

January 30, 2015

City offices will be closed:
Monday, February 16 -
President's Day



AIRPORT IMPROVEMENT PROJECT MOVING FORWARD

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The Pullman-Moscow Regional Airport is a major factor in the city's planning activities because of the opportunities it offers for worldwide travel and because of its significant economic impact on the community. Consequently, the planning department has been closely monitoring recent events pertaining to airport improvement initiatives.

Over the years, the Pullman-Moscow Regional Airport has been increasingly used by larger aircraft, such as the Bombardier Q-400 passenger planes operated by Alaska Airlines. Given the characteristics of this type of aircraft, the airport facilities no longer meet Federal Aviation Administration (FAA) design standards. Factors contributing to the need for improvement include inadequate runway/taxiway separation, limited all-weather reliability, and inadequate runway length and width. Also, it is recognized that the facilities associated with the airport terminal are undersized. The airport operates under a "Modification to Design Standards" agreement, which permits commercial airline service to continue at the facility subject to local officials making progress on a long-term solution to satisfy the FAA standards.

Since 1999, the airport and the FAA have completed planning studies to evaluate the feasibility of improving the existing airport to meet design standards. In 2013, the airport administration facilitated the completion of a two-phase Airport Master Plan to evaluate on-site alternatives. The results of this planning process demonstrated that shifting the existing runway 400 feet to the south and realigning it 5.5 degrees in a counter-clockwise rotation was the most practical means of conforming to the FAA design standards, improving aircraft approach capabilities, and meeting the long-term growth potential of the airport.

The National Environmental Policy Act requires that an Environmental Assessment (EA) be conducted for federally funded projects so that the responsible federal agency can evaluate the impacts of the proposed action and reasonable alternatives. Since FAA funding is being requested for this undertaking, the airport administration retained the services of a consultant team led by Mead & Hunt, Inc. to prepare the necessary documentation. Last year, the consultant team completed the EA, which analyzed potential impacts of the project on the human environment, including noise, socioeconomic factors, land uses, air



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quality, and water quality. In December, the FAA issued a “Finding of No Significant Impact” based on the EA, thereby authorizing the action to proceed without the need for an Environmental Impact Statement.

Earlier this week, the Pullman-Moscow Regional Airport Board selected Mead & Hunt to oversee the land acquisition and construction phase of the facility improvements. The components of the project, as described in the EA, are as follows:

- realign the runway to meet applicable FAA design standards
- extend the realigned runway from 6,700 feet to 7,100 feet to accommodate existing user needs
- widen the runway from 100 feet to 150 feet to meet applicable design standards
- expand or relocate the existing passenger terminal
- provide taxiway infrastructure to serve the realigned runway and aircraft parking areas
- develop revised approach and departure procedures for the realigned runway to improve the ability of aircraft to land and/or take off during inclement weather conditions
- provide runway and taxiway lighting for new pavement surfaces
- relocate or replace existing ground-based navigational aids
- relocate or replace existing weather reporting equipment
- acquire land through avigation easement or fee simple means

The goal of the airport administration is to accomplish these activities over the next five years. The schedule will be dependent on the availability of annual funding from the FAA. Airport officials indicate that the first step in the process will be to

acquire land or easements, as appropriate, from adjacent property owners.

The target cost for the project is estimated at \$89 million. Pending its approval, the FAA would fund 91.875 percent of the cost, and the airport would pay for the remainder through airport revenues and sponsor contributions. At present, funding for improvements to the passenger terminal have not been identified.

Leadership for this improvement project is provided by the Airport Board and the airport’s executive director. Airport Board members are Pullman Mayor Glenn Johnson (who serves as Chair), Moscow Mayor Bill Lambert (Vice-Chair), City of Pullman Representative Jeff Hawbaker, City of Moscow Representative Jon Kimberling, Latah County Representative Paul Kimmel, Washington State University Representative Mel Taylor, University of Idaho Representative Ron Smith, and At-Large Representative Ron Wachter. The airport’s executive director is Tony Bean.

The city’s existing Comprehensive Plan promotes a strong and sustainable airport for the benefit of the entire region. As the city continues its work to update the Comprehensive Plan, this objective will certainly be reaffirmed.

**HISTORIC PRESERVATION COMMISSION
LOOKING TO FILL A VACANCY**

Recently, Tom Handy resigned from the city’s Historic Preservation Commission. His term expired on December 31. The planning department would like to thank him for his service on the Commission, and on the ad hoc committee that led to Pullman’s achievement of Certified Local Government status. His insight and experience as the owner of the Old Post Office building, which is listed on the National Register of Historic Places, has been invaluable. We wish him every success in his future endeavors.

Since his resignation, the city has been seeking a replacement to fill this vacancy. Any person interested in serving on this commission, which promotes the conservation of historic resources in the community, should submit their application to the office of Mayor Glenn Johnson. Application forms are available at City Hall and on the City website at <http://www.pullman-wa.gov/city-council-boards/city-boards>. Mayor Johnson will review all completed applications and appoint his preferred candidate to the City Council for confirmation. Feel free to contact the planning department for more information.



Airport officials seek to make improvements to the passenger terminal facilities, although funding for this part of the proposal has not yet been identified.



Pending Land Use Proposals

Displayed below are land use applications submitted to the planning or public works department or city-generated proposals for planning provisions that require a public meeting, public notice, or site plan review in accordance with the city code.

PROJECT	DESCRIPTION	LOCATION	STATUS
Comprehensive Plan Revision	full-scale revision of city's Comprehensive Plan	Citywide	selection panel interviews with top-rated consultants scheduled for early February
College Hill Design Standards	formulate design standards for new construction	College Hill Core	staff reviewing responses to recent stakeholder questionnaire
Shoreline Master Program Update	revise city's Shoreline Master Program in collaboration with Whitman County	Citywide	staff meeting with consultants in early February to review draft program
Cougar Ridge Zone Change Application (Z-14-1)	rezone 1.8 acres from R4 to C3	2024 NE Terre View Drive	PC recommended approval 1/28/15; CC meeting scheduled for 2/10/15
Carson's Cove Zone Change (Z-15-1)	rezone 2.2 acres from C3 to R3	620 NE Stadium Way	staff reviewing application; probable PC hearing on 3/25/15
SEL Zone Change (Z-15-2)	rezone 48 acres from R2 to C3	between NE Eastgate Boulevard and NE Hickman Court	staff reviewing application; probable PC hearing on 3/25/15
Whispering Hills 2.0 Subdivision Preliminary Plat	divide 17.1 acres into 59 lots in R2 zone	west of intersection of SW Golden Hills Drive and SW Panorama Drive	staff reviewing application; probable PC hearing on 2/25/15
Davis Variance Application (V-14-3)	eliminate high/low density transition area standards for proposed 4-plex	135 SE Dilke Street	applicant requested delay in proceedings to revise proposal
Kappa Delta Sorority Historic Register Nomination	register single family house on local historic register	520 NE Howard Street	HPC review meeting scheduled for 2/9/15
Drucker House Historic Register Nomination	register single family house on local historic register	965 NE B Street	HPC review meeting scheduled for 2/9/15
Phelps House Historic Register Nomination	register single family house on local historic register	970 NE Monroe Street	HPC review meeting scheduled for 2/9/15
Itani Rentals LLC Boundary Line Adjustment Application	adjust boundary 0.4 feet between structures	1005 and 1015 SW Center Street	city approved proposal; awaiting recorded deeds from applicant
Itani Rentals LLC Administrative Variance Application (AV-14-2)	allow structure with a 4.62-foot side setback	1005 SW Center Street	planning staff review pending outcome of associated boundary line adjustment
Itani Rentals LLC Administrative Variance Application (AV-14-3)	allow structure with a 4.54-foot side setback	1015 SW Center Street	planning staff review pending outcome of associated boundary line adjustment
Golden Hills Multi-Family West Phase I site plan (14-14)	develop 48 apartments on 5.6-acre site	south of SW Old Wawawai Road and west of SW Golden Hills Drive	staff requested applicant to revise site plan
Blue Sky Storage Expansion site plan (14-15)	grade site for placement of future storage building	2500 S. Grand Avenue	staff reviewing revised site plan
Silver Sands Distributors Retail Marijuana Store site plan (14-19)	establish 1,550-square-foot recreational marijuana retail store in existing building	1340 SE Bishop Boulevard	staff requested applicant to revise site plan
SRE Equipment Shelter site plan (14-21)	build 6,460-square-foot equipment storage structure at airport	4800 Airport Complex North	staff requested applicant to revise site plan

KEY TO ZONING DISTRICTS: R1 Single Family Residential; RT Residential Transitional; R2 Low Density Multi-Family Residential; R3 Medium Density Multi-Family Residential; R4 High Density Multi-Family Residential; C1 Neighborhood Commercial; C2 Central Business District; C3 General Commercial; I1 Light Industrial; I2 Heavy Industrial; IRP Industrial Research Park; WSU Washington State University

KEY TO ABBREVIATIONS: CC: City Council; PC: Planning Commission; BOA: Board of Adjustment; HPC: Historic Preservation Commission; DOE: State Department of Ecology; DAHP: State Department of Archaeology and Historic Preservation

NOTES: 1) If an applicant fails to act on a pending application for a period of six months, said application will be dropped from the above list. 2) Numbers in parentheses are planning staff's internal file numbers. 3) Site plan review by city staff is generally conducted for proposed construction of developments other than single family homes, duplexes, or manufactured homes; it does not apply to most construction on the WSU campus.





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WE'RE ON THE WEB!

WWW.PULLMAN-WA.GOV
