

**WIWHITMAN COUNTY
PLANNING COMMISSION
June 2, 2021
Zoom Open House
Minutes**

MEMBERS:

Chad Whetzel, Chairman
Keith Paulson
Brian Davies

Dave Gibney
Rusty Jamison
Matt Webb

STAFF:

Alan Thomson, County Planner; Grace Di Biase, Assistant County Planner; Mark Storey, Public Works Director/Engineer; Elinor Huber, Clerk.

BOCC: Art Swannack, District 1 Commissioner, BOCC Chairman; Tom Handy, District 2 Commissioner; Michael Largent, District 3, Commissioner.

LDC: Todd Hall

Attendees: Ken Duft, Alexandria Osborne, Richard Wesson, Rich Aldredge, Jeff Guyett, Anthony Kupers, Shelly chambers, Kathy Prout, Bobbi Ryder.

6:13 p.m. - Chad Whetzel – We will open our public meeting and Alan it is all yours.

Alan Thomson – Thank you. So, Todd, you are on?

Todd Hall – Fantastic, thank you, Alan. Thank you Commissioners. It is good to see you all again. I'm with the LDC, located in Woodinville. I know we can all share today's heat wave although we are probably about 10 degrees cooler than you on this side. I was just checking the weather over there and it looks like my alma mater in Moscow is at 89°, so that is the cool spot over there.

Just wanted to give an opportunity to speak to you on where we are at with the comp plan. As I mentioned at our April 21st meeting, the intention was for us to come over there and hold in-person meetings but because of the fluctuation with COVID and whatnot, Alan, Mark, and I made the decision to stay the course and we will keep presenting these online and that seems to be working just fine.

It is my understanding that all the information Alan has been updating on the County's web page as we have been producing that. There are the most recent texts on there as well as all the information from our previous meeting. That is available at any time and I just wanted to give that update. I will start our slide show here. Can you guys all see that okay?

First page -You've seen some of these slides before but just for the benefit of the group I don't know who is new and what not. I just wanted to give a brief recap as to why the comp plan is happening.

Again, the Growth Management Act of 1990 requires most counties and cities within the State to adopt a comp plan periodically. Whitman County does not fall into that category because of its rural nature. So, the only required topics are critical areas, and natural resource lands to be about this. Those will be discussed at the future meetings. We have three meetings scheduled for the month of June. One every

other week. So, we will take a break next week and then have the next meeting on June 16th and then also on June 30th. My colleague, Matt Covert, will be presenting on the 30th.

Of course by choice, Whitman County is updating the planning element for land use, transportation, economic development, public services, facilities and utilities, parks, and trails and recreation.

Next page –So, just to recap on what we are talking about tonight are the starred ones on the screen. So, we will go over briefly on the introduction chapter, as well as transportation, and economic development. We wanted to break these out into three meetings because we understand that this is a lot of information to digest and it is virtually impossible just to talk about it for multiple hours. So, it is just easier to do these in little bite sized chunks. That way you can have a more robust discussion on these topics as we move along. So, these are the ones we will be talking about tonight.

Then on the right side, that is a representative page of what a typical element looks like. It is just happens to be the front page of the Transportation Element which is the one we will be talking about tonight. Then how these elements work in the comp plan.

So, if you have had a chance to look at it, this is kind of the structure, every element has a purpose statement, then a lead into an introduction and then we will have a little bit of Findings that talk about that particular element and then that leads into the goals, policies and then also the associated maps. Now, not every element has maps, of course, but for the most part the ones that have the majority of maps will be the land use element, the transportation element, and the parks element. I think those are the main three. So, each element is updated with these sections in mind.

Like I mentioned before at the beginning of this process, this hasn't gone through any kind of major update in over 40 years. The County has added to it or made some amendments over that time period but this is really the first overhaul or new update since that time.

Next page – So, this is leading into the introduction. This is a section that talks about your population and demographics among other things. Just real briefly, as of 2020, the Office of Financial Management estimated that WC had just over 50,000 residents. Approximately, that is a 13% increase from the last major census in 2010.

There is no surprise there's a lot of the growth in the County, and of course, we are talking about unincorporated WC for most of this plan. Just for population's sake, 89% of the growth within that estimation is within the City of Pullman. The majority of residents, again, fall in that college-age cohort, which is the "WSU effect", outside the city limits. This certainly changes because it is drastically more rural with age differences.

Just one example on the right hand of the page we have on the comp plan that talks about these age structures. On the top there, the majority of the age is in that 20-24 bracket. On the bottom is just a breakdown of the race in the City and the make-up of the County.

In the Introduction section we introduce what is called framework goals. Framework goals represent the shared vision and values behind each of the Comprehensive Plan Elements. What we have done is drafted these and the County Staff, Mark, and Alan have reviewed this, as well as the public input that we received from the survey.

So if you haven't seen, we have had a survey up for a number of months. We actually just ran the results once again since that last one. It was about a month ago and it looks like it has finally run its course. We have received almost 400 responses which is just absolutely amazing for a rural comp plan update. Really just for any update.

It is just amazing that we got that much feedback. We've read all those and a lot of the feedback to that feeds into a lot of the framework goals, too. Also, understanding what we have heard from you at our joint kick-off meeting back in January, as well as the other meetings and discussions we've had with staff.

I want to preface this with these are not in any particular order. Not one is greater than the other, they are just really a list of framework goals.

Next page. **Framework Goal 1 – Preserve rural character and family farms.**

Preserve and protect the county's rural character, which includes productive agricultural lands, large open spaces, and sweeping views of the Palouse hills. The preservation of rural character and family farms shall not only include the county's scenic beauty but also the protection and sustainability of the rural way of life, providing opportunities for employment, income and a tax base while also limiting growth to rural activity centers and near urban centers.

We have heard this multiple times in the meeting as well as in the survey this is largely one of the biggest reasons why you all live where you do, is because of this rural character and rural way of life and the beautiful surroundings that you live in. So, we wanted to make sure that this was really captured in one of the framework goals. That will be also indicated in some of the additional goals in the elements that come in the land use element.

Next page. **Framework Goal 2 – Preserve and protect existing natural resources.** *In cooperation with State and Federal partners, preserve and protect natural resources, which will reduce soil erosion, enhance water supplies, improve water quality, increase wildlife habitat, and reduce flooding and other natural disasters.*

We are actually working on a map that we were just talking about this a week or so ago with Alan, and that will be included in the natural resources element which will indicate those areas within the County that have the potential for critical natural resources that are important for the County's operation and other private industries within the County.

Framework Goal 3 – Enhance countywide services. *Through innovative approaches, interagency coordination and responsible fiscal policy, provide for effective, supportive and well-planned services to citizens across the County.*

This one is pretty straightforward but it is really emphasizing that the importance of the County and the services that it provides all the citizens. We felt it was important to have that framework goal up front and center.

Framework Goal 4 – Support local business and countywide economic growth. *Develop an approach that supports local business while also supporting countywide economic growth through partnerships and collaboration with business, civic, and government leaders.*

You will see on subsequent slides, you've probably seen that one before, but I just wanted to use it again because it is a good summary. Those are the various partners that the County has and all those together helps support the local business and the private economy within WC.

Next page. **Framework Goal 5 – Protect environmental quality and respond to climate change.** *Anticipate and respond to impacts related to climate change by exploring and adopting land use strategies that foster the protection of clean air and water, fish and wildlife habitats, and healthy and productive ecosystems.*

So, this one is a relatively newer one for many jurisdictions but it is my understanding that this is important for the County as well, and so we wanted to put this one within that context and this will be also talked about in greater detail within the actual climate change section of the land use and environmental element.

Framework Goal 6 – Promote and improve mobility options. *Provide for a safe and reliable transportation network that enables residents, workers, commerce, and tourists to efficiently travel through and across Whitman County. Continue to explore and improve upon a variety of mobility options, whether via a car, transit, bike, or foot.*

We recognize that there is a variety of ways that people get around WC obviously, because of the rural nature that is going to be by personal vehicle, or truck or car. Then in those areas that have the ability to bike and or walk around which would be in your more "urban" areas around Colfax and Pullman. Then it is my understanding that Pullman is really the only one that has a full time transit service with the exception of the COAST service that is provided. This is kind of an all-encompassing framework goal.

There are other partners that you work with as well to try to make this happen. So, we put this as a framework goal. This will be talked a little more in detail on the primary goals of the transportation element.

Framework Goal 7 – Effective Land Use planning. *Develop county wide goals and policies that promote effective and consistent land use decisions that are responsive to local growth but also protect the unique character of Whitman County.*

A lot of this is that keeping things the way they are for the most part in the rural parts in the community while recognizing that you do have these small rural clusters around Pullman as well as the rural communities outside of Colfax and Pullman. So, that's where we are looking at promoting that, I wouldn't say large growth, but the majority of where things are happening, and then looking at keeping things relatively consistent in low density out in that rural area of WC.

Next page - **Framework Goal 8 – Ongoing public involvement.** *Whitman County residents and property owners shall be continually informed and provided ongoing opportunities for public involvement.*

We have been doing this several times during this process. Also the County has a page for the comprehensive plan update that folks can access at any time.

Framework Goal 9 – Support recreation and access to natural areas. *Support county residents in their ability to access outdoor recreation and natural areas throughout Whitman County*

through collaboration and partnerships, while recognizing the need to protect natural, scenic, and environmentally sensitive areas.

This one is particularly important to folks out in the rural areas because of your scenic beauty and just the surroundings that you live in. One thing, too, is good to note, which I believe was brought up in a previous meeting, is also respecting the property rights of people and not accessing those areas that are off limits but also just recognizing that you do have really beneficial areas for outdoor recreation. We just want to be able to capture that. But first and foremost, respecting the private property rights of people.

Framework Goal 10 – Preserve cultural heritage of Whitman County. *Recognize the value and importance of Whitman County's heritage, protecting important cultural and historical buildings and sites.*

We have a number of sites around the County and we just wanted to add that as an important notation and you do have a bunch of historical barns and other structures either within communities or outside. That was the last one that we added.

I guess I could stop there real quick and if anybody has any particular questions or anything I can lead into the specific elements. But, Alan, or Mark, if you wanted to open it up?

Alan Thomson – You have a question on chat on a previous slide.

Todd Hall – Okay, “*What happened to the age group 65 to 69? Did we lose that one?*” That is an important one. We’ll get that one fixed. Thanks for the heads up.

Mark Storey - We keep dancing around this concept of private property rights and it seems to me with all my dealings with WC residents over a lot of years, private property rights might be at the top of the list with a lot of people. Do we want to think about making it one of our framework goals or whatever you are calling those?

Todd Hall – Yes, absolutely.

Mark Storey – Make it its own goal somewhere in those 9 or 10, just have a statement about private property rights being extremely important to WC. I think that would solve a lot of people’s heartburn about how you mention some of the other framework items.

Todd Hall – That is one that we actually noted on some of your neighboring comp plans, the neighboring counties, and so that is a very good point, Mark. Again, the idea was not to put one before the other but with the property rights, I tend to agree. I think that one should be if not the top one of the top ones, if you want to order any in. We could certainly put Framework Goal 1 as private property rights and so we can frame one around that.

Mark Storey – As long as it is on the list, I would be happy.

Todd Hall – So, if there is anything you want to remove or add, these are the starting point framework goals.

Dave Gibney – Is that part of your #10? Maybe you want to move #10 up to start with #10 or anyway.

Todd Hall – We can have an entirely separate goal and I’ve seen one specifically addressing property rights, so I think that is good to include one that has clear language about that. So, we can add that.

Let’s see if there are other chats. *“Any intentions to prioritize goals or components of goals.”* Like I said these aren’t in any order but if Mark or Alan or others want to, after this meeting we can certainly talk about the order if that makes sense. I would agree that the property rights one could certainly be at the top if we are going to do that.

Art Swannack – Can I interrupt? I hate to do this, but I just discovered that Maribeth and Corey only put Tom on this meeting agenda, and not Michael and I as the full board. So, Michael and I cannot continue to attend so we have to leave. Sorry about that.

Mark Storey – Bummer. As long as they aren’t making decisions and discussing among themselves, I don’t have an issue but I think they are the ones who have to be comfortable with that. Not me.

Art Swannack – We are in a position where normally it would be notified as the whole BOCC would be attending something like this and the only one noted was Tom. It is not correct because we’ve had discussion earlier, but that’s the way it is. So I talked with Michael and we both believe we should get off so we don’t violate anything. Thank you.

(Commissioner Michael Largent and Commissioner Art Swannack left the meeting.)

Todd Hall – Thank you. I don’t see any more chats. Does anyone have any additional ones?

Alan Thomson – I want to say something about the prioritization of the goals. That gets to the question concern I have about how people understand and read the comprehensive plan. That there are some sort of priorities here. They are all priorities and they are all important and I don’t really think there should be a list of 1, 2, 3, 4, 5, and this one is more important than the other.

Maybe some sort of explanation that all these goals are important and there is not a hierarchy, in other words. That’s how some folks try to read the comp plan because it says you should do this and you can’t do that. Then the rest of it is moot. It’s like they try to say that something is more important than the other. They are all important.

Mark Storey – I would actually take the numbers off of them in that scenario so that there is not a perceived ranking.

Todd Hall – Just have them straight as Framework goals and there’s no valuation to them. A good point. Any other comments or suggestions? Or I can move on.

Next Page – **Economic Development** - Okay, this slide I believe I have shared before. But it is a good capture on some of the partners on economic development slide.

Economic activity – *creates jobs & supports county government*

- *Business Environment is influenced by government activities as well as availability and condition of local infrastructure (road, air, water)*

So, all of those combined provide the unique opportunity that some of your neighboring jurisdictions or counties may not have those, especially at the level that you do with having a major university or two nearby and then just all of the industry or agricultural significance that you have at WC.

- *Collaboration between County, Port of Whitman County, SEWEDA and other local chambers of commerce is key*

So all those partnerships together plays a big role on the economic, health, and sustainability of WC. So within the economic development element would:

- *Develop policies that focus on:*
 - *Supply of suitable lands*
 - *Job creation and retention*
 - *Identification/funding for key infrastructure improvements*
 - *Identification/execute partnerships*
 - *Economic development programs (education/funding)*

Next Page – **Economic Development Element** – I will preface this by saying again, these are not in any specific order. However, with that said, pretty much the organization of any comprehensive plan that you look at has a numbering system just for ease of use and organization. So, this is one of those cases where the framework goals, I agree that makes sense so that you are not valuing one or the other. But this is more of a sequential numbering system and we will have a goal with the acronym economic development 1 or T-1 and then the Policy, 1.1, 1.2, and so on and so forth. That is for organizational purposes to group like goals and policies together.

GOAL ED 1 – *Identify opportunities for diversification of the area’s economic base and enhancement of long-term economic stability for cities, towns, and the county.*

Policy ED 1.1 - *Coordinate with SEWEDA, incorporated cities and towns, Port of Whitman, local chambers of commerce, private business, and other economic development partners and citizen groups to explore and prepare strategies that promote economic growth and development in Whitman County.*

This really is that broad brush that all stake holders, all folks within these categories, play a role in the success of economic development within the County.

Policy ED 1.2 - *Support the Port of Whitman with their efforts to diversify, expand, and support existing trade, manufacturing, and services within and beyond the county’s borders.*

This plays a big role locally for the local economy but also with transporting the goods and services outside the County to other areas, outside.

Policy ED 1.3 – *Pursue grant funding, technical assistance, or other available options from federal, state and local agencies that help support the County and local agencies to coordinate and plan for long-term sustainable economic development.*

This is looking out for potential opportunities for assistance or dollars that help encourage economic development. That is a multi-agency effort either at the County level or partnership agencies that are out looking for that.

Next Page - **Goal ED-2** – *Retain Whitman County’s existing businesses and industries.*

This is critical for any jurisdiction no matter if you are a county or a city, small or large. Really, you know, you have your key core existing businesses and industries that have been there for five years or fifty years. It really behooves the County and all the partners to make sure they are doing everything they can to keep those businesses viable and sustainable throughout the decades to make sure that it is producing for the economy.

Policy ED 2.1 – *Support the retention of businesses and industries that are critical to the future economic health and prosperity of Whitman County.*

Policy ED 2.2 – *Identify any and all local, regional and state resources that support business and job retention programs.*

This gets back to the funding mechanisms, so that is through your partnerships either through county or other agencies that look out for the interest of economic development.

Policy ED 2.3 – *Identify and resolve any county impediments to the retention/expansion of existing business in Whitman County.*

This can be broad brushed. It can be either things that are at the County level, either the regulations that may be challenging, or it could be at the state level or federal level. It is really looking at what things that may be a challenge for businesses to operate. So the County is continually looking at those with their partners to make sure that the businesses stay operational and you can expand, too, when they need to.

Next page. **Economic Development**

Goal ED-3 – **Support business sectors that help create a healthy and sustainable economy in Whitman County**

Policy ED 3.1 – *Support the wide variety of business sectors and leverage on their strengths and advantages in promoting strong local economies. (Agriculture, Education, Technology/Manufacturing, Health Care, Natural Resources, Port-related economic development, Tourism.)*

You have a pretty diverse economy as do many counties, but obviously, your big ones are agriculture and education and you have a growing technology in manufacturing sector there. Then, of course, the Port plays a large key role there. We can’t forget tourism because a lot of folks come over either for football games or other activities happening in and around WC.

Policy ED 3.2 – *Home-based businesses, with appropriate zoning controls, should be permitted within the county as a way to promote innovative, low-cost, low-impact and sustainable economic development.*

We heard from a couple of folks in the previous meeting that this is an opportunity especially for the younger residents that are thinking about having a home-based business and so this gives that potential flexibility to do that rather than having the traditional employment methods. Which is still the dominant way for the future but this would allow or highlight the possibility of having a home-based businesses.

Policy 3.3 – *Support local tourism and recreation industries by promoting the natural, historic, recreational, and cultural amenities that Whitman County and the Palouse region has to offer.*

This is really highlighting the significant value that the Palouse and WC has to the State and the overall region and the country. There are people that come from all over to come see the beauty that you have around you and all the recreational opportunities that are there. I just wanted to highlight that tourism plays a key role in economic development, as well.

Next page. **Goal ED-4** – *Promote the number and diversity of businesses along the Pullman-Moscow corridor.*

This is what we have heard is kind of your life blood for a tax base in and around Pullman. We have added that goal to highlight that.

Policy ED 4-1 – *Expand retail and wholesale business opportunities along the corridor that provide consistent and predictable tax revenue for the County.*

We understand, and I know Alan and Mark have mentioned this before and probably the commissioners, that Pullman obviously has plans to expand and grow, but it is in the best interest now and in the foreseeable future that the County has an area that they can sustain. You have that tax sharing agreement and I want to make sure that you have this business scope and expansion in this area that you could sustain.

Policy ED 4.2 – *Explore business growth and expansion opportunities that limit impacts to adjacent agricultural uses along the corridor.*

This is something that I know you've heard both verbally and also through survey comments is that they definitely want to have opportunities for economic growth but not at the cost of impacting the agricultural uses that are in and around Pullman and the corridor. There are a lot of productive agricultural areas immediately outside of Pullman that we don't want to jeopardize. So, we are certainly mentioning that.

Policy ED 4.3 – *In order to facilitate future growth and expansion of the Pullman-Moscow Corridor, consider mixed-use development that encourages more intensive and compact development, incorporating housing and commercial uses, specifically along the north side of the corridor where water is available.*

This is one that the County staff has talked about at length and it is my understanding that there has been a potential interest in this or the opportunity to do that, specifically along that norther corridor. We have developed language and collaboration with county staff to highlight that. There is a potential based on

water availability and that is going to be one that Alan and Mark will say over and over again is that it is really contingent on that, is water rights and water availability.

Next page – **Goal ED-5** – *Development of renewable energy facilities to contribute to the economic health of the County.*

This is capturing on wind power, solar power or other mechanisms primarily showing example here of the wind power that is available throughout Eastern Washington.

Policy ED 5.1–*Support the development and growth of renewable energy facilities (wind power, Hydroelectric, solar geothermal) that fosters economic prosperity, living wage jobs revenue sources for rural landowners, increased tax base, while also increasing the economic diversity of Whitman County.*

Policy ED 5.2 - *In partnership with other local and regional business partners, including City of Pullman, Washington State University, and Schweitzer Engineering Laboratories, help promote renewable energy technology and manufacturing opportunities in Whitman County.*

So, you have a lot of folks within that Pullman area that play a key role in exploring these renewable energy sources. I know they have a significance amount of work there at the university, and are looking for opportunities.

Next page. **Policy ED-6** - *Allow and encourage development of compatible businesses in agricultural areas to serve farmers as well as to diversify employment opportunities in the region.*

Policy ED-6.1 – *Encourage and identify creative, compatible and beneficial use of resource lands other than agriculture to supplement income of farm families. Such uses may include tourism, mining, quarrying boating, hunting/fishing, recreation nursery, and renewable energy development.*

This is one we heard verbally at a prior meeting to have more flexibility and providing additional income streams for farmers throughout the year during the limited off season. I know you guys work really hard all year round but these are a couple that we heard having another opportunity for an income stream.

Policy ED 6.2 – *Limit commercial growth in unincorporated rural communities to agriculturally-supportive and tourist/traveler supporting businesses, while focusing more intensive industrial manufacturing uses within urban areas and along the Pullman-Moscow corridor.*

So, this just gets back at saying that we are respecting the rural nature of the smaller communities out in the County and have those small tourist or small service areas for the residents. But focusing the larger scale on uses around the Pullman-Moscow area.

So that concludes the economic development element and I know there are a few chats in here but I'll take a breather here and we can talk about this one a little bit more in depth.

Alan Thomson – Can you go back to the zoning map? Dave made a comment that the Corridor Zone extends further to the east. It looks like part of that map may be cut off.

Todd Hall – Yes, I think I inadvertently cut that off for this presentation.

Alan Thomson – I would answer the question, it does go to the border.

Todd Hall – My apologies for that. I know it goes to the border of Idaho.

Dave Gibney – You read an emphasis on the urban growth boundary of Pullman but the County is actually more interested in the area outside of Pullman. Pullman hasn't necessarily stated the intent to grow into.

Todd Hall – Yes. I see Rusty talking but he must be muted.

Rusty Jamison – I have some questions and comments in this area. Some of you might not like what I am going to say but, one of the things that I feel should be in this segment of this plan has to do with how to keep the County from being swindled by sharks that are really just after chasing money. This happened not too long ago, when the County just got done paying off a huge debt that they had when they were left holding the bag from the developers that had the plans and convinced the County to put money into it. Then when they got ahold of that money they just ran away with it and left the tax payers holding the bag.

Dave Gibney – The County never went through with that deal.

Rusty Jamison – I guess one of the things that needs to be in this, is something to the effect that a business plan needs to be presented if there is going to be anybody that comes to WC and wants to develop in a big manner. I realize that private property owners have rights to develop and to do things within boundaries in WC. But if you ever have a huge business, now I'm talking something the size of a Schweitzer again, that wanted WC to be their location for a huge expansion, then we need to have it so that we, some way or another, are expecting a business plan for what they want to develop.

We also need to have a way for someone or committee or something of people who are educated enough to look through a business plan and understand what it says in this area. I understand elected people and even volunteers like yourself, it is easy for someone to throw smoke to my face, if I'm being reviewing things that I really don't understand.

I guess what I'm saying here is that in this area there is a lot of vulnerability if someone came to WC, read all the things you just went through, threw a smoke screen at us and there's going to be a gold pot at the end of the rainbow. But yet we don't have any way to check to make sure that's going to happen. Do you understand what I'm talking about?

I see a lot of touchy feely things here but I don't really see any meat to how to keep WC, number one, from being swindled out of dollars. Number two, I don't see anything in here where we give the BOCC the authority to give a perk to a business who is trying to decide, should they come to WC, or should they go to Latah County or even some other county that is maybe in Montana.

I don't know how you would word it. I don't know the legality of those kind of things, but I do know as a business person that if I didn't get a perk from the County and some other county gave me a big one, you probably wouldn't even be considered in the end. The business wouldn't even consider going to WC. I realize that business can be really hard and not very nice sometimes but I'm just telling you the truth how business works. I don't see anything in here that really would attract the business to come to WC. I mean

all these things are nice but when it comes to dollars and cents, that's what we are really in WC. If we want people to come here and business to come here that's what we need to address.

Mark Storey – Maybe I could answer the question, because I understand what Rusty is saying. I got to live through all of the stuff he is referring to. It didn't really cost the County money other than just a lot of time. What Rusty is talking about, number one, is a BOCC decision that if they want to do something like that, they can. But I don't know that the place is in the comp plan as much as it might be in the actual zoning code itself, where you might put protections in, where you are actually implementing plans. Am I correct?

Alan Thomson – Yes, you are. It is not necessary to have that kind of detail, Rusty, in our comp plan. This is a generalization. We are not going to get into detail here. What you are referring to is the Hawkins Project and as Dave and Mark have said, it didn't cost the County anything. The economy fell through the floor in 2007, just when Hawkins was getting going it sounded great. We had a reviewed the contract. Denis Tracy, the County Prosecutor, reviewed everything so there is a process if we ever get into a situation like that again. But it doesn't have to be a detailed in the comp plan. These are things that the BOCC and the County Prosecutor would deal with at that time.

Tom Handy – As far as the perks, as you mentioned them, a lot of the perks are just controlled by the RCW's. There are just certain things that can be offered and certain things that can't. With the tax increment financing things that are going through right now, that gives more actions, but still this state is pretty closed down to that idea where other states are very open to it. I don't know about Idaho, but there are states that advertise that pretty heavily and attracts some very large businesses because they are able to use tax money to finance their projects.

Alan Thomson – That was the deal with the Hawkins Project. The County made up for infrastructure and that is a typical business deal anywhere in USA where businesses want to come here, to help them finance a project. Of course, if the project was done and we had all those businesses in there that would have been an economic boost for the County. But it never materialized because of the economy.

Keith Paulson – Is that why we lost Schweitzer? Schweitzer is now building in Idaho. Is that for tax reasons or perks?

Alan Thomson – I don't know.

Keith Paulson – They moved for some reason.

Tom Handy – It is cheaper to do business in Moscow than is it in Pullman.

Mark Storey – There is also land available.

Tom Handy – There is that, too. Employment taxes are much higher than they are in Moscow.

Mark Storey – Schweitzer could have left our region a long time ago. There are a lot of reasons to leave our area, and they haven't. They are in a category that want to be in our region and we should be very thankful for that.

Alan Thomson – As Dave Gibney has just noted they are not leaving WC they are just expanding and so we still have a big representation of Schweitzer in WC. They are not moving.

Brian Davies – Being a two-year employee owner here, the reason we are going to Idaho is because we ran out of room in the Port. We only have about 20 acres left that we can develop. I think it is the philosophy of the company to spread the wealth around. So we are now giving Latah County the opportunity to see some growth and economic opportunity that they certainly deserve, because a lot of our employee owners live in Latah County.

Alan Thomson – Rusty, one other comment regarding big projects like the Hawkins Project, that would only have been possible because of water. That is a limiting factor here in WC and the fact is that property has a water right with it. That is the only reason why the Hawkins project was proposed in the first place. Now that property is in the hands of the Druffels and there is still a potential for that to be developed because of water and water alone.

Rusty Jamison – Well, okay, I guess the main thing I wanted to say is somewhere, maybe this isn't the place, but somewhere WC needs to have a way of reviewing a business plan thoroughly. I realize that the elected change positions periodically and it doesn't mean that those elected don't understand all the business and stuff. But it does mean that you could get somebody on there that really is not a business person.

All I'm saying is that if somebody was a shark, and I know there are a lot of them out there, was able to convince WC that their intent was good and they were given a perk that they could run off with it. If, in fact, the elected that were in charge of reviewing it didn't understand.

All I'm saying is somewhere I think there needs to be a safety net here so that an official business plan would be reviewed by people. I know you said a lawyer could do that, but there are good lawyers and bad lawyers. Again, I don't know Denis, but I don't know when he is going to retire, but I do know that in the future, there's going to be a replacement. All I'm saying is if there was somewhere in here where we could say, that if a business wants to come and develop in a big way, they need to put in and be prepared to give us a very thorough business plan of what they want to do before WC would support them with any kind of monetary support.

Alan Thomson – That would happen. Something of this magnitude would have to go through a planning process. Along with that planning process and platting process is the plan, the business plan. So, I don't think the BOCC are going to be naïve about this, nor the County prosecutor, but the process that is in place right now for such a development as you are talking about will go through a thorough review.

I don't think that, for one, it is not the appropriate place for sure, to put anything about this in the comp plan. The details should be in the development plan and one of the development regulations and a planning process is already required. They will approach me first in the Planning Department and I'm going to want some details. Eventually, the BOCC will get involved in this. Denis gets involved in this, and what is your plan? That is all part of the discovery when we are going to see what the plan is and then the BOCC have to make up their minds about it.

As long as it is allowed by code, which is the language we have here in the comp plan that is the first step. Then the development regulations which we will address, after we get past this part. Then if someone approaches us we are going to ask them for a whole plan. It gets evaluated.

Rusty Jamison – Okay, you don't think any of those kind of details even just in a paragraph form need to be in this economically developed plan you are putting together now?

Alan Thomson – The language that I see in the plan right now is sufficient. This is the very high view that we are willing to look at somebody to expand like this. The details do not need to be in the comp plan. It is just the big view. When you get down to the details that is going to be in one of the development elements. That is what we require of you. So, when someone comes in with a plan to build something, I have a set of steps that I ask them to produce. Give me these details. That is a development code, not a comp plan.

Rusty Jamison – Okay, it is comforting for me to know that you have that in place and this is more of a big picture to try and encourage someone to come here.

Alan Thomson – I think we have it covered, Rusty, in the comp plan.

Todd Hall – Do you have any other comments? We have a pretty large transportation section to get through but I want to be respectful of answering questions.

Tom Handy – Somewhere along the line you mentioning that only the northwest side of the corridor had water? I was curious what water you are referring to?

Alan Thomson – That is the Hawkins Project. They have a water right and that is the only place to have a water right. So unless you find water somewhere else, that is really the only place that can be developed to that magnitude.

Tom Handy – Okay, so the only place along the corridor means that property that Druffels own with that water right is the only property that can be developed along that entire corridor?

Alan Thomson – No, the only property that can be developed to that large extent. We can have individual businesses go in there on an exempt well which is up to 5,000 gallons a day. That is still appropriate and if someone found an appropriate location along the north or south side, the south side is problematic because of access. All you've got is one access road and the rest of it, no access there. So the north side is the place that could potentially be developed. You've got topography problems there, and individual businesses could go in there with an exempt well.

Mark Storey – As part of the goal of the Pullman tax sharing agreement, was to encourage the savings of money by both the City and the County to put into basically a capitalization plan to be able to extend services out there in the future and allow more development into the corridor by the City and the County, a mutual benefit of both.

That was something that when Mark Workman and I were negotiating through that whole agreement, that was one of the key parts to the agreement. So, that is a goal, whether it gets realized is still in the future, but I think we need to keep that in mind in the future as well. The City and the County are trying to collectively figure out how to get more services out there in the future.

Alan Thomson – I see that Chad had a comment earlier on. *“How do we rectify opposing framework goals?”* I think that is a pretty important question and we were talking about that a little earlier about

ranking these goals. It is not meant to be mutually opposing each other. You know, one is better than the other and if you see something that says you should develop in such and such a manner that it outdoes the rest. That is the concern I have about the current plan and the concern I would have about this one is that they are not mutually exclusive. They all work together and they are all just as important but just because something states that and it could be interpreted that you can or cannot do this therefore you shouldn't do it.

It is a difficult one, Chad, but again, I think they should not be ranked. We should have a statement in here that they are all important. You can't exclude one from the other.

Chad Whetzel – I understand that but it was somewhere around the ED-5 range I think, they are talking about wind power, solar. A lot of people come to the Palouse to take pictures because of the wide open spaces and things like the wind towers negate that. Nobody goes up to Naff Ridge to take pictures anymore because it is not what they are looking for. I'm not saying we need to rank things but we have two mutually exclusive policies there. How do you fix that?

Alan Thomson – It is a development regulation. So we have a development regulation that allows for wind farms to be developed. So that is a decision, we got it written into the comp plan and we've got it written into the development regulations and some people object to it. That is the nature of planning. Some folks don't like certain things to happen but it is a political decision. As long as the comp plan covers that, such a thing as wind turbines and the developer regulations are there, it can happen.

Chad Whetzel – I understand that and I'm not saying that this is the only thing, that is the first thing that popped into my mind when Brian asked his question. I guess I don't, yes, it is available and from my recollection the only reason why we ended up at the time, was because if we didn't the State was going to allow it to be done anywhere it wanted.

Alan Thomson – You are talking about Energy Facility Site Evaluation Council (EFSEC) and that is always a possibility. So, that was a BOCC decision. A political decision in order to create this. So, you put your finger on the idiosyncrasies and the conflicts in the comp plan. You have a bunch of elements that seem to be in opposition to each other. I think if you, figure that one out and that is exactly what happens. People can use one to leverage against the other. That is not how a comp plan should be interpreted.

That is how it is interpreted by some people. Herein lies the rub with me is that can we put a statement in here that says we don't want that to happen. That is not how comp plans work. We can have obnoxious things going on out there.

The quarries, for instance, not a good thing next to residential areas, but we still need quarries. You've got that conflict, an inherent conflict, and we try to spread them out and negate the conflict as much as possible. But we are not going to stop quarrying because residential people say we don't want quarrying in WC. We've got that as a natural resource in one of the elements. We've got residential as one of the elements. Those two can be opposing, but they are there and they are allowed. Yes, you get conflict.

Chad Whetzel – I guess my biggest concern is, and not so much the wind power because those things can be worked around but one of the things and I know that the State is big on pushing this but where we talk about reducing the potentials of climate change. Depending on who you listen to and who you, what the views are, that could be as extreme as anything as agriculture in general, but very much negates the effects of farming. I don't know how you reconcile that.

Alan Thomson – It can also be a benefit to farmers because and that was part of the reasoning for doing this, those landowners that have turbans on their property are getting the rent.

Chad Whetzel – Right, but one of the biggest pushers right now that they are saying and it is depending on which PhD's you want to believe. They are pushing hard that cows are one of the major contributors to greenhouse gases. So, are we going to eliminate cows, which is farming? That is part of the cultural area.

Alan Thomson – I don't know what the solution is to you, but we've got a lot of conflicting things that happen in planning and we have to learn to accept them. You know, if some residential landowners out there got their way, we'd have nothing happening different within that certain radius of their houses. That doesn't work.

Chad Whetzel – My question on that one is to what extent does the climate change need to be in this? Because I haven't been around as long as a lot of people. But in my life time it's been global warming, it was global cooling, it was the ozone layer is depleting and now we've settled on climate change for the next 15-20 years. Do we want to specifically mention something along those lines when this will change?

Alan Thomson – That's the trend in comp plans all over the country right now.

Chad Whetzel – We should be trend setters and go a different direction.

Alan Thomson – Well, your comments are noted and ultimately we will have a decisions made on these things and it will happen when it happens.

Brian Davies – We are all at the mercy of the environment and the weather and what happens and I think we are going to see that this summer. You know it is science, believable science, Chad, and I don't think there is any reason we shouldn't exclude it from our comments. Thank you.

Todd Hall – Let's move on to transportation. Thank you for your comments. Certainly send your comments after this meeting to Alan. Staff is always accepting those.

Next page – **Transportation** – *Goals, objectives, policies and actions supporting multimodal and effective transportation methods geared towards the needs of Whitman County.*

Analysis of existing transportation methods:

- *County Road Systems*
- *City Road Systems*
- *Rural Road Systems*
- *Freight*
- *Airports*
- *Ports*
- *Bicycle Routes*
- *Trails*

Analysis of future development and uses:

- *Maintain and improve road system.*
- *Consider transportation consistency with Comprehensive Planning needs, policies and goals.*
- *Support alternative transportation methods.*

Framework Goal 3 – Enhance countywide services

Through innovative approaches, interagency coordination, and responsible fiscal policy, provide for effective, supportive, and well-planned services to residents across the country.

Framework Goal 6 – Promote and improve mobility options

Provide for a safe and reliable transportation network that enables residents, workers, commerce, and tourists to efficiently travel through and across Whitman County. Continue to explore and improve upon a variety of mobility options, whether via a car, transit, bike or foot.

Next page. **Goal T-1 – Safe and reliable multi-modal highway and county road network**

Policy T 1.1 – *Recognize the needs of all transportation system users in the county, including motor and freight, bicyclists, pedestrians, and public transportation.*

So this is another all-encompassing one recognizing that we have multiple people and users that are using all forms of methods.

Policy T 1.2 – *Ensure the transportation needs of all types of rural users, including farming vehicles, and other heavy equipment are met through ongoing maintenance and access to all County rights-of-way.*

I know Mark and I talked about this early on just making sure we got something in here that talks about making sure you have adequate rights-of-way in areas for heavy equipment to travel on the County road system.

Policy T 1.3 – *Continually coordinate with WSDOT and other agencies to monitor and improve traffic safety of highways and intersections at county facilities.*

Next Page - **Goal T-2** *Maintain county road facilities to ensure continued function and mobility of goods and services.*

This gets back to economic development obviously, is making sure you have that safe and reliable network of roads.

Policy T 2.1 – *Maintain and improve the County’s extensive state highway and county road system at a level adequate to serve the needs of each area of the county, including movement of agricultural and other products, access to county parks and port district facilities, industrial and commercial sites, Washington State University, and existing communities.*

So you’re not just looking at the southeast area of the county which is the most populated, but the entire county.

Policy T 2.2 – *Prioritize cost-effective maintenance and preservation of County road facilities to ensure long-term life span.*

As any public works agency, whether it is WC, Pullman, or west or east side of the mountains, everybody wants to make sure that you have mechanisms in place that make sure you always are keeping up on the maintenance and preservation. So, you have that capital improvement plan, capital facilities plan, transportation improvement plan and dedicated funds to make sure that your maintenance and preservation of these facilities is stepped up.

Policy T 2.3 – *Maintain access to all major County road facilities in all weather conditions to ensure emergency service, public transportation and the movement of goods, services and people.*

Mark Storey – For one, I have been going through and doing a detailed edit of the stuff that you sent me on Section 3 but one of the things you do in here a lot is you use maintenance and preservation almost interchangeably. I would say in most locations you want to use both words, not just one word or the other. Because then there starts to become some of a legal interpretation so what are the differences between preserving and maintaining. I just wanted to say that while I was thinking about it because it is a common mistake for people to use those words interchangeably and they are not.

Todd Hall – I guess the question, it doesn't have to be answered here but we will work completely satisfied with the terminology that you use with nomenclature so you can certainly provide that feedback.

Mark Storey – I just wanted to say something so others would know there is a difference too.

Todd Hall – I got your message today so I appreciate it.

Next Page – **Goal T-3** *Provide safe and accessible non-motorized routes such as bicycle paths and trails.*

Policy T 3.1- *Multi-modal facilities should be designed to reduce conflicts and hazards where bicycle, equestrian, and pedestrians use major state and county roadways.*

Policy T 3.2 – *Priority should be given for improvements to 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.*

I know that our last meeting that we had a discussion about the trails, specifically with regards to the Colfax-Pullman route. But this is really getting at the point where the County wants to be a position of encouraging and supporting the potential for non-motorized paths and the expansion of those. But not specifically stating any certain one. We just wanted to make that clear.

Policy T 3.3 – *Designs for road improvements shall be evaluated for their ability to decrease conflicts between all transportation modes and hazards to travelers.*

Next Page – **Goal T-4** – *Develop and maintain a multi-modal regional freight transportation system to serve agricultural and industrial uses in the county.*

Policy T 4.1 – 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.

This probably exists already but we just wanted to have a broader statement that talks about this. I believe the previous plan had something along the lines of this and we are maintaining that message.

Policy T 4.2 – 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.

This one is a common one and some of them, Mark, we can certainly massage this one a little bit, depending on how specific you want to be. But we added that for now.

Policy T 4.3 – Through education, public involvement, law enforcement and signage, consolidate heavy vehicle traffic onto designated Haul Routes.

It is my understanding the County has designated haul routes. I just wanted to make sure they are utilizing them to the best possible and not going in areas where they are not supposed to go and damaging the roads that can't handle heavy loads.

Policy T 4.4 – 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.

Policy T 4.5 – Emphasize and implement design standards for all-season roads to access industrial and commercial areas on designated Freights and Good Transportation System (FGTS) and Haul Routes.

All three of these get at that system and I believe that a lot of these were in the previous plan, as well, so maybe just tweaked slightly in wording.

Next Page – **Goal T-5** – Maintain a safe Pullman-Moscow Highway (SR270) Corridor

Policy T 5.1 – Promote safe traffic conditions along the Pullman-Moscow Highway (SR 270) between Pullman and the Idaho state line.

Policy T 5.2 – Coordinate with County Engineer, Parks Director, Planning staff and other agencies, organizations and interested parties in reviewing capacity and safety needs and improvements along the corridor as development continues.

Policy T 5.3 – Modify development standards, as necessary, to minimize and/or prevent increased access directly to and from SR 270. Where appropriate, consider alternative access points to the highway, such as frontage roads.

I know years ago that was a two lane road and safety was paramount and a significant challenge since the highway has been widened as with four lanes, actually five if I am not mistaken, in certain areas you have

that middle turn lane. That has helped, however, with that said, I know the goal with any state highway especially one that has significant travel to and from Pullman and Moscow, with that much traffic you are going to want to minimize access points because that significantly reduces the conflicts and potential for accidents that happen. I know this is something that is a broader picture it is a state level as well and we are always continuing to learn that, safety mechanisms.

Next Page – **Goal T-6** – *Encourage land use types, mixes, and densities that promote efficient multi-modal transportation systems*

Policy T 6.1 – *Encourage efficient and orderly development by identifying and evaluating properties that are conducive to mutual planning through reciprocal cooperative agreements. This includes those areas around Pullman that are identified as residential cluster areas.*

This one overlaps between the land use elements as well, so we will probably be talking about that. This particular element and how the developer and land use types play a key role on how transportation is planned and happens.

Policy T 6.2 – *Encourage development that is consistent with the Land Use Element which reduces conflicts, minimizes the needs for expansion of the county's road system and maintains the same level of service for road facilities.*

Again, this is basically the tie in of how land use and transportation work hand in hand.

Policy T 6.3 – *Review all proposed land use development for consistency with the transportation system. Encourage placement of residential, commercial, and industrial uses in areas with existing access to appropriate infrastructure to support such uses.*

This gets back at both land use and also economic development and the comments that Alan made about water rights and where the water is available. All these things kind of play in to how development happens so there is a lot of interplay between transportation and land use and economic development function.

Next page. **Goal T-7** – *Protect and support existing air transportation facilities in Whitman County.*

Policy T 7.1 – *Existing airports, specifically Port of Whitman Business Air Center and Pullman-Moscow Regional Airport, 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 Land Zoning Overlay.*

This is something that has been in existence for a very long time. It was in your old plan and I know the airports themselves have their own plans. But this is basically solidifying that on all fronts to make sure that these are key assets and important features and not only the transportation but also economic development. That is a stated policy.

Policy T 7.2 – *Sites for new airstrips and airports shall be evaluated for safety and impacts on existing land uses as defined in the development standards section of the Zoning Ordinance.*

This is one that was also in the previous plan and I know that you have a number of small little airstrips scattered throughout the County so we wanted to maintain that policy.

Policy T 7.3 – *Commercial and industrial uses near or adjacent to airport facilities should not conflict with aircraft operations.*

Next Page - **Goal T-8** – *Support public transportation options that are available to populations in need.*

Policy T 8.1 – *Support organizations and programs (i.e., COAST) which provide transportation options for groups in Whitman County, such as the elderly, who may not have the same access to transportation as the general population.*

This is a very common policy in many both urban and rural comp plans so we wanted to make sure this was captured and note the importance of the COAST services that are provided.

Policy T 8.2 – *Collaborate with other rural counties, cities, towns, and the State of Idaho to seek and develop solutions to the transportation needs of the elderly and disabled.*

I know this is kind of a broader picture not only in Washington State but also the whole region. Because you are interlinked together whether you like it or not, and you guys know that. Moscow and Pullman have a lot of connections as well as Colfax and Pullman and all that area. So, you want to make sure you recognize on those relationships that you have to all your cities, towns and rural areas.

Next page - **Goal T-9 Participate in state and regional planning for transportation facility needs and funding within Whitman County.**

This gets out to both regional partners, which are the PRTPO and then WSDOT.

Policy T 9.1 – *State highway planning should reflect the priorities and constraints identified in local planning and public works programming. Primary state highways running through Whitman County (i.e., SR 26, SR 270, US 195) should remain top funding priorities for safety and mobility improvements.*

This was one that was in your plans so we captured that and reworded it slightly.

Policy T 9.2 – *Continue active coordination and communications with State transportation 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.*

Policy T 9.3 – *Where appropriate, collaborate with Palouse Regional Transportation Planning Organization (PRTPO) to help promote and improve local and regional, transportation needs and projects in Whitman County.*

So, just wanted to highlight those interlinks between your partnerships. Of course, Mark, I know we haven't had a chance to chat about these but we will certainly massage these and add more and take more comments for both. That's all I had on the transportation so we will open it up again for discussion.

Mark Storey – I have been interfacing with the RTPO and talking about regional goals versus just Whitman County goals. So, that process is already started and we have exchanged several documents on what that might look like for us and for them.

Then also, I saw in the chat box, Jeff Guyett was asking some questions about design standards for roads to accommodate AG equipment. I don't know that it is these overall goals but it is in the transportation chapter. I've been editing and putting in information in there about that. You can only do so much of that. The reality is that stuff is bigger and heavier all the time.

The bigger issue is bridges and we actually collapsed a bridge two years ago because the combine was too heavy and it went over the bridge. So, those are some issues we are looking at in the actual chapters rather in the big goals.

Jeff Guyett – Mark, I noticed there was some design aspects in the goal. You wouldn't necessarily include that in any of those design aspects here in the comp plan? Is that what you are saying?

Mark Storey – They will be in the comp plan but in the actual chapters rather than the overall. We could put a little more in there. That would be fine with me and I was going to take a look at this a little bit closer and make sure it is consistent with what I am doing on the Transportation chapter that I've been editing here for several hours.

Jeff Guyett – The outline in T 4.5 above Freights and Goods Transportation System. It seems to me you could simply add large AG equipment or something like that.

Mark Storey – The width of the AG equipment is a bigger issue except on bridges because really the pounds per square inch on tires for AG equipment is quite low. It's the total weight that gets you and that's where it hits you on the short span bridges.

Jeff Guyett – The rolling shoulders too, so you have to be able to build those out right?

Mark Storey – That is a county-wide problem.

Jeff Guyett – I did have a question in there about supporting public transportation, specifically COAST. I was wondering if there was a definition of what that means, support. Does that mean cost participation or is that necessarily an advocacy for those services and partnering where you can or does it mean both? Maybe this isn't the place to do that but it would be interesting to know what that word, "support" means in this context.

Mark Storey – I think everything in here pertains to land use planning.

Todd Hall – Correct me if I am wrong, but I don't think any of it is a monetary support. It is always a collaborative land use or other work with support.

Jeff Guyett – Okay, thanks.

Rusty Jamison – Mark, I have some questions on this whole presentation. What authority do you have on the things that are listed here versus the State having the authority? For example, you showed some pictures of the train, the railroad track. Do you even do any coordination with the State owned railroad that is here in WC and the businesses that leases those tracks? Does the hauling of whatever they haul in WC? Is that strictly the state?

Mark Storey – We work with everybody in here at some level. Remember, this document is all about land use planning. It's not about management of the road system or the rail system or what else. It is about land use planning and the support of those industries.

So, when we are talking about doing something with rail, it is talking about maybe allowing some rail friendly use in some part of the County. None of this actually says what we are going to do to manage the actual road system. It is just a land use in support of the road system or some of our goals of how the road system would support land use. But the goals are not necessarily management actions for the road itself. It is the goals of what we are trying to accomplish for overall economic growth and vitality, I guess. Does that help a little bit?

Rusty Jamison – Well, it does, because if that is what really the intent of this whole document is going to be, I think it needs to be stated very clearly at the beginning so that the person like myself that is not in the transportation, would understand exactly what I am reading. Because as this whole presentation was given tonight, I'm thinking why does this need to be in the WC document when you don't have authority to either enforce or even oversee this area?

So, for me as a public person, if it was stated right at the beginning what the intent of this is, I guess would be the right word, and what I'm reading versus, what I'm letting myself imagine as far as you being the overall manager of all of WC transportation. What authority you have versus what you don't have. Do you understand what I am saying?

This whole presentation was somewhat confusing to me because I know what you have authority over in WC but I really don't understand what all you, why some of this stuff is in here when it is not WC until you just said it.

Mark Storey – You are making a great point and I think I need to take that very seriously and look back at the introduction as I review this. Those of us in the business tend to forget that we are the minority in the business and that everyone else is looking at this a different way than we are. So, I think you bring up a very good point. We need to make sure our introduction is carefully worded so that people don't misunderstand what this is actually trying to accomplish.

Rusty Jamison – I guess I would say I'm a lay person when it comes to this. I'm reading more into it than I should because of what is missing in the beginning.

Mark Storey - I would challenge Todd, that you and I probably need to look at that a little closer in the introduction but the reality is people will take bits and pieces of this without reading the introduction. That is just the nature of humans.

Todd Hall – I've been doing this for 20 years and I know Mark and Alan have been doing this for a long time. This is a common disconnect. Mark said it eloquently in terms of all this is really the connection between the functions of these subsets, transportation, economic development and the land use.

So, Mark has his authority on the number of things, but this is really kind of a higher level picture and the connections to the land use pieces. But I agree 100% with you, Mark, we can certainly connect here and maybe you Alan, Mark and I can talk about how we get that message across clear so that the general public understands that and what the Counties' authority and your roles in each of these areas plays a part in this. That is a point well taken.

Rusty Jamison – I thought the comments that were made about the COAST van were very good. When I look at that I'm thinking, is WC financially supporting the transit system or are they saying that we support any private business that comes into WC and helps transport our citizens as a business to make profit?

The way I looked at this and the way it was presented was some financial assistance given to this company to start transporting people. Well, that is not the case is what I heard later, is that true?

Todd Hall – I don't know, maybe Mark or Alan know the history.

Mark Storey - Let me make a statement on this. This plan does not preclude the BOCC from working with COAST or anyone else to help support them financially. At the same time it doesn't bind them to do so, either. All of that is within the purview of the BOCC. If they have some project that they believe that is appropriate for public money and they want to put some public money towards it, they can.

What this does is encourage private development and regulations that will support rather than hinder these elements, and COAST is a good example. We don't want to adopt any regulations that makes it harder for COAST to do their business. It's like anything else, we don't want to adopt land use regulations that make it harder for businesses to open up in the Pullman-Moscow Corridor. That is another example but that doesn't say that we are going to financially support them either. We are just trying to make it easier for those things to exist and thrive.

Rusty Jamison – Okay, for me as a person that doesn't work in this all the time, I think somewhere at the beginning of this whole plan that a comment like you just made needs to be in there somewhere. So when I am reading it, I understand what your goal is with what you are saying in each sub paragraphs. Because right now, if I were to read this and it was finalized the way it is I wouldn't understand what you just said.

Mark Storey – It's a good thing we are recording this, because I'm not sure I can say it twice.

Todd Hall – Very well noted. We will have a discussion on that. Thank you.

Alan Thomson – There was a comment by Dave Gibney earlier about rail banking. So, Dave, in the draft plan there is very much mentioned of rail banking. It is in there.

Dave Gibney – I do see it in transportation. I'm pretty limited to what I can look at. I will hopefully review the whole thing.

Alan Thomson – Not in this part. It is in the other draft plan.

Dave Gibney – I think it is part of land use.

Todd Hall – It is in parks, rec and trails, which isn't what we are talking about tonight but it is forthcoming.

Dave Gibney – I think it is important that that where it applies is more actually in land use and transportation than it is in trails. The purpose of rail banking is not to be a trail. The purpose of rail banking to preserve the railroad right-of-way for transportation purposes.

Alan Thomson – This element here is parks and recreation which I think is an appropriate location for it.

Dave Gibney – Again, I'm really going to disagree. The purpose of rail banking is not to make trail. The purpose of rail banking is to preserve the right-of-way for transportation. A side effect is that you can put trails on it. The purpose of rail banking is to preserve the right-of-way of the railroad, which is transportation.

Mark Storey - I think I agree with Dave. I don't want to say that it should be used in all cases but it should be mentioned in transportation because it is a transportation related element. It can also be mentioned in recreation with the ability to turn something into a trail but the rail banking in and of itself just to preserve rail corridors, I think is something we need to think about.

Alan Thomson – Another comment on one of the photos here, Todd, downtown Pullman with that diagonal parking. It might not be the most appropriate photo to have in there. That was a bad idea. It never happened, thank goodness.

Todd Hall – Okay.

Dave Gibney – I don't know about thank goodness, but that version didn't happen. It's not over yet but diagonal is good, maybe backing diagonal probably not, and this was just an experiment. You shouldn't have a three-month picture in a 20-year comp plan document.

Todd Hall – That is good to know. I was not aware of that. So this was like a test case?

Dave Gibney – Yes, on the wrong side of the road.

Todd Hall – I don't remember ever seeing that in Pullman when I was there last.

Dave Gibney – I think we will see diagonal parking in downtown once it is not main state highway through the area. But I don't think we'll see back in diagonal parking.

Todd Hall – You are saying when and if there is a by-pass?

Dave Gibney – When the by-pass has happened downtown is going to go back two-lane, two-way and all that but that is some years out from now. Maybe not in my lifetime.

Todd Hall – Do we have any more comments? Noting the time but certainly open to any all comments and send notes to Alan and Mark as you think of them.

Our next meeting will be in two weeks, same place, same time, same channel, June 16th review of the parks and recreation, natural resources, and public facilities and utilities element. This will be the next batch.

Then on June 30th, my colleague, Matt Covert will be presenting the final one; the critical areas, environmental and land use. Certainly the largest one is the land use element.

Again, I sincerely appreciate speaking on behalf of the County staff. We appreciate your input and participation throughout this process and we are looking forward to meeting with you all again in a couple of weeks. Alan, you have that sheet, right, and the website?

Alan Thomson – Yes, there are different logins so I will be sending you the appropriate connections before the meetings. There are three different logins. Thank you very much Todd.

Todd Hall – Okay, everyone have a good night.

Mark Storey – The new links will always be on the Planning website where it talks about the comp plan so you don't have to be emailed the link.

Alan Thomson – The links are different so each one for the next two weeks are there.

Todd Hall – I have this on the screen. Go to the webpage and you will see the links at the top. Virtual public open houses, participation details and then all the other stuff. Thank you all.

7:59 p.m. – Public Hearing closed.