

CHAPTER FIVE

LAND USE ELEMENT

BACKGROUND

The Land Use Element ties together many of the other elements of the plan, because land use decisions cannot be made in a vacuum. Such decisions may affect plans related to housing, transportation, public facilities, recreation, and environmental issues, to name but a few. Thus, many of the issues discussed here will also appear in other plan elements.

The land use pattern in Pullman reflects its historic and ongoing role in the county and region. Pullman is a regional center of education and research as well as a focal point for commerce in the rich Palouse agricultural region. The city provides services (banks, insurance agencies, medical services, etc.) and retail stores to serve the citizens of Pullman and the surrounding area.

Pullman also assists and bears witness to the process of transition from the role of dependent child to independent adult for thousands of students. The pressure of accommodating an increase in enrollment at WSU drives the development of new housing for students and staff, and new commercial and support services. This growth also presents challenges to preservation of existing neighborhoods.

Over the past twenty years, the number of farms in Whitman County has declined, although the value of agricultural production

has increased. Education is the major employer in the county, and there has been an increase in the number of firms locating in the region to take advantage of the expertise and research capabilities of the universities. Residents and city officials are eager to encourage and nurture this diversification of the economic base of the community, and this Comprehensive Plan reflects that. However, this growth is intended to be compact in form, making efficient use of the land so that valuable farmland is protected.

The Shaping of the City

The City of Pullman has a rich tradition of planning. This tradition dates back to the first platting of land for a town center in the 1880's. Pullman's first Planning Commission, appointed in 1939, began a modern tradition of sound land use decisions. In 1961, the city's first Comprehensive Plan became the foundation upon which subsequent policies were built. The city's most recent plan, adopted in 1982, continued that tradition by promoting a thorough discussion of land use, transportation, flood protection and public facilities. These discussions continued in the 1990's with the Pullman 2000 community-based planning process and the city's neighborhood meetings.

Pullman's agricultural roots can be traced to the very beginning of the community. The fertile soils surrounding the city remain some

of the most valued farmland anywhere. A combination of a strong farmland preservation ethic and market pressures to develop high density housing for students attending WSU has generally resulted in a concentrated development pattern here. This relatively compact urban layout in Pullman has permitted a more efficient, cost-effective delivery of services than the residents of many other cities enjoy.

Many forces have acted to make Pullman the city that it is today. The earliest forces were geologic, creating the four hills and the river valleys that characterize the city's form. Settlers in this area originally called their new home "Three Forks" because of the multiple streams that met the South Fork of the Palouse River here. From the time of settlement, these water courses were too shallow to allow water transportation or recreational uses such as swimming or fishing. However, the presence of these shoreline areas has been instrumental in formulating development patterns within the community. The need for level terrain for commercial and industrial uses has attracted this type of development to the low-lying areas along the river, forcing periodic re-shaping of the local economy as flooding has occurred.

The hills surrounding the downtown core became logical choices as places for residences to be built and, over time, College, Military, Pioneer and Sunnyside Hills became the city's neighborhoods. Neighborhood identification was reinforced over the years as the location of elementary schools and public parks on each hill became focal points for activity.

Perhaps the greatest force in shaping the community was the decision of the State

Legislature in 1890 to site what was then the Washington Agricultural College in Pullman. Since then, Washington State University students and employees have represented a significant portion of the city's population, and play a major role in the city's economy.

The shape of the community continues to change. The city, WSU, the Port of Whitman County, the Chamber of Commerce, and other local organizations have made substantial progress in bringing new businesses to the community through their economic diversification efforts. Also, the commercial retail and services sector is continuously in flux as it reacts to changes in the global and regional marketplace.

Urban Form

Neighborhoods within the city have built up over the years as the city's population has grown. Recent single family development tends to have a larger average lot size than historic neighborhoods. Also, much of the new development is multifamily housing designed primarily for WSU students. Overall, the development pattern makes efficient use of residentially zoned land.

Because Pullman developed in the flatter valleys along the Palouse River and its tributaries, the business district is linear in form, although commercial development in the downtown area is several blocks deep. Recent commercial development has continued the linear pattern, extending south of the historic core along Grand Avenue and east along Main Street, rather than moving up the hills in the pattern seen in such cities as San Francisco and Seattle.

Industrial development is scattered among the commercial development along the major arterials in the valleys. Recent industrial park development by the Port of Whitman County is the exception to this pattern, because it provides a more compact development, extending up the hillside off Grand Avenue. The type of development locating in the industrial park is also new – high technology and research and development industries that build on the expertise of WSU professors and students.

WSU is and will remain the largest land owner and largest employer in the area for the foreseeable future. The campus encroaches on, but is not well integrated with the urban pattern of Pullman; campus roads are not extensions of the historic grid pattern of streets. However, more than half the students live off-campus and rely on local businesses to meet their daily needs. The future of the city is inextricably linked to the future of WSU.

Annexation

One of the largest hidden costs to governments in providing services to citizens lies in responding to inefficient development patterns resulting from uncoordinated land use decisions. The extension and maintenance of utility lines in sparsely settled areas, circuitous school bus routes, and unreasonably long emergency response times are all examples of the hidden costs of land use decisions that are made without the benefit of sound planning.

Pullman has facilitated a relatively compact land use pattern in its previous planning efforts by establishing an “urban growth area,”

defined as the territory (both inside and outside the city limits) that the city expects to grow into within a certain time period. By maintaining a confined urban growth area, the city fosters preservation of surrounding agricultural land and directs growth to areas that can be served efficiently. The city’s annexation policies should continue to reflect this pattern by calling for decision-makers to consider the fiscal impacts of utility extensions before annexation proposals are approved. Further, the city should continue to consider carefully proposals to expand the urban growth area, particularly those that would remove prime agricultural lands from production.

Residential Development and the City’s Neighborhoods

Pullman’s four hills define the city’s neighborhoods. Each neighborhood has developed its own unique characteristics, which should be preserved. There is great value in maintaining neighborhood facilities (such as schools or parks) as a focal point for neighborhood activities.

Preservation of the city’s neighborhoods should occur within the context of providing for a variety of housing types that are affordable to the citizens of the community. The city currently allows a wide variety of housing types. The continuing challenge is to ensure that these various housing types are established in a harmonious manner.

Providing for a variety of housing types may best be achieved by permitting a number of residential densities. The lower density districts allow single family houses, manufactured homes, duplexes, and small apartment

complexes at a density of less than 15 dwelling units per acre. These types of development would occur as infill within existing neighborhoods and in some outlying areas. The higher density areas permit larger apartment complexes at a range of 15 to 45 dwelling units per acre. These developments would occur in areas within easy walking distance of WSU and supporting commercial development, or along transit lines. In order to promote efficient use of land and compatibility between different residential developments, the establishment of minimum, as well as maximum densities, should be considered.

As development occurs on smaller lots and in mixed density areas, greater attention should be paid to the need for appropriate design standards and landscaping. This is also true when reviewing proposals for higher density, multi-family development, and it is especially true when considering the development of mobile home parks. As newer or higher density housing types are introduced into existing neighborhoods, care should be taken to minimize the impact upon existing neighborhoods through effective buffers.

Neighborhoods are more than simply clusters of houses. Other uses that should be encouraged to locate within neighborhood settings include low-impact service commercial (day care, laundromats, etc.), open spaces, parks and playgrounds, and some home occupations. As new development increases the demand for schools, parks and playgrounds, alternative methods of providing and financing the cost of these amenities should be explored.

Adequate on-street and off-street parking are a special concern of the College Hill neighborhood. Efforts to resolve this issue should continue to be explored between the city, the university, and neighborhood residents. Due to small lot sizes and narrow streets, solutions may be difficult to find. One program that is being implemented is the creation of localized parking districts, where on-street parking requires a permit issued by the city. Another possibility to help address this issue is the development of shared parking facilities.

Commercial Uses and Downtown Development

An attractive, vibrant downtown is essential in promoting a positive self-image for the community. Pullman's active Chamber of Commerce, and the city's past participation in the National Trust for Historic Preservation's *Main Street* program, have helped to make downtown Pullman a desirable place.

Many elements must come together to create a downtown atmosphere that attracts people. Buildings must be maintained in good repair, with attractive store fronts and inviting window displays. The area must be accessible in a variety of ways, especially to pedestrians. Clean, wide sidewalks buffered from traffic by on-street parking create a safe atmosphere for pedestrians. Well-lit, accessible off-street parking for use by downtown employees, residents, and other long-term parkers frees up the shorter-term, on-street spaces for shoppers. Public benches, or perhaps tables and chairs with umbrellas provided by eating establishments, offer respite to hungry or weary folks.

Life on downtown streets is enhanced when uses promote more than merely a “9-to-5” environment. Movie theaters, performing arts, restaurants and other elements can attract people to downtown after hours. They may also provide pleasant diversions for people who may choose to live downtown. Thus, owners of downtown buildings may gain an economic benefit from the increased use of upper floors of downtown commercial spaces. Evening activities also promote a sense of community by bringing people with common interests together. This type of downtown environment will retain existing businesses, while attracting new businesses to the area. In order to promote this environment, grants and loans to encourage upgrading older buildings to current code standards may be needed.

Not all commercial activity in Pullman will occur downtown. As indicated earlier, limited and well-designed neighborhood commercial activity will benefit residential areas. Such activity would also reduce downtown traffic congestion by limiting vehicle trips outside neighborhoods.

In addition, commercial development in other, well-defined areas such as Bishop and Professional Mall Boulevards will continue to develop. This commercial development should complement, rather than compete with, downtown Pullman. One concern of this development is the anticipated traffic congestion. To minimize congestion, limits should be placed on the number of new curb cuts permitted in commercial areas. Also, new commercial development should be designed to promote the use of alternative modes of transportation, including attractive pedestrian access from adjacent sidewalks.

Industrial Uses

Throughout its history, Pullman has been the prototypical “company town,” relying on WSU as the community’s main employer. To be sure, agriculture has also played a significant role in the local economy, but the college is, by far, the largest employer.

In recent years, the city has begun to benefit from a diversification of its economic base. WSU’s Technology Park will become increasingly important in creating new jobs by building on the resources already offered by the university. Similarly, the Port of Whitman County Industrial Park is expanding the city’s economic base. The city should seek opportunities to work with these entities and other interested parties to expand the local employment base. In this respect, the city will likely have a role in maintaining and promoting existing air and rail access to the region as an economic development tool.

New industrial development in Pullman is limited by the city’s topography. Industrial buildings of any significant size require relatively level land, a scarce commodity in the Palouse area’s hilly terrain. As commercial builders found to their detriment, the most desirable level land is located along stream corridors. These areas are prone to occasional flooding. The key, then, to continued industrial expansion in the area, will be to protect those scarce parcels suitable for industry from less appropriate development. To minimize traffic congestion, areas of high employment should be designed to encourage use of alternative transportation.

Environmental Quality and the Protection of Critical or Sensitive Areas

One of the great benefits of living and working in Pullman is the ability to enjoy clean air and pure water. These elements, which are becoming scarcer around the world with every passing day, are a major component of the area's quality of life. One key to the city's future success will be to accommodate future growth while maintaining a healthy environment.

As future commercial and industrial development occurs, a special challenge will be to design those developments in a way that protects downstream property owners from the impacts of future flooding. Adding flood storage capacity in areas outside development corridors may be a helpful alternative. The use of these areas as green belts, trails or public open space would be an appropriate alternative. The city should explore methods to encourage private property owners to participate in this type of action.

Seven road bridges and one railroad bridge cross the South Fork of the Palouse River in Pullman. In addition, four street bridges, one railroad bridge and a car wash span Missouri Flat Creek, and several closely-spaced culverts restrict water flow on Dry Fork Creek. Finally, two smaller streams (Wawawai and Airport Road Creeks) have culverts that restrict flows. A special flood hazard threat may occur when man-made embankments act as dikes that retard the free flow of water. Railroad beds often function in this fashion. The city should continue efforts to work with owners of rail rights-of-way to seek solutions to this challenge.

Wetlands and shoreline areas also present special opportunities for the city. In addition to providing habitat for wildlife, these areas also serve as storage areas when flooding occurs. Special efforts should be made to protect these areas, or to mitigate the impact upon them, when development occurs. In particular, methods to expand public access to shorelines should be implemented.

The city should also focus efforts on creating connections between many of these sensitive areas. Trails, riverfront walkways, and open space corridors can add immeasurable value to city life.

Preservation of Historic and Cultural Resources

Many places of historical significance are located in Pullman. Several of them are listed on the National Register of Historic Places. These places add a richness to the texture of life in the city, and they should be protected from demolition or inappropriate redevelopment whenever possible. It is difficult for such buildings to meet the requirements of the Uniform Building Code (UBC) or local regulations without substantial alteration of the elements that make the places memorable. Development regulations that recognize and/or accommodate the unique character of historically significant places should be encouraged.

DESCRIPTION OF LAND USE PLAN

The Comprehensive Plan Land Use Plan Map is shown as Figure 5-1. This land use plan map depicts the use designations for land inside and outside the city limits. The land use designations are shown in various

colors on the map. Taken together, these land use designation areas constitute the city's "urban growth area," sometimes referred to as the "UGA." This urban growth area generally encompasses the territory into which the city is expected to grow by the year 2060. The urban growth area boundary has been established by evaluations of water and sewer service, transportation, land use, the current and projected growth rate of the community, citizen interests, fiscal viability, and impact on the environment. Limiting development within this urban growth area recognizes the importance of efficient municipal service delivery and farmland preservation.

The land use plan is intended to support achievement of the community vision. For example, it responds to concerns about traffic congestion and the unattractive nature of recent commercial and industrial development by concentrating new commercial development, and encouraging design that complements the historic core of Pullman. Four major commercial areas are envisioned: the historic downtown commercial district, an area centered around Bishop Boulevard, the Grand Avenue corridor, and the Pullman-Moscow Regional Airport environs.

To encourage and redirect redevelopment in the Bishop Boulevard area, the city will consider changes to existing development codes and will explore opportunities to build new streets in the area. The goal is to create more intensively developed commercial areas, to the extent that topography will allow, rather than disconnected developments strung out along one road. These areas should have sidewalks, bicycle facilities, public areas and landscaping to encourage shoppers to park their cars and walk from store to store. Poli-

cies requiring separate pedestrian access from the nearest public street are included in order to protect people on foot from dodging cars in parking lots.

The land use plan assumes that WSU would house on campus 50 percent of the estimated 32,000 students enrolled in 2060 that would live in Pullman; the remaining students would be scattered throughout the city. Most residential development in Pullman over the past decade has been multi-family housing targeted at WSU students. Given the enrollment increases forecast for WSU, this is likely to continue to be the largest sector of housing demand in the city over the next fifty years.

In the land use plan, higher density housing has been separated from lower density housing, and the predominantly single family parts of College Hill would remain as single family neighborhoods. New multi-family development would occur north of the campus. To make these areas more attractive for residents and nearby property owners, development standards have been changed to require more extensive landscaping.

Two broad categories of residential development are proposed: low density and high density. Low density residential land is designed for single family houses, manufactured homes, duplexes, and small apartment complexes at a density of less than 15 dwelling units per acre. High density residential property is established primarily for larger apartment complexes at a concentration of 15 to 45 dwelling units per acre.

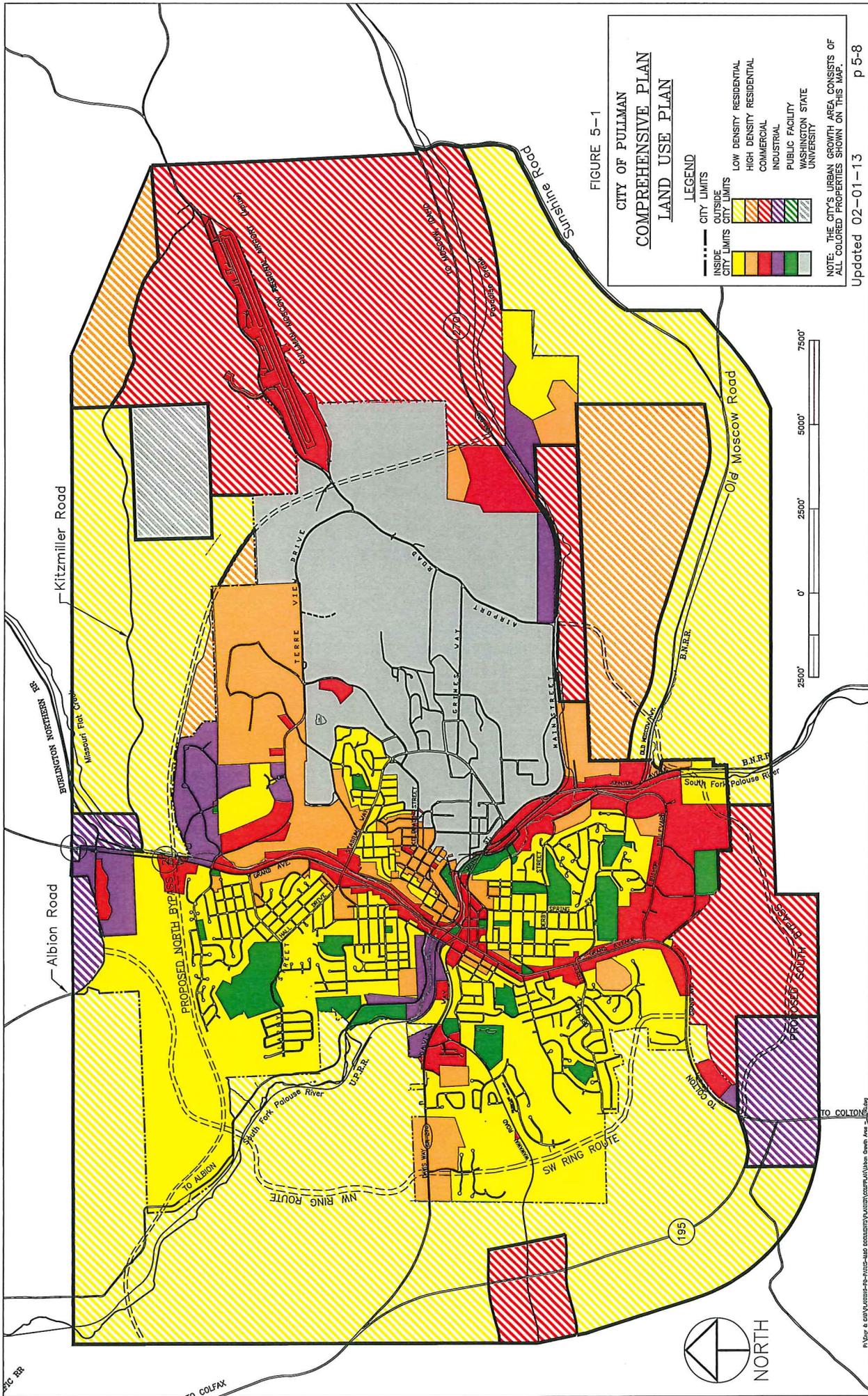
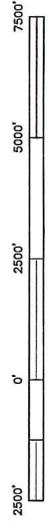


FIGURE 5-1

**CITY OF PULLMAN
COMPREHENSIVE PLAN
LAND USE PLAN**

- LEGEND**
- CITY LIMITS
 - INSIDE CITY LIMITS
 - OUTSIDE CITY LIMITS
 - [Yellow box] LOW DENSITY RESIDENTIAL
 - [Orange box] HIGH DENSITY RESIDENTIAL
 - [Red box] COMMERCIAL
 - [Purple box] INDUSTRIAL
 - [Green box] PUBLIC FACILITY
 - [Blue box] WASHINGTON STATE UNIVERSITY

NOTE: THE CITY'S URBAN GROWTH AREA CONSISTS OF ALL COLORED PROPERTIES SHOWN ON THIS MAP.



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Table 5-1 displays the development capacity assumptions for the plan along with statistics related to the city's 1998 land use conditions. A limited amount of land would be provided to accommodate expected growth in this land use plan, but sufficient area has been included in the plan to avoid artificially constraining development. Since the farmland around Pullman is some of the most productive in the state, this is a benefit of this proposed land use pattern. In addition, the more concentrated development would better support the use of transit, bicycles, and walking instead of each person driving a car to work and shop. However, for increased use to occur, the network of pedestrian and bicycle paths must be expanded and maintained, and the city will need to continuously enhance its transit service.

With the more compact development pattern, it would be more important to provide a network of parks and open areas, since there would be less private open space under this land use alternative. In addition to active recreation facilities, the city would need to ensure that there were areas for picnics and toddler play areas, whether these are provided by the city or required of new development. Some additional elementary and middle school facilities would also be needed under this plan.

Feature	1998 Condi- tions	2060 Land Use Assumptions
Population	25,070	46,000
Total Employment	12,130	22,220
WSU employment	6,340	9,880
non-WSU employment	5,790	12,340
WSU headcount enrollment	15,500	32,000
% housed on campus	50%	50%
population housed in City	17,320	30,800
Total housing units needed	7,610	14,000
Residential		
low density net acres ²	700	1,992
average density achieved	5 units/net acre	4 units/net acre
low density units	3,500	7,968
high density net acres	212	478
average density achieved	20 units/net acre	20 units/net acre
high density units	4,250	9,560
Total unit capacity	7,750	17,528
Commercial		
downtown net acres	24	24
employment density	32 jobs/net acre	32 jobs/net acre
downtown employment	760	760
general commercial net acres	143	515
employment density	30 jobs/net acre	30 jobs/net acre
general commercial employment	4,290	15,450
Total commercial jobs	5,050	16,210
Industrial		
industrial net acres	148	250
employment density	5 jobs/net acre	10 jobs/net acre
Total industrial jobs	740	2,500
Total non-WSU employment capacity	5,790	18,710
¹ Figures used in this table are estimates. ² "Net" acres in this table refers to developable property – it excludes public land (for such facilities as streets and parks), land that cannot be easily serviced by public utilities, land with environmental constraints, and land unavailable due to common real estate market factors.		

LAND USE GOALS AND POLICIES

GOAL LU1: Establish an attractive urban community, clearly distinguished from surrounding farms, and discourage inefficient sprawling development from consuming valuable agricultural land.

Policy LU1.1: Maintain an urban growth area that is large enough to prevent artificial constriction in land supply while small enough to promote efficient use of resources.

Policy LU1.2: Amend the configuration of the urban growth area only during the City Council's annual goal-setting process or during major Comprehensive Plan revisions when public attention is focused on long-term objectives.

Policy LU1.3: Encourage future development contiguous with the existing city limits to minimize destruction of the prime agricultural land surrounding Pullman.

Policy LU1.4: Coordinate with Whitman County to facilitate the development and operation of a joint city/county review process to manage land use beyond the city limits.

Policy LU1.5: As part of a joint city/county review process, agree to allow limited development on unincorporated land near Pullman if such development would

not consume prime farmland, would not hinder short- or long-term city growth, and would not adversely affect city facilities or services.

Policy LU1.6: With some limited exceptions specified in official agreements between the city and WSU, allow WSU to exercise ultimate control over its own land use activities.

Policy LU1.7: Cooperate with WSU to ensure that development, whether it be under the jurisdiction of the city or the university, is compatible with the other entity's interests and is well-coordinated with respect to public facilities and services.

Policy LU1.8: Establish minimum as well as maximum densities for residential uses in high density residential areas to promote efficiency and compatibility.

Policy LU1.9: Ensure that city infrastructure, such as transit, utilities, and parks, supports efficient urban form.

Policy LU1.10: Improve and maintain community appearance, including entrances to the city, streetscapes, commercial and industrial areas, and residential neighborhoods; keep property clear of refuse and debris through strict en-

forcement of local solid waste regulations.

Policy LU1.11: Consider development of overlay district regulations to enhance and/or preserve distinctive areas within the city.

GOAL LU2: Annex land to accommodate growth in an orderly fashion, considering the needs and desires of the property owner, the community, and the adjacent residents, and considering the costs of extending service.

Policy LU2.1: Consider favorably proposals to annex land in the urban growth area that meet the general criteria for annexation except under unusual circumstances, such as land particularly unsuitable for development or other use within the city, land with environmental or other considerations that would make it more logical for governance in the county, or land whose annexation would provide a glut of undeveloped property in the city.

Policy LU2.2: Consider unfavorably proposals to annex land outside the urban growth area except under unusual circumstances, such as land that is especially well suited for development, land with environmental or other considerations that make it more logical for governance

in the city, or land that can be annexed at times when severe shortages exist for property to be developed in the city and land in the urban growth area cannot meet this need.

Policy LU2.3: Ensure that proposed annexation areas can be furnished with city water, sanitary sewer, and storm drain service without having lines run through unincorporated areas.

Policy LU2.4: Consider the fiscal impacts of extending services to annexation areas based on the proposed uses and/or prezone designations and require that, in most cases, new development bear the cost of these services. The annexation may be conditioned on capital improvements being made and agreements for bearing other costs being completed.

Policy LU2.5: Avoid the creation of unincorporated areas surrounded on three or more sides by the city limits.

Policy LU2.6: Discourage the establishment of narrow projections of incorporated land surrounded on three sides by unincorporated property.

Policy LU2.7: Assign prezone designations to all areas outside the city limits that are within the urban growth area; when land outside the urban growth ar-

ea is proposed to be annexed, assign an appropriate prezone designation(s) for the property under consideration.

Policy LU2.8: Require property owners within an area to be annexed to assume their proportionate share of the city's indebtedness upon annexation.

Policy LU2.9: Require petitioners for city annexation to apply for annexation to other service districts (e.g., the Hospital District) at the same time.

Policy LU2.10: Provide ample notice of annexation proposals to all affected parties.

GOAL LU3: Facilitate strong public participation in all community land use and development matters.

Policy LU3.1: When significant annexation or development proposals are filed with the city, furnish extensive notification of said proposals in a timely fashion to all affected property owners and residents.

Policy LU3.2: Provide information to the public about city programs or projects through the use of the community newsletter, the government access television channel, direct mailings, signage, and/or other means.

Policy LU3.3: Encourage the creation of neighborhood organizations to assist residents in their efforts to enhance the area in which they live and to help citizens effectively participate in city decision-making processes.

Policy LU3.4: Consider the establishment of a community design center to offer interested citizens a public space to create, display, and discuss design concepts for the community.

GOAL LU4: Preserve opportunities for high quality, diversified life styles within the community's residential neighborhoods.

Policy LU4.1: Establish a mixture of residential densities in the community.

Policy LU4.2: Protect the unique characteristics of established neighborhoods from intrusion by incompatible uses.

Policy LU4.3: Encourage, where feasible, the location of elementary schools, parks, and commercial services in proximity to all neighborhoods.

Policy LU4.4: Buffer lower-density residential uses from the adverse and incompatible effects of commercial and higher residential density development through such means as topographic barriers, increased setback re-

- quirements, landscaping, and sight-obscuring screens.
- Policy LU4.5: Promote maintenance of private property in a neat, attractive condition.
- Policy LU4.6: Limit the number of occupants per household to minimize adverse neighborhood impacts that can arise when large groups of individuals reside within a single housing unit.
- Policy LU4.7: Provide for innovative design in residential development, including alley access, reduced front setbacks, and smaller lots.
- Policy LU4.8: Require ample landscaping and recreational areas for high-density housing.
- Policy LU4.9: Explore a process to require approval of a master plan for phased developments rather than approving subdivisions or other proposals piecemeal.
- Policy LU4.10: Permit accessory living units in all residential zones, so long as adequate access, parking, and private open space can be provided.
- Policy LU4.11: Allow home occupations which will not create a nuisance for neighbors.
- Policy LU4.12: Allow for the siting of manufactured homes on individual lots in some residential zoning districts.
- Policy LU4.13: Ensure that high density residential areas have convenient access to major transportation access routes.
- GOAL LU5: Strengthen and enlarge the economic base of the community by providing commercial areas that offer a variety of goods and services in settings that are readily accessible and attractive.**
- Policy LU5.1: Maintain the central business district of Pullman as the key commercial district to serve Pullman and other communities.
- Policy LU5.2: Promote the development of clustered commercial facilities which will support and encourage use of a range of transportation methods.
- Policy LU5.3: Promote commercial development that is attractive, pedestrian oriented, and accessible by several modes of transportation.
- Policy LU5.4: Allow for the controlled use of city rights-of-way for private purposes (e.g., sidewalk cafes, farmer's market) to enhance the vitality of the downtown area.
- Policy LU5.5: Allow residential uses above the first floor in commercial areas.
- Policy LU5.6: Encourage shared driveway access to parking for adjacent businesses to improve traffic flow in commercial areas.

Policy LU5.7: Improve the appearance of existing commercial areas, including signs, landscaping, parking areas, and public facilities such as sidewalks.

Policy LU5.8: For all commercial and office development, require the establishment of a clearly distinguishable, attractive pedestrian access from adjacent public street(s) that is separated from vehicular access and parking.

Policy LU5.9: Permit neighborhood commercial development in high-density residential areas so long as it caters primarily to immediate neighborhood residents, and the development is designed and operated to be compatible with the neighborhood.

GOAL LU6: Strengthen and enlarge the economic base of the community by encouraging non-polluting businesses that provide high-wage jobs and produce high value products.

Policy LU6.1: Cooperate with the Port of Whitman County, the Palouse Economic Development Council, the Chamber of Commerce, and other interested parties to develop a coordinated approach to industrial recruitment.

Policy LU6.2: Establish a variety of attractive locations for industrial development.

Policy LU6.3: Encourage in particular the development of non-polluting research-related, product development, or agriculture-related industries in the City of Pullman.

Policy LU6.4: Provide attractive design and landscaping for all industrial development to fit into the area where it is located.

Policy LU6.5: Reserve industrial districts for industrial uses, and ancillary or supportive commercial services.

Policy LU6.6: Improve the appearance of established industrial areas.

Policy LU6.7: Assure that industrial sites are located on or near arterial streets; if the location is near an arterial, access should not pass through a residential district.

GOAL LU7: Promote safe and efficient use of the Pullman-Moscow Regional Airport by minimizing land uses that may be incompatible with airport operations.

Policy LU7.1: Preserve the safety of airport functions by restricting the penetration of any new object or structure into the facility's air space, as defined by federal aviation regulations.

Policy LU7.2: Allow new land uses in the vicinity of the airport that are compatible with applicable aircraft safety and

noise guidelines; for this purpose, maintain an airport environs overlay district as part of the city's development regulations.

Policy LU7.3: Follow the recommendations of the adopted Pullman-Moscow Regional Airport Master Plan in regulating land use in the vicinity of the airport.

GOAL LU8: Protect, enhance, and wisely utilize Pullman's natural resources.

Policy LU8.1: Encourage surface grading of development sites that, to the extent possible, follows the contours of the existing terrain to protect the character of the landscape.

Policy LU8.2: Prevent soil erosion to the greatest extent possible. Construction sites should be managed to minimize erosion, and landscaping should be installed to prevent longer-term problems.

Policy LU8.3: Coordinate with other jurisdictions in the area to maintain an adequate supply of ground water for the community's potable water needs.

Policy LU8.4: Protect and enhance the water quality, habitat value, and beauty of all perennial streams and rivers in the city. Cooperate with neighboring jurisdictions on regional water quality issues.

Policy LU8.5: Protect and maintain the environmental quality of Pullman's public areas.

Policy LU8.6: Encourage energy-efficient site planning, design, and construction.

Policy LU8.7: Protect the agricultural economic base of Whitman County by defining an appropriate area for urban use.

Policy LU8.8: Maintain or improve air quality in Pullman.

Policy LU8.9: Establish programs to plant and maintain trees throughout the city.

GOAL LU9: Preserve wetlands, riparian areas, and significant plant and wildlife habitat.

Policy LU9.1: Discourage development in or near wetlands, riparian areas, and significant plant and wildlife habitat sites which would adversely affect the size or functioning of the resource area. Development of property containing these designated critical areas should:

- avoid impacts to the critical area if at all possible
- mitigate for unavoidable impacts on-site and near the affected resource

- mitigate for unavoidable impacts off-site only as a last resort.

Policy LU9.2: In order to maximize the functional value of wetlands and other significant habitat sites, encourage protection of larger, continuous areas rather than isolated pockets of habitat.

Policy LU9.3: Control storm water runoff and provide treatment to prevent contamination of local streams from erosion, urban development, or livestock.

Policy LU9.4: Encourage private owners of stream channels to maintain the riparian area in vegetative cover and remove trash.

GOAL LU10: Protect lives and property through proper management of resources and by limiting development in hazardous areas.

Policy LU10.1: Protect the aquifer, the city's water source, from contamination in order to assure a safe public water supply; coordinate aquifer protection regionally.

Policy LU10.2: Carefully manage development in flood hazard areas. Development proposed in or adjacent to designated flood hazard areas shall demonstrate that lives and property at the subject site and at upstream and downstream

properties will not be significantly affected by the development.

Policy LU10.3: Discourage development on steep slopes and geologically hazardous areas. Development proposed for steep slopes shall use the best available means to demonstrate that the lives and property of residents or users of the development and adjacent properties will be adequately protected.

GOAL LU11: Minimize flood damage to private and public property.

Policy LU11.1: When remodeling is being proposed to structures located in the floodplain, require floodproofing measures.

Policy LU11.2: Where possible, restore channel capacities, and natural stream and riparian area functions.

Policy LU11.3: Prevent the creation of storm water drainage patterns which will overload the city's storm drainage system.

Policy LU11.4: Encourage the use of bio-engineering techniques to protect stream banks from erosion.

Policy LU11.5: Coordinate floodplain land use efforts with the county so that floodplain uses are compatible with city poli-

cies and codes if and when they are annexed.

GOAL LU12: Promote multiple use of floodplain areas.

Policy LU12.1: Encourage private landowners to maintain the floodplain as open space, in natural vegetative cover.

Policy LU12.2: Encourage bicycle/pedestrian easements along streams.

Policy LU12.3: Encourage restoration of native vegetation to riparian areas.

Policy LU12.4: Consider the development of a wetlands mitigation bank in order to maximize the functional values of individual wetlands mitigation.

GOAL LU13: Preserve shoreline areas, while assuring public access to the water.

Policy LU13.1: Protect public access to the shorelines. Review of all private and public developments should consider and provide for public access as close to the water as possible, consistent with protection of environmental resources and water quality.

Policy LU13.2: Protect and enhance public views of the shoreline area from adjacent upland areas, consistent with the need to protect environmental re-

sources (including vegetation).

Policy LU13.3: Preserve the natural character of the shoreline. Ensure that public and private development, including public access and recreational development, minimizes disturbance of environmental resources and shoreline ecosystems.

Policy LU13.4: Encourage the use of native plant materials in restoration of shoreline areas or landscaping development within the shoreline area. Protect areas of native vegetation.

Policy LU13.5: Encourage the design and use of naturally regenerating systems of erosion control and water quality treatment in shoreline areas.

Policy LU13.6: Ensure that all shoreline uses are located, designed, constructed, and maintained to minimize adverse impacts to water quality and fish and wildlife resources.

Policy LU13.7: Encourage development of trails along the city's streams. All trails should be designed to protect environmental resources and minimize adverse effects to water quality.

GOAL LU14: Protect and preserve resources that contribute to the history of Pullman and the surrounding area.

Policy LU14.1: Work with property owners, neighborhood associations, the Whitman County Historical Society, and government agencies to identify, document, restore, and preserve historic sites and/or areas.

Policy LU14.2: Ensure that sites and/or areas of significant historic value are not disturbed or destroyed through any action of the city, or through any action permitted by the city, unless it can be demonstrated that such disturbance or destruction is in the best interests of the community.

Policy LU14.3: Retain the historic appearance of the downtown area and encourage residents and business owners to take pride in their own and the city's history.

Policy LU14.4: Allow for flexibility in city standards (such as off-street parking requirements) when designated historic places are being redeveloped.