the conditions leading to serious land use conflict; 2) that land users at suburban densities have expectations of public service levels which are not and cannot be provided by a rural county; 3) that the assumption that suburban development adjacent to city boundaries can later be annexed is misleading, because rural subdivision would typically be constructed to standards different than those of the city to which it may be annexed; and 4) that growth is occurring at a slow enough rate to be absorbed by existing urban places.

Since the mid 1990's, the Planning Commission has held public input meetings in every one of the county's incorporated cities and towns, and also in many of the county's unincorporated communities. In addition, special meetings with various focus groups have been held, in an attempt to find ways to allow more non-farm rural residential places while at the same time protecting the ability of other, neighboring agricultural producers to continue farming and raising livestock. In 1997, a group of citizens appointed half by the Board of County Commissioners and half by the Pullman City Council formed the Joint Planning Area Committee. In several meetings over a 6-month period, this Committee acknowledged the demand for a rural non-farm lifestyle close to the city that was not addressed by either the city or the county. This committee also learned about the experience of other area jurisdictions including the problems and pitfalls of unplanned, incrementally-developed subdivisions.

As a result of the cumulative assembly of all of these comments from residents and from the Joint Planning Area Committee, the Planning Commission met frequently in January, February and March of 2003 to find ways to allow this type of housing lifestyle while at the same time protecting the ability of agricultural producers to continue operations.

Therefore, the Planning Commission has found 1) that because residential units adjacent to cropland remains as a potential for serious land use conflict, it is better to group residences in a cluster of land rather than allow for spotted housing development scattered over the countryside; 2) that although it is likely that these new residents will have urban expectations, the land use codes will require that people who create the zones, the subdivisions, and/or build there-on, will be made aware of the fact that urban services will not be provided, and that they acknowledge via a filed document running with the land that they are aware they are located in an agricultural area so they know that their property and lives will be subject to the impacts from surrounding agricultural operations; 3) that the Plan policy and land use codes can assure that while the development may not be constructed to city standards, it will be possible to upgrade to those standards as well as providing adequate area for the city to grow through such zones when they are annexed; 4) that this Plan revision is providing for a kind of growth of a lot size and zoning use that is not available within the city and has not been easily available in the county, and 5) the incentive for the development of Cluster Residential zones is the permission to convert commercial productive

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agricultural ground to non-agricultural use sooner than is otherwise allowed within the Agricultural District.

PLANNING GUIDELINES

1. URBAN and SUBURBAN development include residential subdivisions, residential development which creates new roads serving multiple residences, or residential development which creates more than two adjacent building lots at the same time (not including the parent parcel of land). This kind of development is intended for the existing Plan-designated unincorporated communities.
2. CLUSTER RESIDENTIAL development includes a grouped residential subdivision that is either a short plat with four lots or a long plat with five or more lots. A zone change to Cluster Residential is a prerequisite for this development.

IMPLEMENTATION GUIDELINES FOR URBAN AND SUBURBAN DEVELOPMENT WITHIN THE AGRICULTURAL DISTRICT

1. Prohibit urban and suburban development outside incorporated areas (except within designated rural communities) through:
 - a. Prohibiting all long plats for residential land use (subdivision) within the Agricultural District.
 - b. Prohibiting short plats (land partitions) which create more than two parcels of land for new rural residential use (not including the parent parcel of land) within the Agricultural District.

IMPLEMENTATION GUIDELINES FOR CLUSTER RESIDENTIAL DEVELOPMENT

(Amended December 15, 2014 by Ordinance #076156)

1. Cluster Residential Districts are eligible for consideration on land that is within quarter sections (160 acres) that are within one half (1/2) mile of the city limits of Pullman, Washington as defined on the date of adoption of this Plan amendment, and that part of the SW ¼ of Section 30 lying north of Pullman Airport Road, Township 15N, Range 46E.W.M., Whitman County, WA. and excepting:
 - a. Other existing zoning districts, such as Heavy Commercial, Light Industrial, Heavy Industrial, and the Pullman-Moscow Corridor District, and,
 - b. Within the City of Pullman.
2. The applicant is required to hold a meeting, with County Planning staff present, to discuss concerns with these neighboring land owners prior to the hearing. Planning staff shall take notes at this meeting.

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3. An area may be considered eligible for approval as a Cluster Residential District if it meets any of the following criteria:
 - a. Being at least 1,000 feet distant from any commercial agricultural land and any other commercial or industrial zone, existing conditional use, or grandfathered use that is in different ownership, that may have compatibility issues with the proposed residential use, or;
 - b. Receiving a written waiver from the owners of said lands that they do not object to the establishment of a Cluster Residential District, or;
 - c. Applicant proves satisfactorily to the Planning Commission [if the applicant has been unable to obtain waiver(s)], that said Cluster Residential development would not hamper or curtail current agricultural, commercial or industrial practices, such as but not limited to:
 - i. Prevailing wind problems
 - ii. Aerial applicator flight patterns required by topography or structures
 - iii. Odor
 - iv. Noise
 - v. Livestock
 - vi. Hours of operation
4. If the Pullman City Council and the Board of County Commissioners agree through an interlocal agreement, certain areas currently within county jurisdiction may be prohibited from rezoning and development until said area is annexed into the city of Pullman.
5. A person, persons, party or parties who apply for a Cluster Residential zone change shall agree that their submission of the zone change application legally binds them as well as all successors to recognition of normal, on-going agricultural operations and practices, effective at the point the zone change is approved by the Board of County Commissioners. This recognition will take the shape of language on the plat and a signed easement by each future owner, filed with the County Auditor, that the owner understands where they live and the activities that will normally occur around them. This recognition shall also be referenced in any rental contract, so that all occupants shall be aware of and will accept agricultural operations and practices. The kinds of operations and practices that shall be listed in the deed restriction or easement include, but are not limited to expect and not complain about:
 - a. Periods of dust (soil and chaff);
 - b. Aerial application of chemicals (fertilizer and pesticides), occasionally early in the morning;
 - c. Movement of slow and large agricultural equipment on the roads;
 - d. Noise of agricultural machinery;
 - e. Odor from livestock;
 - f. Early and late hours of operations

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6. The Cluster Residential zones shall be subdivided according to the following policies:
 - a. The minimum acreage for a Cluster Residential zone shall be 20 acres that is suitable for division into four lots that meet standards for residential construction;
 - b. There is no maximum acreage for a Cluster Residential zone;
 - c. Platting into a minimum of four lots on 20 acres is required, even if the owner intends to build on only one lot. The platting assures that the subdivision will hold for the future adequate building sites and lots for up to three more homes;
 - d. For a Cluster Residential subdivision of four lots, the minimum ratio of land area per house is five acres per residential unit. Individual lot sizes within the cluster can be as small as $\frac{1}{2}$ acre as long as this ratio is maintained. This land division shall be approved administratively as a Short Subdivision, (short plat);
 - e. For a Cluster Residential subdivision of five or more lots, the minimum ratio of land area per house is ten acres per residential unit. Individual lot sizes within can be as small as $\frac{1}{2}$ acre as long as this ratio is maintained. This land division shall be approved via the Planning Commission and Board of County Commissioners as a long plat;
 - f. The buffer from the perimeter of the Cluster Residential zone to the lots or the development envelopes within each lot shall be a horizontal 200-foot distance of pasture, hay or native vegetation in those cases where the exterior Cluster Residential zone is adjacent to lands in commercial agricultural use. Aside from buffering normal agricultural practices, the maintenance of pasture, hay or native vegetation shall protect and enable recharge to the aquifer.

7. The Cluster Residential zones shall meet the following road policies:
 - a. Cluster Residential Districts must access from an improved county road or state highway. Whitman County will not improve roads for this zone, but the applicant may seek to improve it;
 - b. The internal road that serves the lots shall be a shared private drive. In general, this road shall be designed to stay on one of the land's contours. The road shall be engineered and shall meet fire code requirements;
 - c. Private internal roads shall be either held in common, or shall be allowed by easements across private lots. A private road construction and maintenance agreement is required;
 - d. The private road must be built to any residence according to the approved engineering standards prior to the issuance of a building permit for that lot;
 - e. All plats will show the location of these roads, but platting alone within a short subdivision does not require the construction of these internal roads. Within a long subdivision, the roads must be completed prior to approval of the Final Plat, although long plats may be phased over time.

8. Subdivisions and potable water policies are:
 - a. State Health Department and Department of Ecology regulations govern the requirements for potable water;

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- b. For a 4-lot subdivision, an exempt well or wells will allow withdrawal of 5,000 gallons per day, or 1,250 gallons per residence. (The residence to area ratio must be a minimum of 5 acres per residence, for a total of 20 acres.)
- c. For a subdivision of five or more lots, each residence is allotted 1,200 gallons of water per day. (The residence to area ratio must be a minimum of 10 acres per residence, beginning with a minimum subdivision size of 50 acres. There is no maximum.)
- d. State law requires proof of an adequate amount of potable water prior to approval of the plat.
- e. Water conservation is encouraged, through the planting of drought-tolerant plants that do not need irrigation and the capture of rooftop rainwater, and so forth.

9. Environmental concerns:

- a. The suitability of terrain shall be a factor in the criteria regarding the approval of the zone and the location of lots and building sites within such an approved zone. The county critical areas ordinances will direct development away from flood hazard and wetland areas, and will protect the aquifers and wildlife habitat. Building and Fire Codes will guide development with regards to steep slopes and geologically hazardous soils;
- b. In addition to the current Plan requirements that encourage preservation of existing natural vegetation for the purpose of erosion control, maintenance of wildlife habitat, and protection of the natural landscape, it is Plan policy that construction disturbance to vegetation and soils be minimized within lots and common areas, including lands being cropped or formerly cropped;
- c. New Washington State Department of Ecology forthcoming stormwater requirements are anticipated. Although this is not expected to be a county regulation, since this involves land use, the details of that development and/or the structures that Ecology will require, shall be provided to Whitman County. In some cases, it may be possible to combine stormwater control features with, for example, a fire flow and/or irrigation storage system.

10. Wildfire concerns:

- a. Fuel breaks around buildings shall be designed to protect structures in case of wildfire. In consultation with the appropriate Fire District, fuel breaks shall be designed around the "development envelope" within each lot, identified prior to issuance of the building permit. It shall be the responsibility of each home owner and/or resident to maintain the fuel break in such condition as to protect structures from wildfire damage. Those who choose to develop and live in the country, surrounded at certain times of the year by dry grass or crop stubble, take full responsibility for that choice and for the possibility of loss by wildfire;
- b. Fire flow requirements shall be per Whitman County Fire Code.

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11. Aesthetics:

- a. It is intended that Cluster Residential development shall protect the aesthetic quality of Whitman County for its residents and visitors. Visual impact created by the development can either sustain or negate the current quality of life. Therefore, this Plan intends that structures be located so that their highest point shall be lower than the elevation of the highest ridgeline or hilltop within one-half mile of the building site. This goal encourages energy efficiency and allows many of the current landscape and long-distance views to stay unobstructed. While it will not necessarily allow a 360-degree hilltop view, it will still allow a view from the residences, and it will allow views from the surrounding areas to be less obstructed;
- b. Since appearance of structures also is a factor in quality of life aesthetics, the zoning ordinance shall specify design standards to ensure this quality and require that the homes be constructed on-site.

12. Covenants, Agreements and Easements:

- a. Agreements shall be written to govern construction and maintenance of shared internal roads, any common area and buffer area vegetation maintenance, the water system (if shared), and any other site specific restrictions from the zoning ordinance and any other land use codes;
- b. Easements shall be required for roads and utilities and common areas
- c. Acknowledgement of agricultural practices shall be affirmed;
- d. Easements shall be shown on the plats. Agreements may be included on the plat or may be referenced on the plat to a document filed with the County Auditor. The existence of covenants filed with the Auditor shall be referenced on the plat.

PLANNED RESIDENTIAL DEVELOPMENT, (PRD)

(Adopted May 10, 1999; Resolution No. 054924)

Goal: Allow alternative forms of low-density residential development in unincorporated areas that enhance the primary goals of the Comprehensive Plan, provide economic opportunities and benefits to the County and its residents, while at the same time helping to preserve environmentally sensitive areas.

1. Planned Residential Development will be authorized as a special conditional use in the Agricultural Zone District of Whitman County.

2. A Planned Residential Development special conditional use shall be confined to specific areas in Whitman County and contain the following criteria:

(a) Not more than 25% of the proposed PRD parcel shall be considered prime agricultural land;

(b) The proposed PRD parcel shall contain at least 51% of any, or any combination, of the following soil associations: Ander-Benge-Kuhl Association; Bakeoven Tucannon-

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Cheney Association; Kuhl-Alpowa Association; Starbuck-Alpowa Association, or, land that can be described as non-tillable.

3. The "General Soil Map- Whitman County, Washington" published by the U.S. Department of Agriculture, Soil Conservation Service, edition 1979, as now or hereafter amended, shall be recognized as illustrative of the general locations of the designated soil associations. A copy of this map or its current version shall be retained in the Planning Department office for public access.

4. Develop specific guidelines for a low-density Planned Residential Development (PRD) that allow developments that will accomplish multiple objectives:

- (a) Help to preserve areas of prime agricultural land;
- (b) Provide an alternative residential development form that can take advantage of land not suitable for prime agricultural uses, yet offers characteristics suitable for limited, low density developments that are planned in a manner that preserves important natural areas and habitat;
- (c) Developed in a manner to protect important wetlands, priority habitat lands and preserve the integrity of underlying ecosystems, through compliance with the County's critical area ordinances, while featuring efficient use of water and other resources;
- (d) Provide adequate guidelines and evaluation criteria through the Whitman County Zoning Ordinance and Subdivision Ordinance to ensure the approval of projects which are complementary to the overall goals of the Comprehensive Plan, and which do not cause unmitigated significant negative or unnecessary, environmental, economic or social impacts; and,
- (e) Help preserve natural recreational opportunities.

5. The PRD should meet the following conditions:

- (a) Compliance with the Whitman County Department of Environmental Health regulations to safely accommodate approved water supply, on-site sewage disposal; potable water supply and quality, and any other private and public health issues regulated by the County or State;
- (b) Protection of important natural resources of the site and surrounding areas including , existing vegetation, habitat, wetlands and streams, and the air and water quality of adjacent land, and water bodies, through compliance with the County's critical area ordinances and the State Environmental Policy Act, (SEPA).
- (c) Demonstration of adequate access for emergency services without increasing the cost or liability to the County for road maintenance costs; and,
- (d) Provide for the cost, construction and maintenance of new internal roads and utilities within the development.

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INDUSTRIAL LAND USE

County planning policies have permitted industrial development in unincorporated areas under certain conditions. The Port of Whitman County has had success creating opportunities for new industry to locate in the County, thus diversifying the employment and tax base. Industrial uses are considered compatible with certain restrictions.

The Port of Whitman County has developed facilities, making available transshipment of agricultural products from rail and road to water. The County recognizes the efforts and expertise of the Port of Whitman County.

GOAL 1: ENCOURAGE THE DEVELOPMENT OF NEW INDUSTRIAL USES, CONSISTENT WITH THE AGRICULTURAL AND ACADEMIC HERITAGE OF THE COUNTY, AS A MEANS OF SUPPORTING THE LONG TERM ECONOMIC HEALTH OF THE COUNTY'S COMMUNITIES.

Implementing Policies

1. The County encourages, but does not limit, industrial uses:
 - a) In incorporated cities and towns or rural communities, or urban periphery (within two miles of the designated boundary of a city, town or rural community); or
 - b) Adjacent to other non-agricultural uses, such as in the Port of Whitman County industrial areas.
2. The County requires industrial uses to locate on sites:
 - a) With sufficient area for large construction, parking, access and storage, including snow removal and storage areas;
 - b) With adequate area to permit protection of critical areas and archeological sites;
 - c) With adequate access to transportation facilities that will not disturb residential areas or farm operations. Typically this will mean being accessed by a road that is not subject to load limits during the year. Whitman County Public Works Engineering Division maintains a list of these roads, which include most State Highways and some County roads. If this kind of zone is proposed with access on a road subject to posted load limits, Whitman county Public Works may recommend approval of zone change based upon one of two circumstances:
 1. That the zone change be limited to light traffic unaffected by load limits, or
 2. That the applicant upgrade the road to a level approved by Whitman County Public Works so that is will be exempt from load limits;

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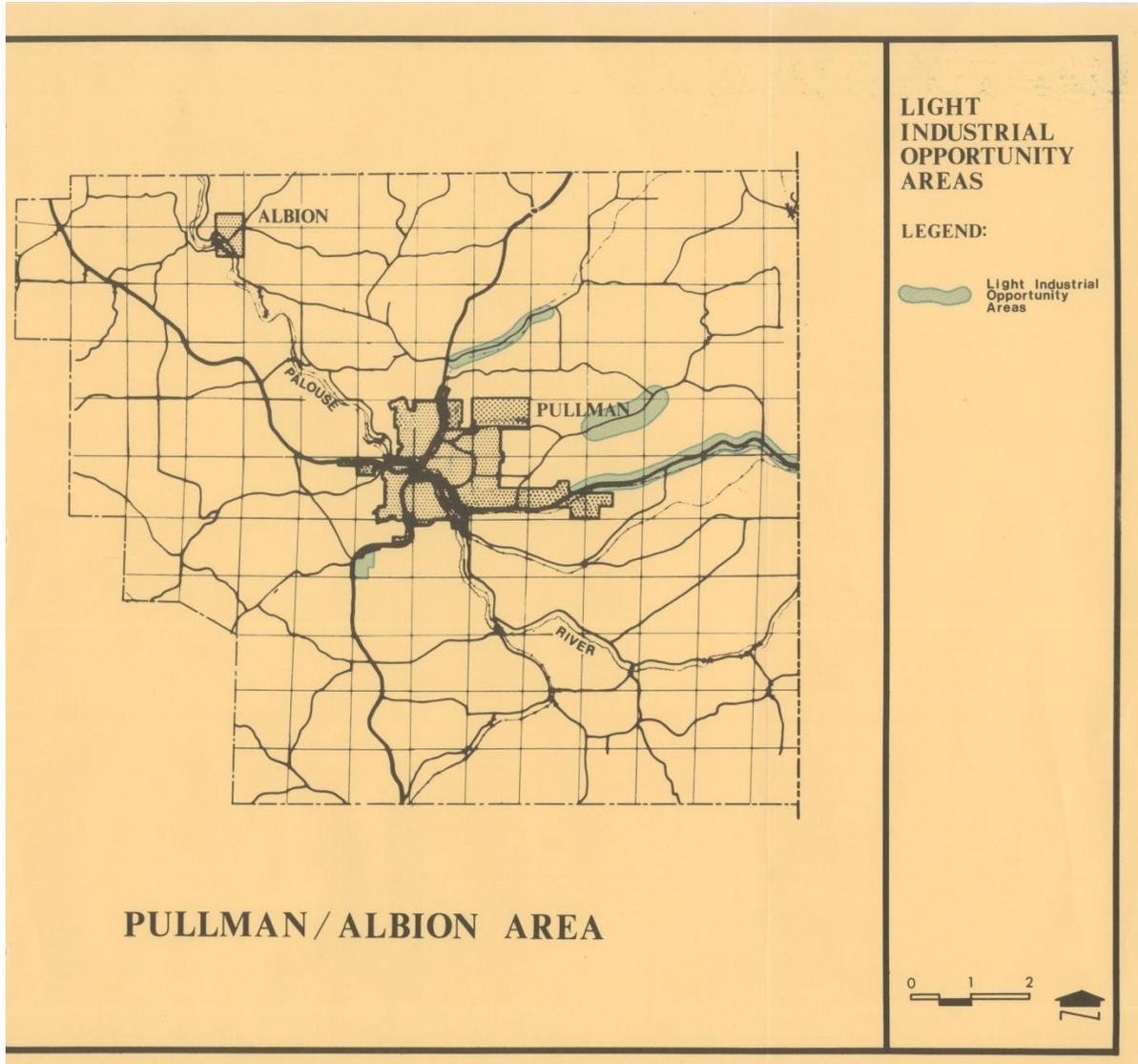
- d) With adequate access for police, fire, and emergency services; and
 - e) With an adequate water supply and sewage disposal systems to serve the full development and operation, as approved by the Whitman County Department of Environmental Health (if public services are unavailable).
3. Mitigation may be required through the SEPA review process or other development review procedures and ordinances to ensure that the County can serve the proposed industrial development without compromising service to existing residents and businesses.
4. The County encourages industrial development in areas already zoned and developed for that use, but allows other areas to be rezoned for industry so long as the concerns listed in Policy 1 are addressed.

GOAL 2: ENCOURAGE COOPERATION AND COMMUNICATION WITH ECONOMIC DEVELOPMENT BOARDS, GOVERNMENT AGENCIES AND INTERESTED ORGANIZATIONS ON A REGULAR BASIS TO COORDIATE LAND USE AND DEVELOPOMENT ACTIVITIES.

Implementing Polices

- 1. New industrial and commercial sites developed by and/or in cooperation with the Port of Whitman County should be consistent with this Comprehensive Plan.
- 2. Support the goals of the Port of Whitman County for economic diversification, opportunity and stability County wide.
- 3. Work with the Port of Whitman County to ensure a balanced and economical multimodal transportation system serving agriculture, commerce and industry for competitive industrial related transport.

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COMMERCIAL LAND USE

GOAL 1 (Adopted May 7, 2002)

HIGHWAY/WATERWAY COMMERCIAL LAND USE SHALL BE ENCOURAGED WITHIN UNINCORPORATED COMMUNITIES AND IN SPECIFICALLY DESIGNATED AREAS IN THE LAND USE ELEMENT OF THE PLAN.

GOAL RATIONALE

Retail Commercial activities serve the general public. They require almost continual access during business hours, and may accommodate large numbers of people. The concentration of commercial activities within incorporated boundaries is critical to the continued fiscal and economic health of both smaller and larger communities in the County. The County had therefore discouraged such commercial activities in unincorporated areas, with the exception of designated Rural Communities.

However, some commercial activities serve businesses such as shippers of goods or contractors, serve agricultural operators through preparation and delivery of commodities such as fertilizer and seed, and serve the traveling public. These activities are not necessarily compatible with the high densities of people and traffic within incorporated areas of the County, and it is not necessary nor desirable that these activities be located within population centers. Meeting the needs of these businesses would also enhance the tax revenue of the County, enabling it to continue to provide existing levels of service to all residents.

IMPLEMENTATION GUIDELINES

1. Highway/Waterway Commercial uses in unincorporated areas should be permitted based on findings that:
 - a) Suitable sites for retail/highway commercial use are not available and/or feasible within local small municipalities in the general area.
 - b) The proposed use would not conflict with other goals and policies of the Comprehensive Plan.
 - c) The proposed use would have adequate access to police, fire, and emergency services.
 - d) The proposed development can demonstrate that it will have an adequate water supply and sewage disposal system (as approved by the Whitman County Department of Environmental Health) without adversely affecting adjacent properties.
 - e) The proposed development will have sufficient area for proposed activities, including snow removal and snow storage, landscaping, and any buffering necessary for protecting adjacent property from adverse impacts.
 - f) The proposed development will not harm identified sensitive natural or cultural resources.

2. The County will assess the likely impact of each proposed development on its ability to provide public services and may impose mitigation or impact fees to cover public service costs or to mitigate incompatibilities with surrounding land uses. (Adopted April 8, 2002; Goal 1 Highway/Waterway Commercial)

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GOAL 2

PROVIDE A BASIS FOR PUBLIC AND PRIVATE DECISIONS CONCERNING THE SITING OF NEW HEAVY COMMERCIAL LAND USES WHICH IT MAY BE DESIRABLE TO SITE OUTSIDE BUILT-UP, INCORPORATED AREAS.

GOAL RATIONALE

Heavy commercial activities serve businesses such as shippers of goods, or contractors, and serve agricultural operators through preparation and delivery of commodities such as fertilizer and seed. These activities are not necessarily compatible with the high densities of people and traffic within incorporated areas of the County. In addition, it is not necessary that heavy commercial activities be located within population centers. It is therefore a finding that heavy commercial activities should be provided for throughout unincorporated areas of Whitman County, subject, of course, to applicable planning guidelines.

PLANNING GUIDELINES

1. HEAVY COMMERCIAL LAND USE defined: Uses such as fertilizer-mixing plants and commercial transportation facilities which:
 - A. Require easy traffic access;
 - B. Require great amounts of land area for storage or processing, but not for parking by customers;
 - C. May prove dangerous to the public health or safety if located within built-up areas; and
 - D. Provide sales and services to businesses who require products or services

2. HEAVY COMMERCIAL LAND USE - SITE CRITERIA
 - A. Proposals for location of heavy commercial land uses should be evaluated based on factors that reflect the other goals of the Plan. Among the factors that should be considered are productivity of soils on the site, efficient use of land, conflicts of the proposal with adjacent and surrounding uses, and environmental or cultural factors. Incompatible proposals include:
 1. Area including historic or archaeological features identified on or eligible for local, state, or federal registers.
 2. Any of the proposed building/development site is in a designated floodway as identified on the most recent Flood Insurance Map.
 3. Average slope of the site exceeds 20%.

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4. The area is an environmentally sensitive area as mapped by Whitman County under the State Environmental Policy Act.

- B. Site suitable for large construction, parking and storage:
 1. Generally, slopes of less than ten percent.
 2. Sites of at least 5 to 10 acres are desirable for adequate site planning of roads, parking, storage areas or pedestrian access.
 3. Soils suitable for on site sewage disposal are highly desirable, but may not be a determinant if alternative waste disposal methods are available and meet state and local regulations.
 4. Excessive land not directly needed for projects should be discouraged for proposals.
 5. Proposals which may utilize more than 2 million gallons of ground water per year must be evaluated for their possible impact on the water supplies of other land uses in the area.
 6. On, or readily accessible to an arterial road (primary and secondary roads as defined in Transportation Element).

3. AREAS FOR HEAVY COMMERCIAL LAND USE DEFINED:

Anywhere in Whitman County where a site meets the planning guidelines, including the requirement that the site be located with immediate access to a primary or secondary arterial as defined in the Transportation Element of the Comprehensive Plan. (Amended 03/24/03; Resolution No. 060953)

PULLMAN - MOSCOW CORRIDOR DISTRICT - NORTH

(Amended by Ordinance on October 31, 2005. Ordinance # 064692)

GOAL 1

PROMOTE THE NUMBER AND VARIETY OF BUSINESSES AND ECONOMIC DEVELOPMENT IN THE PULLMAN - MOSCOW CORRIDOR DISTRICT - NORTH

GOAL RATIONALE

The economic base of Whitman County has consisted mostly of agriculture and education. Although tax revenue from agricultural land has continued to increase, the responsibilities of regional (County) government have also grown due to state legislative mandates and changed public expectations. This rise in the cost of providing County government services cannot be borne by the agricultural sector alone. Whitman County seeks opportunity for more diverse sources of tax revenue if

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County services to the public are to be continued at a level expected by all County residents. Because SR 270 links two university communities which are becoming more interdependent, the North Pullman - Moscow Corridor presents a distinct opportunity for aesthetically-pleasing economic development.

PULLMAN - MOSCOW CORRIDOR DISTRICT - NORTH defined:

The land adjacent to and north of the southern right-of-way of the Pullman - Moscow Highway (SR 270) between Pullman and the Idaho State line described as the following sections:

The south half of Section 36, Township 15 North, Range 45 East W.M.; east half of Section 3, Township 14 North, Range 45 East W. M.; all of Section 2, Township 14 North, Range 45 East W. M.; all of Section 1, Township 14 North, Range 45 East W. M.; the south half of Section 31, Township 15 North, Range 46 East W. M.; the south half of Section 32, Township 15 North, Range 46 East W. M.; the north half of Section 5, Township 14 North, Range 46 East W. M.; the north half of Section 6, Township 14 North, Range 46 East W. M., situated in the County of Whitman, State of Washington, except:

Those properties lying within the boundary of the City of Pullman and lying south of SR 270 as shown on SR 270/Pullman to Idaho State Line Right-of-Way Plans, Additional Lanes Project, approved and adopted September and October, 2004.

PLANNING GUIDELINES

1. Foster a mix of development appropriate for the Pullman-Moscow Corridor District North.
 - A. Retail and wholesale uses providing sales and services to businesses and consumers; and
 - B. Industrial uses involving the manufacture and assembly of refined materials and natural resources into finished products, such as business, scientific, or recreational supplies or similar articles; and
 - C. Other mixed uses as appropriate.
2. Provide clear directions for orderly development:
 - A. Implement the other Goals of the Pullman-Moscow Corridor District - North; and
 - B. Recognize that public services (such as water and sewer service and fire and police protection) are not currently available at urban levels in the Pullman-Moscow Corridor District - North, unless adjoining municipal entities enter into an interlocal/cooperative agreement, or a utility district is formed to provide such service beyond their borders in the future.

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IMPLEMENTATION GUIDELINES

1. Establish development standards for uses permitted in the Pullman-Moscow Corridor District - North. Such standards should reflect the Goals and Guidelines of the Pullman-Moscow Corridor District - North.
2. Establish mixed uses in the Pullman-Moscow Corridor District - North.
3. Establish a site plan review process which incorporates development standards for the Pullman-Moscow Corridor District – North.

GOAL 2

PROMOTE SAFE TRAFFIC CONDITIONS ALONG SR 270 BETWEEN THE CITY OF PULLMAN AND THE IDAHO STATE LINE

GOAL RATIONALE

The Pullman - Moscow Highway is heavily traveled by people commuting between Pullman and Moscow for work and commerce. According to standards for state highways such as SR 270, even just the existing traffic volume calls for additional traffic lanes and limited access to the highway.

PLANNING GUIDELINES

1. The Washington State Department of Transportation has designed and received funding for modifications to SR 270. Coordination between state and local plans and policies should effectively ensure safe traffic conditions along SR 270.

IMPLEMENTATION GUIDELINES

1. Establish development standards compatible with state plans for modification of SR 270. Such standards will include:
 - A. Setback for new development so that structures aren't placed within the proposed right - of - way for SR 270;
 - B. Limitations on road approaches to SR 270 for:
 - (i) existing approaches, or
 - (ii) new approaches designated by the Whitman County Public Works Department in accordance with state plans for access control; and for
 - C. Requiring frontage roads as necessary to allow access to SR 270 from all adjacent properties.

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GOAL 3

ENHANCE THE SCENIC AND ENVIRONMENTAL QUALITY OF THE PULLMAN - MOSCOW CORRIDOR DISTRICT - NORTH.

GOAL RATIONALE

The scenic and environmental quality of the Pullman-Moscow Corridor - North is recognized by the County. In addition, land suitable for development in the Pullman-Moscow Corridor - North is limited. The capacity of the North Corridor to support development would be increased by conserving and enhancing the quality of its natural resources. To the extent allowed via the conditional use permit process, the County has taken and will continue to take steps with property owners to reclaim old quarries, and improve aesthetics.

PLANNING AND IMPLEMENTATION GUIDELINES

1. Encourage efficient, orderly development of property, by encouraging clustering of new developments.
2. Encourage water conservation through shared water systems; and water and soil conservation.
3. Allow development that will comply with the critical areas ordinances adopted by Whitman County.
4. Establish development standards for the Pullman-Moscow Corridor District - North which protect the quality of air, water, soils, and scenic resources. Development standards shall include a requirement for a 25% minimum "open area" for each development, and shall require landscaping.

GOAL 4

PROTECT EXISTING LAND USES IN THE PULLMAN - MOSCOW CORRIDOR DISTRICT – NORTH, WHEN COMPATIBLE WITH BUSINESS VARIETY AND ECONOMIC DEVELOPMENT

GOAL RATIONALE

Existing land uses in the Pullman-Moscow Corridor District - North area include properties previously zoned Agricultural, Heavy Commercial and for some scattered residential uses. Some uses may be hindered by or detrimental to other uses, but the intent of the area north of SR 270 is for high-quality, aesthetically-pleasing business developments that are mutually compatible.

PLANNING AND IMPLEMENTATION GUIDELINES

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AMENDED OCTOBER 31, 2005; April 21, 2008; November 16, 2009; October 4, 2010; and December 15, 2014.

1. Establish landscaping, screening, and other standards which will buffer the impacts of adjacent land uses on each other. The requirement of a minimum 25% open area per development will assist in meeting this objective.
2. Establish a process that provides opportunity for adjacent land owner and public input toward each new development or change of use.
3. Set a minimum size for development so that the goals of carefully planned and clustered development can be accomplished, and that the incompatibilities posed by smaller piece-meal development can be avoided.
 1. Prohibit further residential development in the Pullman-Moscow Corridor District - North; provided that residences for owner/operators be allowed.

PULLMAN - MOSCOW CORRIDOR DISTRICT - SOUTH

Amended by Ordinance on October 31, 2005, Ordinance # 064692 and on October 4, 2010, Ordinance # 071211.

GOAL 1

PROMOTE THE NUMBER AND VARIETY OF BUSINESSES AND ECONOMIC DEVELOPMENT IN THE PULLMAN-MOSCOW CORRIDOR DISTRICT - SOUTH

GOAL RATIONALE

The economic base of Whitman County has in the past consisted mostly of agriculture and education. Although tax revenue from agricultural land has continued to increase, the responsibilities of regional (County) government have also grown due to state legislative mandates and changed public expectations. This rise in the cost of providing County government services can no longer be borne by the agricultural sector alone. Whitman County seeks opportunity for more diverse sources of tax revenue if County services to the public are to be continued at a level expected by all County residents. Because SR 270 links two university communities which are becoming necessarily more interdependent, the South Pullman - Moscow Corridor now presents a distinct opportunity for economic development.

PULLMAN-MOSCOW CORRIDOR DISTRICT - SOUTH defined:

The land adjacent to and south of the Pullman - Moscow Highway (SR 270) between Pullman and the Idaho State line described as the following sections, with the exception of those properties described:

The south half and the northeast quarter of Section 3, Township 14 North, Range 45 East W.M.; the south half of Section 4, Township 14 North, Range 45 East W. M.; the south half of Section 36, Township 15 North, Range 45 East W. M.; all of Section 2, Township 14 North, Range 45 East W. M.; all of Section 1, Township 14 North, Range 45 East W. M.; the south half of Section 31, Township 15 North, Range 46 East W. M.; the south half of Section 32, Township 15 North, Range 46 East W. M.; the north half of Section 5, Township 14

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North, Range 46 East W. M.; the north half of Section 6, Township 14 North, Range 46 East W. M., situated in the County of Whitman, State of Washington, except:

Those properties lying within the boundary of the City of Pullman and lying north of SR 270 as shown on SR 270/Pullman to Idaho State Line Right-of-Way Plans, Additional Lanes Project, approved and adopted September and October, 2004. A parcel of land situate within the SE $\frac{1}{4}$ of Section 2, T 14 N, R 45 E, W. M., Whitman County, State of Washington and is further described as follows:

beginning at the S $\frac{1}{4}$ corner of said Section 2 (and being the N $\frac{1}{4}$ corner of Section 11); thence N $00^{\circ}11'19''$ E 1089.89 feet, along the N-S subdivision line of said Section 2, to a point 231.00 feet (14 rods) southerly of the NW corner of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 2; thence N $89^{\circ}08'08''$ E 1328.49 feet, along a line parallel to and 231.00 feet

southerly of the northerly boundary of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$, to the N-S subdivision line of the SE $\frac{1}{4}$ of said Section 2; thence N $00^{\circ}12'55''$ E 231.03 feet, along said N-S subdivision, to the NE corner of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 2; thence N $89^{\circ}08'08''$ E 385.91 feet, along the northerly boundary of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 2, to the westerly boundary of a parcel of land shown on a map filed under 608490, Whitman County Auditor's Microfilm No.; thence S $24^{\circ}04'28''$ E 287.28 feet, along said westerly boundary; thence S $45^{\circ}42'13''$ E 825.63 feet, along said westerly boundary, to the northerly right-of-way (R.O.W.) boundary of Sunshine Road/CO. RD. No. 9080, and a point on a curve; thence the following two (2) courses along said northerly R.O.W. boundary:

01) 693.31 feet along a curve concave to the SE (central angle = $10^{\circ}05'01''$, radius = 3939.48 feet) with its long chord bearing S $57^{\circ}12'58''$ W 692.42 feet, to a point of tangency,

02) S $52^{\circ}10'28''$ W 174.66 feet, returning to the southerly boundary of the SE $\frac{1}{4}$ of said Section 2; thence S $89^{\circ}07'56''$ W 1706.88 feet, along the southerly boundary of the SE $\frac{1}{4}$ of said Section 2, to the point of beginning. Area of said described parcel of land is 54.4 acres.

ALSO EXCEPT those parcels of land situate within the SW $\frac{1}{4}$ of Section 1 and the SE $\frac{1}{4}$ of Section 2 all in Township 14 North, Range 45 East W.M., Whitman County, Washington and is further described as follows:

Commencing at the West $\frac{1}{4}$ corner of said Section 1 and the Point of Beginning (S $00^{\circ}16'04''$ E a distance of 3,292.84 feet from the NW corner of said Section 1); thence N $88^{\circ}19'24''$ E a distance of 905.60 feet, along the east-west subdivision line of said Section 1; thence S $00^{\circ}28'11''$ E a distance of 575.50 feet; thence S $02^{\circ}46'57''$ E a distance of 962.12 feet; thence S $41^{\circ}52'30''$ E a distance of 110.23 feet, to a point on the northerly Right of Way boundary of County Road No. 9080, Sunshine Road, and a point on a curve; thence 152.26 feet, along said northerly right of way boundary, a curve concave to the northwest (central angle = $01^{\circ}32'48''$, radius = 5,640.05 feet) with its long chord bearing S $64^{\circ}31'03''$ W, a distance of 152.25 feet, to a point of tangency (P.T.); thence S $65^{\circ}17'27''$ W a distance of 939.23 feet, along said northerly Right of Way boundary, to its intersection with a point in the northerly Right of Way boundary of the N.P.P.R. (formerly); thence N $24^{\circ}42'33''$ W a distance of 10.00 feet, along said northerly Railroad Right of Way boundary, to a point 120.00 feet from the centerline of said railroad; thence S $65^{\circ}17'27''$ W a distance of 97.27 feet, along said northerly railroad boundary, to point of curvature (P.C.); thence 208.52 feet, along said northerly railroad boundary, a curve concave to the southeast (central angle = $03^{\circ}01'58''$, radius = 3,939.48 feet) with its long chord bearing S $63^{\circ}46'24''$ W, a distance of 208.50 feet; thence N $45^{\circ}42'13''$ W, a distance of 825.63 feet, leaving said northerly railroad boundary; thence N $24^{\circ}04'28''$ W a distance of 291.99 feet, to a point on the east-west subdivision line of the southeast quarter of said Section 2; thence N $89^{\circ}23'53''$ E a distance of 944.56 feet, along said east-west subdivision line, to the northeast corner of the southeast quarter of the southeast quarter of said Section 2; thence N $00^{\circ}14'30''$ E a distance of 1,320.79 feet, along the easterly boundary of said Section 2, to the Point of Beginning.

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ALSO EXCEPT those parcels of land situate within the SW $\frac{1}{4}$ of Section 1 and the SE $\frac{1}{4}$ of Section 2 all in Township 14 North, Range 45 East W. M., Whitman County, Washington and is further described as follows:

All of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said Section 1 and all of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said Section 2 lying south and east of the northerly Right of Way of County Road No. 9080, Sunshine Road, and the northerly N.P.R.R. (formerly) Right of Way.

PLANNING GUIDELINES

1. Foster a mix of development appropriate for the Pullman-Moscow Corridor District - South.
 - A. Industrial uses involving the manufacture and assembly of refined materials and natural resources into finished products, such as business, scientific, or recreational supplies or similar articles; and
 - B. Wholesale and retail uses providing sales and services to businesses and consumers; and
 - C. Other mixed uses as appropriate.
2. Provide clear directions for orderly planned development:
 - A. Implement other Goals of the Pullman-Moscow Corridor District - South; and
 - B. Recognize that public services (such as water and sewer service and fire and police protection) are not available at urban levels in the Pullman-Moscow Corridor District - South, unless those municipal entities enter into an interlocal/cooperative agreement, or a utility district is formed to provide such service beyond their borders in the future.

IMPLEMENTATION GUIDELINES

1. Establish development standards for uses permitted in the Pullman-Moscow Corridor District - South. Such standards should reflect the Goals and Guidelines of the Pullman-Moscow Corridor District - South.
2. Establish mixed uses in the Pullman-Moscow Corridor District - South.
3. Establish a site plan review process which incorporates development standards for the Pullman-Moscow Corridor District - South.

GOAL 2

PROMOTE SAFE AND EFFICIENT TRAFFIC CONDITIONS ALONG SR 270 BETWEEN THE CITY OF PULLMAN AND THE IDAHO STATE LINE

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GOAL RATIONALE

The Pullman - Moscow Highway is heavily traveled by people commuting between Pullman and Moscow for work and commerce. According to standards for state highways such as SR 270, even just the existing traffic volume calls for additional traffic lanes and limited access to the highway.

PLANNING GUIDELINES

1. The Washington State Department of Transportation has designed and received funding for modifications to SR 270. Coordination between state and local plans and policies should effectively ensure safe traffic conditions along SR 270.

IMPLEMENTATION GUIDELINES

1. Establish development standards compatible with state plans for modification of SR 270. Such standards will include:
 - A. Setback for new development so that structures aren't placed within the proposed right - of - way for SR 270;
 - B. Limitations on road approaches to SR 270 for:
 - (i) existing approaches, or
 - (ii) new approaches designated by the Whitman County Public Works Department in accordance with state plans for access control; and
 - C. Requiring frontage roads as necessary to allow access to SR 270 from all adjacent properties.

GOAL 3

ENCOURAGE CONTINUED PUBLIC USE AND COOPERATIVE MAINTENANCE AND IMPROVEMENTS OF THE BILL CHIPMAN PALOUSE TRAIL.

GOAL RATIONALE

Many local citizens use and support the recreational pathway between Pullman and Moscow. Future development along SR 270 should not create negative impact or additional conflict with this important public asset.

PLANNING AND IMPLEMENTATION GUIDELINES

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1. Continue working with local jurisdictions, citizens, and other agencies to maintain and improve this recreational path between Pullman and Moscow.
2. Assure that future development within the area be compatible with the use of the Trail.

GOAL 4

ENHANCE THE SCENIC AND ENVIRONMENTAL QUALITY OF THE PULLMAN-MOSCOW CORRIDOR DISTRICT - SOUTH.

GOAL RATIONALE

The scenic and environmental quality of the Pullman-Moscow Corridor - South is valued by local citizens. In addition, land suitable for development in the Pullman - Moscow Corridor is limited. The capacity of the South Corridor to support development would be increased by conserving and enhancing the quality of its natural resources. To the extent allowed via the conditional use permit process, the County has taken and will continue to take steps to reclaim old and new quarries, and improve aesthetics.

PLANNING AND IMPLEMENTATION GUIDELINES

1. Encourage efficient, orderly development of property, by encouraging clustering of new developments.
2. Encourage water conservation through shared water systems; and encourage water and soil conservation.
3. Allow development that complies with the critical areas ordinances adopted by Whitman County.
4. Establish development standards for the Pullman-Moscow Corridor District - South which protect the quality of air, water, soils, and scenic resources. Development standards shall include a requirement for a 25% minimum "open area" for each development, and shall require landscaping.

GOAL 5

PROTECT EXISTING LAND USES IN THE PULLMAN - MOSCOW CORRIDOR DISTRICT – SOUTH, THAT ARE COMPATIBLE WITH BUSINESS VARIETY AND ECONOMIC DEVELOPMENT

GOAL RATIONALE

Existing land uses in the Pullman-Moscow Corridor District - South area include properties previously zoned Agricultural, Heavy Commercial, Heavy Industrial,

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(including mining, crushing, asphalt and concrete plants), and some scattered residential uses. Some uses may be hindered by or themselves be detrimental to other uses.

PLANNING AND IMPLEMENTATION GUIDELINES

1. Establish landscaping, screening, and other standards which will buffer the impacts of adjacent land uses on each other. The requirement of a minimum 25% open area per development will assist in meeting this objective.
2. Establish a process that provides opportunity for adjacent land owner and public input toward each new development or change of use.
3. Set a minimum size for development so that the goals of carefully planned and clustered development can be accomplished, and that the incompatibilities posed by smaller piece-meal development can be avoided.
4. Prohibit further residential development in the Pullman-Moscow Corridor District - South; provided that residences for owner/operators be allowed.

PUBLIC FACILITIES LAND USE

GOAL 1

CONSTRUCTION OF MAJOR FACILITIES INITIATED BY STATE OR FEDERAL GOVERNMENT SHOULD BE DESIGNED TO MINIMIZE IRREVERSIBLE USE OF AGRICULTURAL LANDS, AND TO MINIMIZE IMPACTS ON FARM AND RANCH OPERATIONS.

GOAL RATIONALE

Major construction projects of regional impact can conflict with local planning principles unless coordination and cooperation take place early in the project development process. This goal is directed at minimizing the impact such projects may have on the agricultural community in Whitman County.

PLANNING GUIDELINES

1. **PUBLIC FACILITIES** defined: Transmission lines, highways, major transportation facilities such as airports, reservoirs and water-related projects, and similar state and federally initiated projects.
2. All major public facilities construction, whether by state/federal governmental agencies or public utilities, should serve needs which are consistent with the environmental, social and economic characteristics of this region of small towns and family farms.

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IMPLEMENTATION GUIDELINES

1. Intergovernmental coordination

- A. Monitor the plans and proposals of state and federal agencies for potential impacts.
- B. Insure that every state and federal agency active in Whitman County has received a copy of the current Comprehensive Plan.
- C. Utilize the A-95 project funding review process to insure that County policies are considered in the funding of state and federal projects and programs under this Goal.

GOAL 2

SMALLER LOCAL PUBLIC FACILITIES CONSTRUCTED TO SERVE LOCAL ENERGY NEEDS SHOULD BE LOCATED SO AS TO MINIMIZE IMPACTS ON ADJACENT LAND USES, INCLUDING AGRICULTURAL AND RESIDENTIAL LAND USE.

GOAL RATIONALE

Local public facilities serve large districts of the county, but may have impacts on adjacent land uses, such as residential land use. The purpose of this goal is to provide a local policy requiring consideration and mitigation of such impacts by public utilities and local government.

PLANNING GUIDELINES

1. **LOCAL PUBLIC FACILITIES** defined: Those facilities constructed by local government, or public utilities normally serving this County, which are needed to maintain the quality and supply of public services. Such facilities include static transformers, storage facilities, and other components of local distribution systems for gas and electrical power.
2. The design of facilities proposed near residential land use should incorporate measures to minimize visual, noise, light and traffic impacts.
3. Facilities proposed next to agricultural croplands should incorporate measures to minimize impacts on farm access and farm practices.
4. Sites proposed for facilities should represent the best feasible alternative location to minimize impacts on other land use, given constraints of land availability and cost.

IMPLEMENTATION GUIDELINES

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1. Revision of the Whitman County zoning ordinance to insure that it includes provisions for local public facilities such as electrical substations (static transformers).

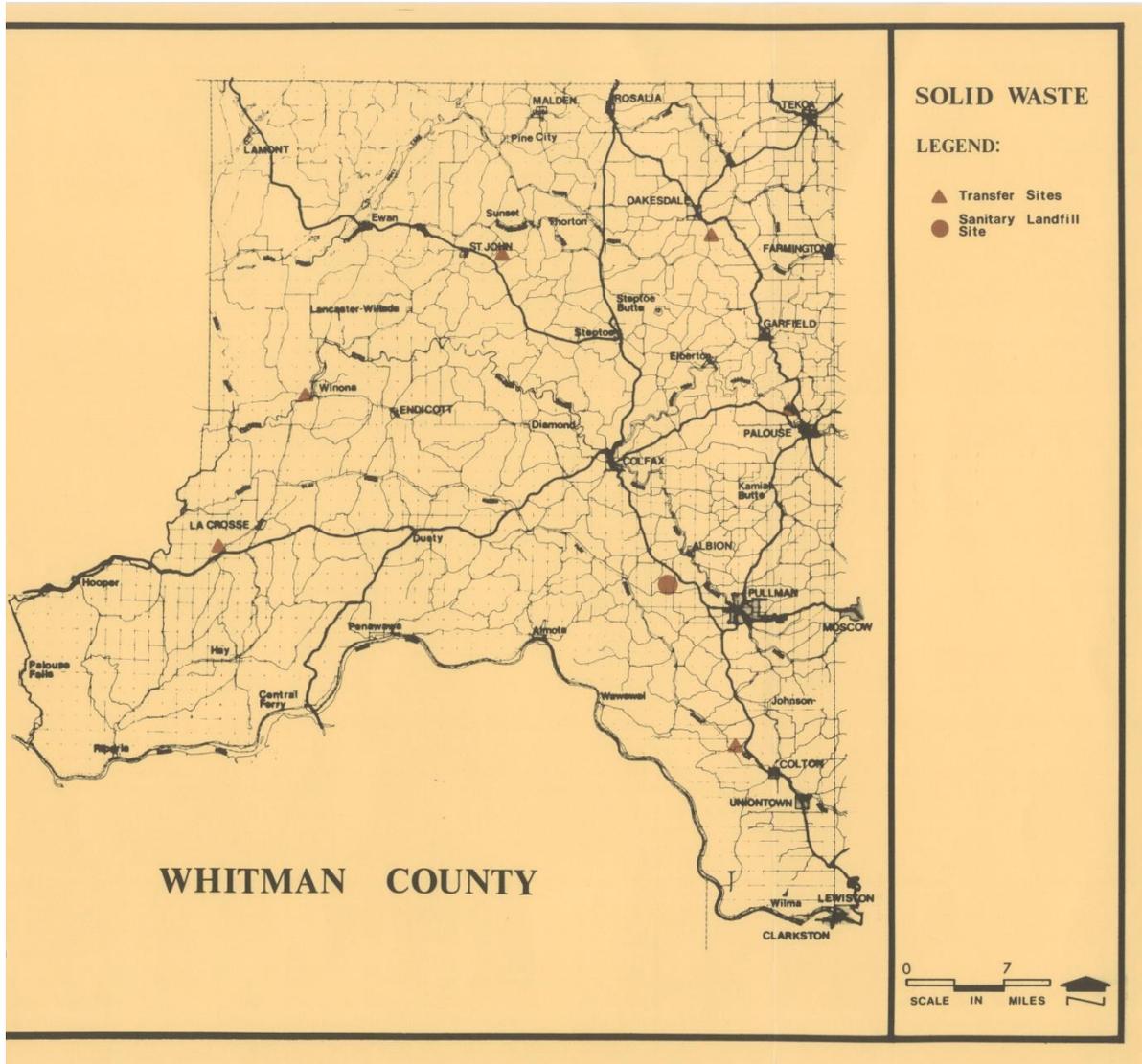
ALTERNATIVE A: Implementation by Board of Adjustment through a new “conditional use” provision based on the Planning Guidelines.

ALTERNATIVE B: Implementation through the Planning Commission through rezoning and Plan Amendment based on the criteria and case-by-case decision making. (Requires that a new Public Facility zone be established for possible use.)

ALTERNATIVE C: Implementation through the Planning Commission and SEPA by making local public facilities a permitted use which must meet REQUIREMENTS (The Planning Guidelines). If environmental impact review is used (SEPA), the Planning Commission can use it to require that the Planning Guidelines be satisfied: can be used with A and B.

2. The County encourages renewable energy development, including but not limited to wind, solar, and other renewable energy facilities. (Amended 11/16/09, Ordinance # 070081)

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UNINCORPORATED RURAL COMMUNITIES

GOAL 1

PROVIDE APPROPRIATE PLANNING AND ZONING FOR WHITMAN COUNTY’S HISTORICALLY ESTABLISHED UNINCORPORATED COMMUNITIES.

GOAL RATIONALE

Historically, Whitman County has had a very high density of small communities when compared to other Pacific Northwest areas. This was due to the high number of separate family farms which originally developed in the County. Over time, the number of separate farm households has declined, causing the decline but not disappearance of many tiny unincorporated towns. This goal provides for County policies which will foster the continuance of unincorporated communities as a unique class of land use in the area.

PLANNING GUIDELINES

1. Planning and zoning for the unincorporated communities should have as its purpose the continued use of built and unbuilt properties for residential and commercial use. Such properties should be those which are either already separately described as less than 20 acres in size, or those which are set out in the plat survey. Lands which meet neither of the above criteria should not be assumed to be part of the community in question unless: a specific determination GOAL would be achieved by including additional area.

2. Planning and zoning for these communities should recognize the existing character of each community.

3. UNINCORPORATED COMMUNITIES defined:

Diamond	Hooper	* Steptoe
Dusty	Johnson	Sunset
Ewan	Lancaster	* Thornton
* Hay	Pine City	Winona

* Interim zoning adopted

IMPLEMENTATION GUIDELINES

1. CITIZEN PARTICIPATION: A steering Committee made up of residents of each community receiving Rural Community Zoning should have overall responsibility for recommending a proposed plan/zoning program to the County Planning Commission.

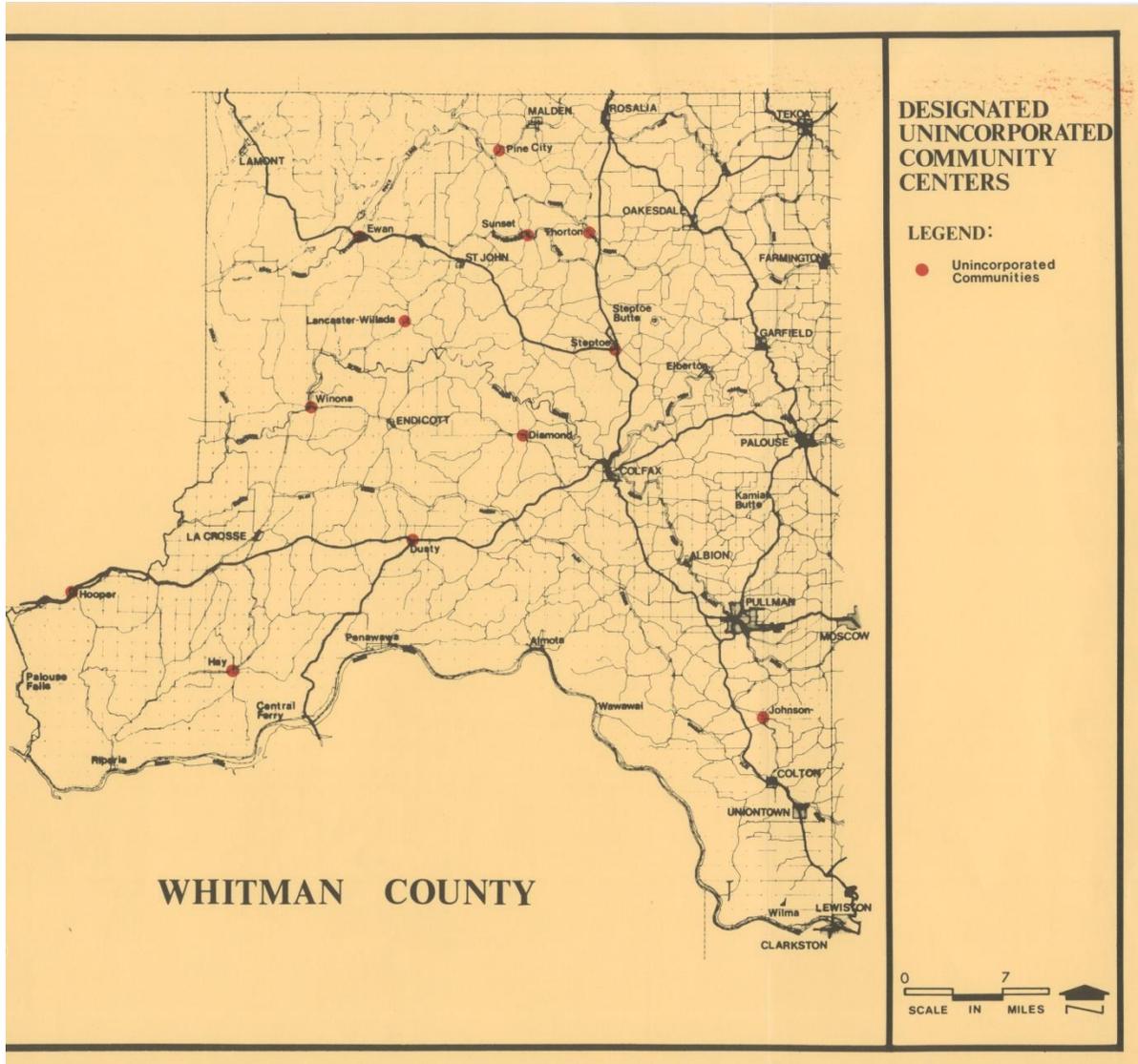
2. The three Rural Community Zoning designations adopted by Whitman County in 1977 should be used in each community unless justification can be shown for developing an additional designation.

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3. Planning and zoning programs for each unincorporated community should be initiated by a representative committee from the community through petition to the Planning Commission.

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TRANSPORTATION ELEMENT

(Amended 10/15/2001; Ordinance No. 05877?)

Introduction

The Transportation element is required by Washington State statutes. Its purpose is to provide a statement of planned roadway location, function, capacity, level of service, environmental impacts, and mobility of goods and people that is cost efficient and economically feasible for all transportation facilities and services under Whitman County jurisdiction. An additional purpose is to provide standards for reviewing the compatibility of State and local transportation and development projects of any kind with the Comprehensive Plan.

The Board of County Commissioners refer to this Element when reviewing Whitman County's own Six-Year Transportation Improvement Program (TIP), priority array, 10 year Unmet Needs Study (travel demand forecast and needs analysis) or any other similar long range transportation planning program for roads, bridges, and transportation related projects. The Element serves as the basis for Planning Commission and Board of County Commissioners coordination with the County Engineer.

The economic base of Whitman County consists mostly of agriculture and education, although they are accompanied by a significant retail and service sector. Diversification would help stabilize the economy. Because corridors link communities and economic centers, they present a distinct opportunity for economic development. The scenic and environmental qualities of many of Whitman County's transportation corridors are valued.

The transportation system subsequently described on the map maintained and updated by the Public Works Department is designed to serve the Land Use Element of the Comprehensive Plan. Future land use proposals will be reviewed for consistency with this plan, and for their potential effect on the transportation system.

Inventory of Existing Conditions

State Route 195 is the principal north-south arterial within the County. State Routes 26 (west), 127 south-west and 270 (east) serve to connect Whitman County with other significant population centers and transportation networks. Other important State Routes include 23, 27, 194, 271 and 272. Of these routes, two are designated as a part of Washington's Scenic and Recreational Highways including SR 194 from the Port of Almota to the intersection of SR 195 near Pullman, and SR 272 from the SR 195 junction at Colfax to the Idaho State line. Highway Interpretive Markers identify the Lewis and Clark campsite, the Mullan Road, Steptoe Battlefield, Kamiak Butte and Steptoe Butte. State Routes and Washington State Department of Transportation (WSDOT) facilities account for approximately 279 centerline miles of roadway and approximately 5,072 acres of total County land area (Table 15).

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The Pullman-Moscow Highway connects two university communities, which are becoming more interdependent, and is heavily traveled by people commuting between Pullman and Moscow for work and commerce. According to standards for State highways such as SR 270, the existing traffic volume calls for additional traffic lanes and limited access to the highway. The Whitman County Parks and Recreational Department has authority over the “Bill Chipman Palouse Trail” along SR 270.

County transportation routes function primarily as collectors between major and minor population centers for movement of agricultural goods, people and other goods within Whitman County. A secondary function of County routes is access to properties. The County road network and supporting facilities account for approximately 23,648 acres of the total County land area.

Whitman County also owns and operates various other lands throughout the County which are used to support Public Works operations and facilities, such as road equipment maintenance shops, quarries, and stockpile sites. These other County lands account for approximately 171 acres of land. The cumulative State and County operations in Whitman County account for 2.09% (28,891 acres) of the total land area.

Passenger and commercial air service in Whitman County is provided by the Pullman-Moscow Regional Airport. The Colfax, Tekoa and Rosalia airports provide minor private and aerial application air service and maintenance of aircraft within the County. Other airports located within the County are used primarily for private flights and agricultural aerial application.

Four independent railroad corporations (Palouse River Railroad, Camas Prarie Railroad, Burlington northern and Union Pacific - Hooper Junction only) provide freight service within Whitman County. Rail service within the County has declined significantly in the past decade. As a result, trucking operations have replaced the lost rail freight service. Approximately 0.25% (3,600 acres) of the total land area in Whitman County is devoted to rail service operations.

Barge service connections in Whitman County are provided at three designated sites along the Snake River. Barge corporations provide and operate facilities for water transport of goods and material via the Snake River. Regionally, barge service and operations ship agricultural crops, wood fiber, petroleum products and agricultural chemicals. Another transportation usage of the Snake River is scenic passenger tours.

Vehicular traffic to facilities operated on the Snake River, County and State parks, and the growing communities is on the rise. Railroad companies are curtailing service and abandoning lines in the County. Barge transportation on the Snake River is essential to the County economy. Changes in the river system would significantly affect traffic on County roads.

Shipment of goods and products through the three port facilities in Whitman County (Almota, Central Ferry and Wilma) requires the maintenance of a road system to transport

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goods to these transfer points. The County has identified a haul route system. These haul routes correspond with Freight and Goods Transportation System (FGTS) developed by the Washington State Transportation Commission. The FGTS includes state highways, county roads and city streets. This will be maintained and updated by Public Works Department.

Table 15
Transportation Facilities and Service

State Roads	Miles	Acres
Type	279	* 5,072
County Roads	1,951	* 23,648
Other County		171
Railroads		3,600
Airports		1,200
	total	33,691

* estimated 1995

In the 1980's, the City of Pullman voted to create a city transit system. Pullman Transit's fixed route and complementary para-transit services are geared primarily to serve the needs of Washington State University students, faculty and staff. The service schedule varies based on the WSU calendar. Pullman Transit does not provide service outside the Pullman City Limits, and does not provide subscription services beyond those provided by contract to WSU and the Pullman School District.

The rural population of Whitman County is too small and dispersed to support traditional public transportation services. The County's public school system provides rural bus service for grades K through 12. However, the rural areas and small communities do have residents who have needs for public transportation. To partially meet these needs the Council on Aging and Human Services (CoA&HS) has developed a nationally recognized community transportation brokerage, COAST, which coordinates the area's social service transportation providers along with operating vans on a weekly or bi-monthly basis.

Non-motorized transportation routes include: City of Pullman Pedestrian and Bicycle Circulation Routes, Bill Chipman Palouse Trail, John Wayne Trail, Fishlake Trail, Whitman County parks systems (for example, Kamiak Butte and Colfax Trail) and other local community systems.

Whitman County must maintain an extensive rural road system and accommodate growth. Expenditures of local resources for transportation must be continually evaluated according to sound transportation planning principles and state law.

GOALS AND POLICIES

GOAL 1

MAINTAIN AND IMPROVE THE COUNTY'S EXTENSIVE ROAD SYSTEM AT A LEVEL ADEQUATE TO SERVE THE NEEDS OF EACH AREA OF THE COUNTY, INCLUDING MOVEMENT OF AGRICULTURAL AND OTHER PRODUCTS; ACCESS

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TO COUNTY PARKS AND PORT DISTRICT FACILITIES; INDUSTRIAL AND COMMERCIAL SITES; WASHINGTON STATE UNIVERSITY; AND EXISTING COMMUNITIES.

Implementing Policies

1. Priority in budgeting decisions for improvements to County road and bridge transportation system should use competent planning, design, environmental and funding systems and standards. Such decisions may be based on, but not limited to capacity, federal functional classification, average daily traffic, areas that may become designated for cluster rural residential development near a municipality, accidents, maintenance requirements, system impacts, missing links and haul routes.
2. Establish a Level of Service (LOS) standard of “C” for all major roads, bridges and intersections as defined by the Highway Capacity Manual (1997 revision). WSDOT establishes LOS standards for State facilities. Whitman County shall urge WSDOT to maintain all State facilities at LOS “C” or better. For development within a designated clustered rural residential development, and/or in close proximity to incorporated and unincorporated communities, Whitman County encourages coordination with that jurisdiction and consideration of existing development and facilities.
3. Establish functional classifications for all County roads consistent with the Federal Functional Classification System:
 - RURAL
 - 02—Principal Arterial
 - 06—Minor Arterial
 - 07—Major Collector (Previously referred to as Primary Roads)
 - 08—Minor Collector
 - 09—Local Access

 - URBAN
 - 12—Principal Arterial (other freeways or expressways)
 - 14—Principal Arterial (other)
 - 16—Minor Arterial
 - 17—Collector
 - 19—Local Access
4. Developers of new private roads serving more than two (2) single-family residences will submit to the building department for review and approval a road design, stamped by a engineer licensed in the state of Washington that will accommodate emergency vehicles in accordance with current state fire code.
5. Regularly evaluate the condition and function (traffic volume and type) of the County road and bridge system, utilizing data from: WSDOT; the Highway Performance Monitoring Systems (HPMS) developed by the Federal Highway Association (FHWA) to

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assess highway conditions and estimate national highway investment needs; the State of Washington Inventory of Bridge and Structures (SWIBS) bridge inventory and inspection criteria system that assists in determining improvement thresholds and funding prioritization; County Road Information System (CRIS) administrated through County Road Administration Board (CRAB) to create a working data base system that is an inventory of County road systems, conditions, and specifications to assist in determining improvement thresholds and funding prioritization; and the Pavement Management Systems (PMS), a method for prioritizing maintenance of road surfaces by systematically analyzing pavement life cycles.

6. Review all development proposals in the unincorporated area for potential impacts on County roads and bridges. Upon determination that any proposed development would cause the LOS of County facilities to fall below that currently maintained, all permits shall be denied unless and until improvements can be made to support the increase of traffic impacts caused by the development, or until such time as there is a political decision after public hearing to adopt a lesser LOS grade.
7. Develop and institute access control standards for all County roads set by “Class” of road. Access management is a technique for protecting the carrying capacity of roadways and improving safety. It accomplishes these goals by minimizing disruptions to through-traffic by eliminating unnecessary driveways/accesses and spacing them apart, managing turning traffic, as well as including other measures. Managing access is a way of limiting access in a more flexible way that is also less costly to the taxpayers. The five access management “Classes” that have been assigned to County roadways reflect different roadway environments. Factors that were considered in identifying and assigning “Class” designation include, but are not limited to: traffic volume, speed limit, adjacent land uses, functional classification, existing access density and conditions, and safety. The characteristics of the five classes are presented in the Comprehensive Plan. Different types of roadways and adjoining land uses require different levels of access management. Access permits and requirements are administered by the County Engineer. If questionable, the County Engineer will make all determinations of roadway Class.
 - a. Class I - all weather State Routes. In general, a Class I roadway will have a federal functional classification of 06 (Minor Arterial) or better. WSDOT administers access control measures in addition to County access management.
 - b. Class II - improved all weather County roadway. In general, a Class II roadway will have a federal functional classification of 08 (Major Collector) or better.
 - c. Class III - improved roadway with a paved surface and drainage. In general, a Class III roadway will have a federal functional classification of 08 (Minor Collector) or better.
 - d. Class IV - improved roadway with a gravel, a Class IV roadway may have a federal functional classification of 08 (Minor Collector) or better, but may be a 09 (Local Access).
 - e. Class V - unimproved dirt roadway. In general, a Class V roadway will have a federal functional classification of 09 (Local Access). Class V roadways tend to be posted as “Primitive road - No warning signs.”

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8. Protect the right-of-way and corridors within Whitman County. Administer a system to ensure that all users of county right-of-ways have access to and ensure improvements are maintained to prevent degradation of existing and potential facilities. Whitman County uses the transportation planning process to identify transportation system needs throughout the County in order to provide adequate transportation facilities and services to meet current and future travel needs; identify specific transportation corridors and alignments where public roads are needed; and locate and protect needed right-of-ways as soon as possible. Adjust and administer Accommodation of Utilities on County Road Right-of-Way and Lands for Whitman County (WAC 136.40, Resolution 046041) to include, but not limited to:
 - a. Allow and encourage secondary and tertiary uses of right of ways and corridors.
 - b. Secondary uses should plan their facilities to limit the impact to the primary transportation use of the right-of-way.
 - c. Encourage cooperative efforts between utilities, organizations, local, state, and federal agencies to inventory right-of-ways utility easements.
 - d. Prioritize the uses of the existing and potential right-of-ways, facilities and easements.

GOAL 2

INCREASE OPPORTUNITY FOR CITIZEN INVOLVEMENT IN ANNUAL REVIEW OF THE COUNTY SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM AND OTHER SHORT AND LONG RANGE TRANSPORTATION PLANNING AND IMPROVEMENT PROGRAMS AND ISSUES.

IMPLEMENTING POLICIES

1. Utilize existing and new public forums to disseminate information to the citizens of Whitman County so they can participate effectively in the planning and decision process.
2. Continue the Planning Commission's on-going work program. Seek mechanisms to further utilize the Planning Commission in collecting information on citizen views of County transportation system needs.
3. Continue the Road and Bridge Advisory Committee, a public advisory board involved with the development of Whitman County's Haul Routes, Freight and Goods Transportation System and Six Year Transportation Improvement Program, to collect information on citizen and business views of County transportation system needs.
4. Solicit comments on transportation and development projects from incorporated and unincorporated communities, local and state agencies, organizations and other jurisdictions.

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5. Submit the Six-Year Transportation Improvement Program to the utilities per the Accommodation of Utilities on County Road Right-of-Way and Land for Whitman County. (This document is kept in the Whitman County Public Service office)

GOAL 3

PARTICIPATE IN STATE AND REGIONAL PLANNING FOR TRANSPORTATION FACILITIES WITHIN WHITMAN COUNTY. COMMUNICATE LOCAL VIEWS ON STATE HIGHWAY NEEDS TO THE WASHINGTON STATE HIGHWAY COMMISSION.

Implementing Policies

1. State highway planning should reflect the priorities and constraints identified in local planning, and public works programming. State Route 270, a top priority of the Board of County Commissioners, and development of alternative routes for through traffic in the Pullman areas has been identified for improvements.
2. Continue active cooperation, coordination and communication with State transportation planning and local agencies including: WSDOT, Whitman County Public Works Department, Port of Whitman County, unincorporated rural communities, incorporated cities and towns, adjacent counties, towns, cities, state agencies and Washington State University.
3. Participate in the creation and/or continuation of voluntary organizations and local governments charged with regional transportation planning under Washington State Growth Management Act, or Whitman County's Regional Transportation Planning Organization (RTPO).
4. Foster a mix of development appropriate for corridor areas.

GOAL 4

ENSURE THAT MAJOR TRANSPORTATION IMPROVEMENTS ARE COMPATIBLE AND CONSISTENT WITH THE COMPREHENSIVE PLAN.

Implementing Policies

1. Follow the direction of the Comprehensive Plan when planning and designing major transportation improvements. Encourage preservation and enhancement of existing corridors, identified Freight and Goods Transportation Systems, and local Haul Routes.
2. Coordinate transportation improvements with other jurisdictions which may be affected, such as bordering counties, cities and towns, Whitman County Parks, WSDOT, Port of Whitman County facilities, other organizations and agencies.

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3. The County will coordinate with cities, towns, adjacent counties, WSDOT, State of Idaho, Port of Whitman County, and other agencies to ensure that adequate infrastructure is available to support development of corridors as a center of commercial and industrial activity.
4. Improvements to serve new residential, commercial and industrial land use shall be consistent with the Comprehensive Plan.
5. Review all proposed development for consistency with the transportation system included in this element. Encourage placement of residential, commercial and industrial uses in areas with existing access to appropriate infrastructure to support such use. If development will cause a level of service on a County road to fall below adopted standards, the development shall be denied unless and until improvements can be made to support the development, or until such time as there is a political decision after public hearing to adopt a lesser Level of Service (LOS) grade.

GOAL 5

SUPPORT ORGANIZATIONS AND PROGRAMS WHICH PROVIDE TRANSPORTATION OPPORTUNITIES FOR GROUPS IN WHITMAN COUNTY SUCH AS THE ELDERLY, LOW INCOME POPULATIONS WHO MAY NOT HAVE THE SAME ACCESS TO AUTOMOTIVE TRANSPORTATION AS THE GENERAL POPULATION.

Implementing Policies

1. Support applications by service agencies for State and Federal funding sources to continue to operate alternative transportation services for Whitman County's elderly, disabled and low income residents.
2. Join with other rural counties, cities, towns and the State of Idaho in seeking and developing solutions to the transportation needs of the elderly and disabled.
3. Improve pedestrian and bicycle transportation facilities in and around cities, towns and rural communities.

Goal 6

SUPPORT THE ENHANCEMENT OF AIR TRANSPORTATION SERVICES WITHIN WHITMAN COUNTY

Implementing Policies

1. Sites for new airstrips and airport shall be evaluated for safety and impacts on existing land uses as defined in the development standards section of the Zoning Ordinance.

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2. Existing airports shall be protected from encroachment by incompatible development. In order to ensure this, encourage the development of long range master plans for airport facilities and implementation of the Airport Landing Zoning Overlay.

Goal 7

PROVIDE MULTI-MODAL TRANSPORTATION FACILITIES DESIGNED TO REDUCE CONFLICTS AND HAZARDS WHERE BICYCLE, EQUESTRIAN AND PEDESTRIAN TRAFFIC USE MAJOR STATE AND COUNTY ROADWAYS.

Implementing Policies

1. Priority should be given to improvements on those routes where significant bicycle and other usage already exist and continue to exist. Support and encourage construction and/or non-motorized paths between communities and economic centers to provide alternative transportation routes.
2. Designs for road improvements shall be evaluated for their ability to decrease conflicts between transportation modes and hazards to travelers.
3. Encourage proposals eligible for state, federal and other funding sources.
4. Coordinate with the County Engineer, County Parks Director, other agencies, organizations, interested parties, and County Planning staff in reviewing needs and potential solutions. For example, the WSDOT has prepared a preliminary plan for modifications to SR 270. Coordination between State and local plans and policies will most effectively ensure safe traffic conditions along SR 270.
5. Roads within, connecting and accessing any economic development area should be designed to support economic development efforts and should include non-motorized transportation and access.
6. Establish development standards compatible with State plans for modification of state routes.

Goal 8: DEVELOP AND MAINTAIN A MULTI-MODAL REGIONAL FREIGHT TRANSPORTATION SYSTEM TO SERVE AGRICULTURAL AND INDUSTRIAL USES IN THE COUNTY.

Implementing Policies

1. Encourage and support rail or barge systems wherever possible. Encourage businesses that generate a significant amount of freight to locate near railroad lines or barge transportation services.

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2. Develop an identification and inventory system to evaluate and analyze truck traffic data. Identify roadway condition deterioration rates and locations caused from heavy vehicle traffic. This system should be incorporated into budget and roadway improvement programs to assist in prioritizing construction projects.
3. Through education, public involvement, law enforcement and signage, consolidate heavy vehicle traffic onto designated Haul Routes.
4. Use designated Haul Routes to develop priorities for road improvements that are financially feasible and cost effective. Whitman County will endeavor, when feasible, to design, construct, and maintain these routes to handle heavy truck traffic.
5. Emphasize and implement design standards for all-season roads to access industrial and commercial areas on designated FGTS and Haul Routes.

Goal 9: DEVELOP TRANSPORTATION DESIGN STANDARDS TO SUPPORT DEVELOPMENT FOR DESIGNATED CLUSTERED RURAL RESIDENTIAL DEVELOPMENT NEAR A MUNICIPALITY.

Implementing Policies

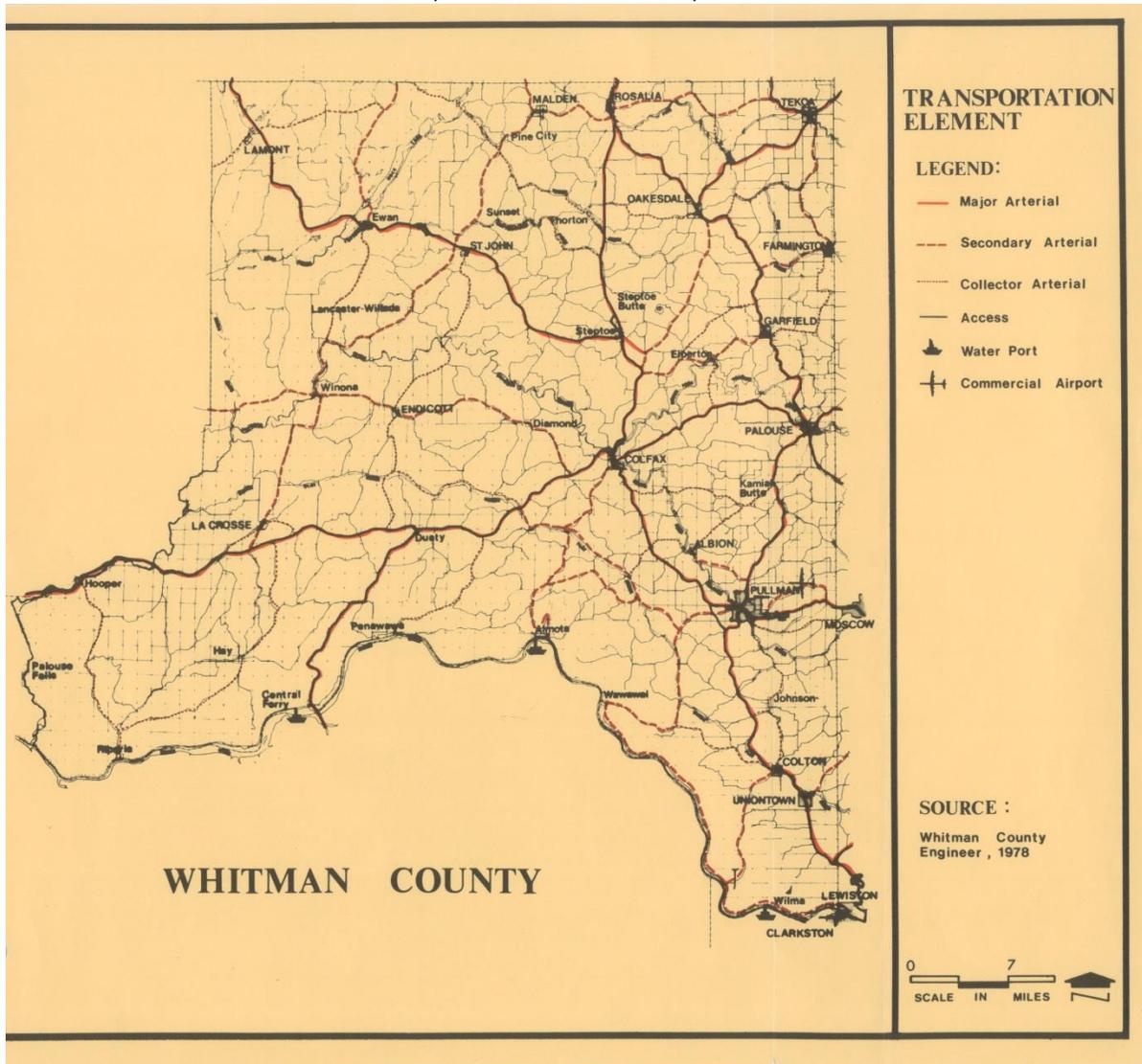
1. Identify and evaluate the possibility of pre-zoning the areas of growth around each city or town considering commuter patterns as well as the patterns of residential, commercial and industrial development which surround municipalities.
2. Work with any municipality toward mutually acceptable reciprocal cooperative agreements for residential joint planning areas and their development standards. This includes infrastructure and road design standards and cooperation in cost-efficient financial planning. Identify roads needing urban design and construction. Ensure that development in the area bears the cost of providing infrastructure to support ultimate development.
3. Establish landscaping, screening and other standards that will buffer adjacent land uses from adverse impacts such as odor, noise, dust, light and glare.
4. Encourage efficient and orderly development of property, by encouraging clustering of new developments.
5. Establish access control measures to enhance development and provide additional safety. Access management is a technique for protecting the capacity of roadways and improving safety. It accomplishes these goals by minimizing disruptions to through-traffic by eliminating unnecessary driveways/accesses and spacing them apart, managing turning traffic, as well as including other measures. Managing access is a way of limiting access in a more flexible way that is also less costly to the taxpayers. The five access management "Classes" that have been assigned to County roadways reflect different roadway environments. Factors that were considered in identifying and assigning Class designation include, but is not limited to: traffic volume, speed limit, adjacent land uses,

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functional classification, existing access density and conditions, and safety. The characteristics of the five classes are presented in the Comprehensive Plan. Different types of roadways and adjoining land uses require different levels of access management. Access permits and requirements are administered by the County Engineer.

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ECONOMIC DEVELOPMENT ELEMENT

PURPOSE OF ELEMENT

The Economic Development Element is an optional Element for Plans under Washington statutes. Its purpose is to provide a comprehensive statement on the scope of Whitman County's involvement in economic planning activities of the region. The Planning Commission refers to this Element when reviewing new decisions on proposals of significant economic impact.

GOAL 1

WORK WITH OTHER AGENCIES AND JURISDICTIONS TO DEVELOP OPPORTUNITIES FOR DIVERSIFICATION OF THE AREA'S ECONOMIC BASE AND ENHANCEMENT OF LONG-TERM ECONOMIC STABILITY FOR CITIES, TOWNS, AND THE COUNTY.

GOAL 2

DEVELOPMENT OF RENEWABLE ENERGY FACILITIES TO CONTRIBUTE TO THE ECONOMIC HEALTH OF THE COUNTY. SUCH DEVELOPMENTS CAN BRING JOB OPPORTUNITIES, BOOST LOCAL BUSINESSES, BRING ADDITIONAL INCOME TO LOCAL LANDOWNERS WHICH WILL IN TURN HELP SUSTAIN FARM OPERATIONS AND INCREASE THE COUNTY'S TAX BASE THROUGH PROPERTY TAXES WHICH WILL BENEFIT ALL COUNTY RESIDENTS. (Amended 11/16/09, Ordinance # 070081)

GOAL RATIONALE

Whitman County's involvement in economic development planning is limited, primarily because it is an agriculturally oriented area. However, the participation of the County in area-wide economic planning efforts through the Port District and through the policies of the Comprehensive Plan can be beneficial to County residents.

IMPLEMENTATION GUIDELINES

1. Continue County participation in, and support of efforts to gain Economic Development District status from the U. S. Department of Commerce.
2. Industrial Land Goals of the County Comprehensive Plan.
3. The County encourages renewable energy development, including but not limited to wind, solar, and other renewable energy facilities. (Amended 11/16/09, Ordinance # 070081)

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GOAL 3

ENCOURAGE THE DEVELOPMENT AND EXISTENCE OF HOME-BASED
BUSINESSES AS A WAY TO PROMOTE INNOVATIVE ECONOMIC DEVELOPMENT

GOAL RATIONALE

Home-based businesses offer entrepreneurial opportunities at low investment cost. Such businesses can be low key, low impact, but can lead to the growth of business. Even home-based businesses that remain small still offer opportunity for increased family income.

For home-based businesses, care needs to be taken so as to not create problems for neighborhoods, the public and Whitman County. Residents deserve official controls that provide a clear understanding of which home-based businesses are outright permitted, which ones should be via a conditioned administrative use, and which should be via a conditional use process. Before a home-based business reaches a size or impact that exceeds stated conditions, the business must be moved to a properly zoned area. All residents deserve predictability regarding these kinds of home-based businesses. *(Goal 2 section revised; effective 4/21/08)*

ENVIRONMENTAL QUALITY AND CONSERVATION ELEMENT

PURPOSE OF ELEMENT

The Environmental Quality and Conservation Element is an optional Element for Plans under Washington statutes. Its purpose is to provide policies relating to air and water quality, and the conservation of natural resources. The Planning Commission uses this Element as a basis for developing policies under the State Environmental Policy Act (SEPA) for determining the significance of impacts of proposals, and for designating criteria and sensitive environmental sites within the County. The Element also serves as the basis for coordination between the local SEPA administrator and the Planning Commission, as well as establishing a cooperative planning program between the Planning Commission, the County Parks and Recreation Department and its Board, and the Washington State Department of Game.

GOAL 1

MAINTAIN OR IMPROVE AIR AND WATER QUALITY.

GOAL RATIONALE

To insure that County planning decisions take into account impacts of air and water quality.

PLANNING GUIDELINES

1. The major water quality impact currently in Whitman County is non-point pollution of surface water. Groundwater quality remains acceptable.

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2. Both surface and groundwater can be impacted by severe seasonal or permanent depletions in supply, or by major direct discharges of untreated waste.
3. Larger communities in the County have developed in narrow canyons, leading to reductions in air quality within small areas due to increased automobile traffic and poor atmospheric ventilation (“inversion” conditions).

IMPLEMENTATION GUIDELINES

1. Support the efforts of the Whitman County Water Quality Committee and the State Conservation Commission to adopt and carry out a Best Management Practices Plan for area farmers.
2. Insure that new land uses in unincorporated areas take measures to control air and water quality impacts.

GOAL 2

MINIMIZE DEGRADATION OF EXISTING NATURAL AREAS WHERE FEASIBLE, AND PRESERVE CRITICAL ENVIRONMENTAL SITES WHERE DESIGNATED.

GOAL RATIONALE

County land use guidelines aimed at protecting agricultural lands require that other land uses such as residential and industrial be guided toward the non-agricultural areas of the County. These non-agricultural areas also include the major wildlife habitat and natural areas in the County. This in turn requires that special attention be given critical sites within non-agricultural areas.

PLANNING GUIDELINES

1. **NATURAL AREAS** defined: Natural areas are blocks of land wherein a large number of wildlife habitat sites are found mixed with agricultural and/or non-agricultural development. In Whitman County, remaining natural areas consist of riparian vegetation near surface waters, as well as timber and scrub lands associated with valleys, canyons, wetlands, or on high buttes.
2. **CRITICAL ENVIRONMENTAL SITES** defined: Individual sites or sensitive areas designated by the Planning Commission wherein the existing wildlife habitat represents an important source of food, water and/or cover for existing wildlife, or otherwise meets the definition of sensitive areas contained in the Washington Administrative Code governing SEPA (WAC 173-34-020):

(2) *“Sensitive area” is defined as any area which:*

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- (a) *contains significant threats to the environment arising from a flood of a frequency expected to recur on the average of one every once hundred years or a flood magnitude which has a one percent chance of occurring in any given year; or*
- (b) *contains any special natural values such as a marsh land, or habitation place of substantial concentrations of flora or fauna or,*
- (c) *is being given special attention because of a problem of critically low or declining resource supply or quality, or*
- (d) *contains elements having significant aesthetic, recreational or historical value; or*
- (e) *is within "shorelines of the state" as defined in the Shoreline Management Act of 1971.*

3. CRITICAL ENVIRONMENTAL SITES should be identified and studied for possible designation through a cooperative effort of the County Planning Commission, Regional Planning Council, County Department of Parks and Recreation, and with expected technical assistance from the Washington Department of Game.

IMPLEMENTATION GUIDELINES

1. The Planning Commission shall respond to proposals for designating critical environmental sites by initiating the Plan Amendment procedure, recommending to the Board to adopt, or not adopt, the designation as an Amendment to the ENVIRONMENTAL QUALITY AND CONSERVATION ELEMENT of the Comprehensive Plan. The Commission shall thereafter maintain adequate mapped records of such designated sites. The Commission should consider the following in making recommendation:
 - A. Benefits to be received from designation.
 - B. The opportunity costs of designation, insofar as dwellings within designated areas will cease to be exempt from detailed Environmental Impact Statement requirements upon Threshold Determination of Significance by Whitman County's responsible official.
2. This goal and its guidelines shall be incorporated into the Whitman County ordinance implementing the State Environmental Policy Act (SEPA) as allowed for by Section 177 of the SEPA Guidelines (WAC 197-10) and shall be consulted during the SEPA decision process during the Threshold Determination and thereafter.
3. Removal of exemption of single family dwellings within designated critical environmental areas should not be viewed as a categorical prohibition against such use,

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but an opportunity for evaluation of any significant impacts such use would have, and specification of mitigation measures such as:

- A. Preservation of vegetative cover provided for in the RESIDENTIAL LAND USE guidelines of the Plan.
- B. Modification of location of buildings, roads, and accessory uses.

GOAL 3

IMPLEMENT FLOOD HAZARD ZONING IN UNINCORPORATED AREAS.

GOAL RATIONALE

Whitman County will be required to adopt Flood Hazard Zoning in 1979 to continue its eligibility for inexpensive flood insurance under the National Flood Insurance Program.

PLANNING GUIDELINES

1. FLOOD HAZARD AREAS defined: Areas of 100-year base flood designated “Zone A” in the U. S. Flood Insurance Administration maps adopted by Whitman County.
2. Areas adjacent or within flood hazard areas represent the only alternative to siting a variety of uses on agricultural lands. Therefore, these areas may be utilized, but flood-proofing should be required pursuant to the National Flood Insurance Program.

IMPLEMENTATION GUIDELINES

1. Development and adoption of Flood Hazard Zoning pursuant to U. S. Department of Housing and Urban Development Flood Insurance Program requirements.

GOAL 4

FULLY UTILIZE THE REVIEW MECHANISM UNDER THE STATE ENVIRONMENTAL POLICY ACT TO INSURE THAT ALL PUBLIC AND PRIVATE DEVELOPMENT WILL NOT ADVERSELY IMPACT WATER RESOURCES, CRITICAL ENVIRONMENTAL OR SENSITIVE AREAS, OR UNIQUE AGRICULTURAL LANDS.

GOAL RATIONALE

The State Environmental Policy Act of 1973 placed a requirement on both local government and private developers to conduct environmental reviews of all significant actions. In the Comprehensive Plan Revision, it was determined that overall County policies should be developed for guiding use of SEPA as a tool for local decision-making. Consequently, it was determined that actions having a significant impact on water resources, critical environmental

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areas, or agriculture should all be given closer evaluation at the local level through the SEPA process.

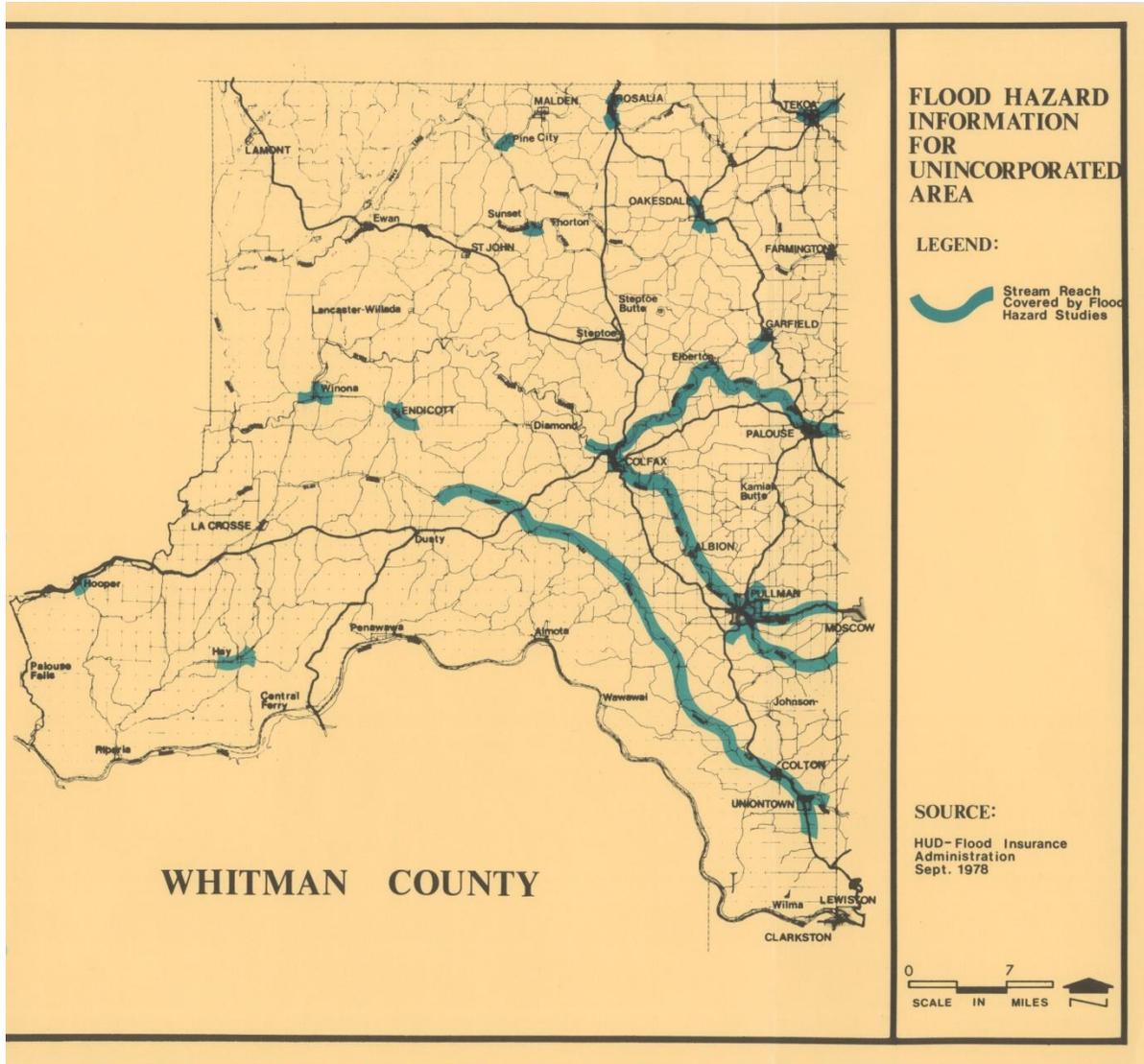
PLANNING GUIDELINES

1. **WATER RESOURCES:** See Industrial Land Uses policies in the LAND USE ELEMENT.
2. **CRITICAL ENVIRONMENTAL AND SENSITIVE AREAS:** See Applicable Policies in the ENVIRONMENTAL QUALITY AND CONSERVATION ELEMENT.
3. **AGRICULTURAL LANDS:** See Agricultural Land Policies in the LAND USE ELEMENT.

IMPLEMENTATION GUIDELINES

1. The Planning Commission shall request the Regional Planning Council staff to assist the County Engineer in revising the County ordinance implementing SEPA to reflect the above-mentioned policies of the Comprehensive Plan.

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PARKS AND RECREATION ELEMENT

Introduction

The Parks and Recreation Element is an optional Element under Washington statutes governing Comprehensive Plans. Its purpose is to integrate the Whitman County Parks and Recreation Comprehensive Plan of the County Parks and Recreation Board with the Whitman County Comprehensive Plan.

Parks and recreation planning and development has been highly successful in Whitman County under the direction of the Whitman County Parks and Recreation Board and its Whitman County Parks, Fair and Developmental Services Department. In 1977 the County parks system won recognition from the National Association of Counties for its high quality. The County's Outdoor Recreation Plan was also the chief tool for advocating both conservation and bicycle/pedestrian circulation planning. The Comprehensive Plan Revision of 1978 integrated those efforts into the County Plan itself, and recognized the Outdoor Recreation Plan as an Element of the Whitman County Comprehensive Plan. (revised 3/30/98 Ord. No. 52323)

The Whitman County Parks and Recreation Comprehensive Plan is separate document, containing detailed inventory information and a recreation needs assessment. Various goals and guidelines of the County Plan provide arrangements for coordination and cooperation between the County Parks, Fair and Developmental Services Department and other County agencies. Refer to the Parks and Recreation Comprehensive Plan for more information on County Policy related to park and recreational facility development. The goals and policies in this element address coordination and support of the Comprehensive Plan with the Parks and Recreation Comprehensive Plan. (revised 3/30/98 Ord. No. 52323)

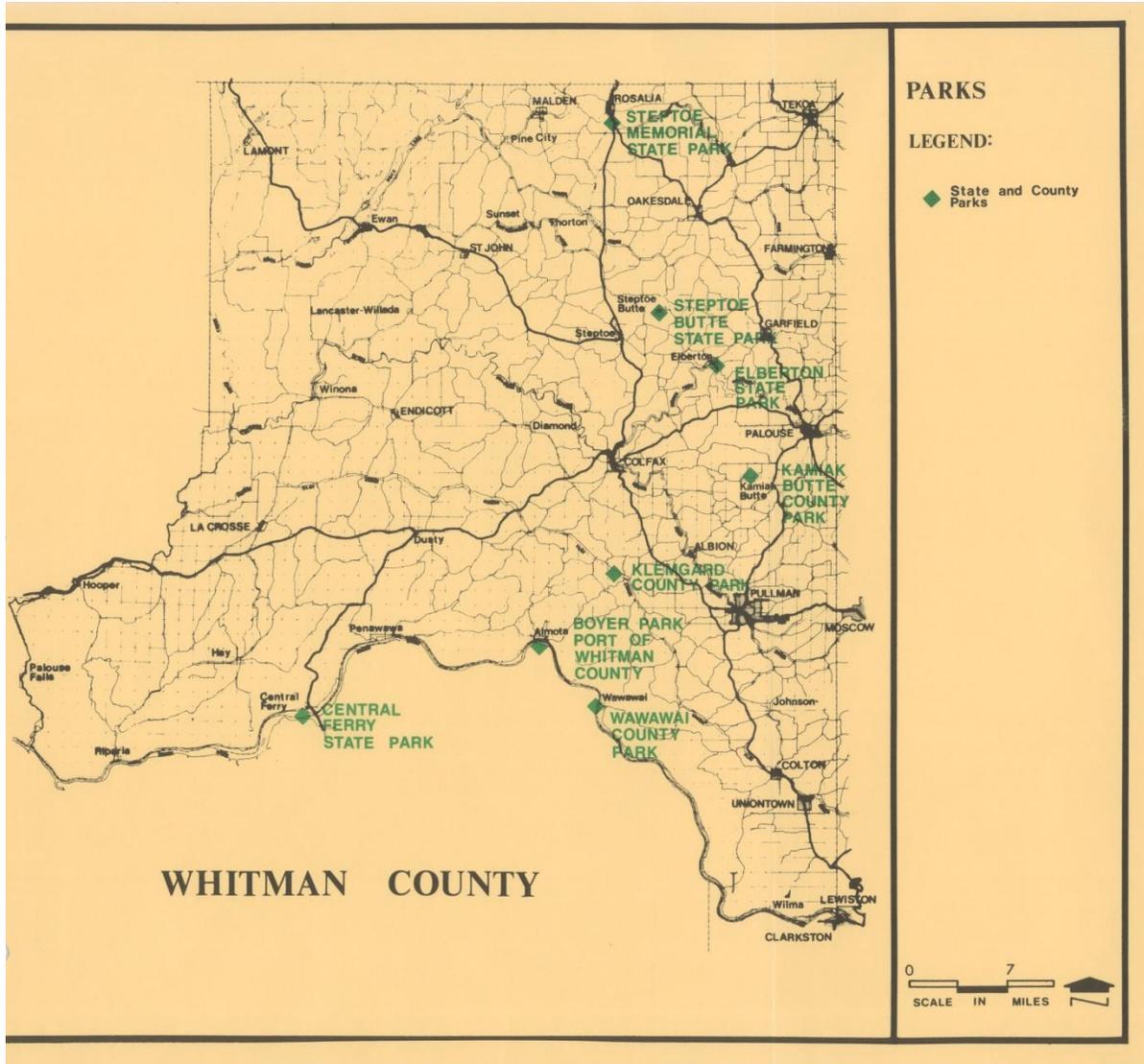
GOALS AND POLICIES

GOAL 1: PROVIDE PARK, RECREATION AND OPEN SPACE OPPORTUNITIES WHICH WILL MEET THE NEEDS OF THE ENTIRE WHITMAN COUNTY COMMUNITY.

Implementing Policies (revised 3/30/98 Ord. No. 52323)

1. Locate parks and recreation facilities so as to meet the recreational needs of people of Whitman County and its visitors.
2. Consider the traffic impacts of parks and recreation facilities on County roads and adjacent uses when deciding where they should be located.
3. All parks and recreation facilities should be designed to minimize harm to surface water quality and sensitive natural resource areas.

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RENEWABLE ENERGY ELEMENT

PURPOSE OF ELEMENT

The purpose of the Renewable Energy Element is to encourage and recognize the benefits that renewable energy can bring to the County. Washington's renewable energy portfolio standards requires the generation of clean renewable energy. Renewable energy facilities use a natural resource without depleting it, create economic benefits, offer additional sources of revenue to local landowners, increase tax revenues, and are compatible with existing land use policies and goals in the region.

GOAL 1

ENCOURAGE THE DEVELOPMENT OF LONG-TERM, SUSTAINABLE AND RENEWABLE ENERGY GENERATION WITHIN WHITMAN COUNTY.

GOAL RATIONALE

Whitman County recognizes that Washington State requires energy companies to produce a certain percentage of their energy supply from renewable sources. The development of renewable energy facilities in the county will facilitate attainment of that state-wide goal. The County also recognizes that such development will bring other advantages to the area and the country.

IMPLEMENTATION GUIDELINES

1. The County encourages renewable energy development, including but not limited to wind, solar, and other renewable energy facilities. (Amended 11/16/09, Ordinance # 070081.)

IMPLEMENTATION ELEMENT

PURPOSE OF ELEMENT

The Implementation Element is an optional Element under Washington statutes. Its purpose is to provide the Planning Commission and the Board of County Commissioners with policies for an ongoing planning program between major Plan Revisions. It is a "plan" for implementing and using the Plan.

GOAL

TO INSURE CONTINUITY IN THE PLANNING PROCESS AND CONSISTENCY IN LOCAL DECISION-MAKING BY ESTABLISHING OVERALL PLANNING COMMISSION PROCEDURES FOR DECISIONS OUTSIDE THE SCOPE OF THE ADOPTED PLAN, AND COMMITMENT TO AN ONGOING WORK PROGRAM.
POLICIES

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1. Proposed land use changes or public improvements which are not consistent with the Plan shall be recommended by the Planning Commission only upon finding that Amendment of the Plan is justified due to significant changes in needs and/or conditions, and findings that the Amendment and the proposed change would further the intent of the planning goals.
2. Establish an ongoing effort to promote public interest in, and understanding of planning in Whitman County. (Pursuant to RCW 36.70.470.)
3. Prepare and submit annual reports to the Board of County Commissioners explaining how the Plan was utilized during the preceding year, and specifying any areas of public interest for which additional research, planning or implementation activities are recommended. (Pursuant to RCW 36.70.460.)
4. Establish a procedure in cooperation with the County Engineer - Public Works Director to review and report to the Board on how the location and timing of public capital expenditures relate to the Comprehensive Plan. (Pursuant to RCW 36.70.530.)
5. Establish a procedure in cooperation with the Directors of Public Works, Parks and Recreation, and the Regional Planning Council to review information on potential critical and sensitive environmental sites, designating such sites as are found to deserve mandatory review under the County's State Environmental Policy Act procedures. Such designated areas would become amendments to the Comprehensive Plan, and thereafter no activities on these sites would be exempt from SEPA procedures.
6. Establish an overall work program to implement the Comprehensive Plan, under the leadership of the Planning Director. Such a work program should encompass at least the following:
 - A. Review and revision of existing ordinances to reflect Comprehensive Plan policies, including drafting and recommendation of any new ordinances.
 - B. Review and revision of the Shorelines Master Program and SEPA procedures ordinance to reflect planning policies.
 - C. Prepare and make available to the public a summary of the County's zoning policies in simplified, understandable terms, including a map or map(s) illustrating where zones apply in the County.
 - D. Continued inventory and analysis to acquire information necessary to implement the Plan, such as:
 1. Identification and designation of critical environmental sites for which activities may be declared non-exempt under local SEPA procedures.

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2. Land use and land quality inventories for the Colfax periphery and areas on the Snake River, similar to the Pullman inventory completed in 1977.
 3. Monitor and evaluate land use changes in the County throughout the planning period to determine Plan effectiveness and impact.
7. Utilize the Regional Planning Council forum and other means to implement policies, and to improve the responsiveness of state and federal agencies to local policies.

TELECOMMUNICATION ELEMENT

(Adopted 04/19/1999 ; Resolution No. 054862)

Introduction

The Telecommunication Element's purpose is to provide a basic policy statement for planning purposes, and to encourage the development of quality telecommunication service to the citizens of Whitman County through control measures. It intends to encourage, promote and allow high quality telecommunication facilities and services for all types of businesses and the general public.

The telecommunication system within Whitman County is made up of many providers using a large number of technologies. These providers operate under various state and federal regulations. The telecommunication industries are becoming "De-regulated" and traditional divisions between various providers and types of services offered are disappearing. New and current understanding and directed control of this technology and the industry is crucial for the development of the county.

Inventory of Existing Conditions

Standard wire-line telephone service is provided throughout Whitman County. Cable TV service is provided in most incorporated communities. Cellular or wireless telephone service has variable availability in the county. Extended Access Service (EAS) line services are available in most rural sections of the County. Internet service is available throughout the County, either by local Internet Service Provider (ISP) or EAS. Telephone service costs are regulated by the State and Federal governments but vary within the county.

Private providers have constructed vast arrays of telecommunication facilities through-out Whitman County including, but not limited to: radio and microwave towers; antennas; aerials; above and below ground wire lines; fiber-optic lines; and satellite systems.

Whitman County also owns and operates various other communication equipment such as law enforcement and Public Works Department radio towers with antennas and repeaters. There are lands throughout the County that are suitable for communications towers, and corridors that may be used to support public telecommunications operations and facilities.

WHITMAN COUNTY COMPREHENSIVE PLAN

AMENDED OCTOBER 31, 2005; April 21, 2008; November 16, 2009; October 4, 2010; and December 15, 2014.

GOALS AND POLICIES

GOAL 1: ENCOURAGE THE MAINTENANCE AND IMPROVEMENTS OF THE EXISTING AND FUTURE TELECOMMUNICATION SYSTEM(S) TO A LEVEL ADEQUATE TO SERVE THE NEEDS OF THE COUNTY, INCLUDING VOICE, VIDEO AND DATA, AND OTHER PRESENT AND FUTURE TELECOMMUNICATION FACILITIES AND SERVICES.

Implementing Policies

1. Priority in planning decisions for improvements to telecommunication systems should be consistent with the local plans and regulations, industry systems and standards, and State and Federal Regulations, including but not limited to:
 - a. FCC and WUTC regulations;
 - b. Consumer services, residential, governmental, or businesses;
 - c. Zoning Ordinance requirements for private and public lands; and
 - d. Surrounding area and region's demand.
2. Establish a service level standard adequate to meet the needs of Whitman County.
3. Establish a classification and inventory system to make records available for all services provided.
4. Review all development proposals in the unincorporated area for potential impacts.
 - a. The cost of correcting existing and potential significant negative impacts shall be borne by the applicant and/or owner.
 - b. Construction standards may be imposed through Accommodation of Utilities on County Road Right-of Way and Lands for Whitman County, the Whitman County Zoning Ordinance, and other regulatory authority of local, state and federal agencies.
5. Develop and institute access control standards and requirements for all Whitman County telecommunications needs.
 - a. Allow for future expansion and shared use of facilities.
 - b. Require that design and construction does not preempt competitors use.
 - c. Assure prompt response to rapidly changing industry and conditions.
6. The county shall lease, franchise, or otherwise manage County lands and Right-of-Way according to policies within the Accommodation of Utilities on County Road Right-of Way and Lands for Whitman County.
7. The County shall incorporate provisions to increase local access through franchises and/or lease agreements.
8. Work with the Washington Utilities and Transportation Commission to promote reasonable toll free calling within Whitman County to reach community services.