City of Clarkston Comprehensive Plan

Adopted May 13, 2019
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Credits and Acknowledgments

The 2019 Comprehensive Plan was adopted by the City Council for the City of Clarkston, Washington, with technical assistance recommendations from the Clarkston Planning Commission, city staff, and consultants.

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Clarkston's
Community Vision Statement

With continued growth and change expected in the City of Clarkston region, it is important that the City formulate a clear vision for its future. The comprehensive plan provides the City with an opportunity to articulate that vision into reality. The following statement serves to guide the comprehensive plan. The goals and policies in the plan are intended to support and implement this vision.

We, the citizens of City of Clarkston, envision a Community that respects and preserves its historical and cultural resources and provides an effective stewardship of its outstanding scenic and natural features; a Community that maintains its historic rural identity while encouraging a balanced, cohesive community; a Community that continues to thrive in its location where residents' various physical, educational, economic and social activities can be pursued in a safe, attractive and healthy environment; and finally, a Community that has an adequate tax base to provide a high level of service to its residents.

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EXECUTIVE SUMMARY

Who Are We?

Near the confluence of the Clearwater and Snake Rivers, at a bend in the Snake River, is the flat which today is the site of the City of Clarkston. Long ago these sandy flats were a dry "no man's land" traversed by Nez Perce Indians on their way to seasonal campgrounds at the mouths of Alpowa and Asotin Creeks. In 1805, on their exploratory mission to the northeast, Lewis and Clark traded at these Nez Perce camps with Chief Looking Glass.

In 1805-1806, Lewis and Clark passed through the county as well as Captain Bonneville in 1834. A ferry was established on the Snake River in 1855 to accommodate thousands of miners rushing to the goldfields.

As early pioneers and settlers began to come to the area, they found the flat a difficult place to live. Although bounded on two sides by the Snake River, it was a laborious chore to haul ample water supplies up the steep rocky incline from the river to the flats. The flats were too dry for growing grain, but nearby farmers and ranchers wintered their stock in this area which had milder winters than the surrounding hills. The name 'Jawbone Flats' was given to the site by the handful of homesteaders that lived on the flats. The origin of the name 'Jawbone Flats' has been disputed. Some say the name was taken after a particularly severe winter left skeletons of wintering stock strewn across the flats in the spring, other say the name originated from the shape in the bend of the Snake River.

The goldrush of 1861 brought an influx of people and a port to Lewiston, Idaho, located just across the river from 'Jawbone Flats.' In turn, Pearcy's Ferry was established to ferry farmers, homesteaders, and their needed supplies from Lewiston across the Snake River to the present Clarkston shore. In 1881, a ferry was established at Asotin.

In 1899, a cantilever toll bridge was constructed across the Snake River between the cities of Lewiston and Clarkston. The Union Pacific Railroad also considered the site as a junction, connecting the railroad from Portland, Oregon to Huntington, Oregon and Lewiston, Idaho. Rear wheeler boats were a common sight on the Snake River, bringing supplies upriver from Portland and transporting grain on the return trip.

In the 1880's, a Boston company formed a group of investors that purchased land in northeastern Asotin County, including the site which is now the City of Clarkston, for development purposes. Two representatives of the company; Cassious Van Arsdol, an engineer and E.H. Libby, a promoter, along with Charles F. Adams made plans for the site to be developed into a city, which would be irrigated by channeling water from Asotin Creek down to 'Jawbone Flats'.

The vision of one of the investors, Charles F. Adams, former president of the Union Pacific Railroad, was turned into reality with the platting of 10 to 15-acre tracts into an

irrigated orchard area called ‘Vineland.’ One section of this area was platted as the future City of Clarkston.

A fourteen-mile canal of green ditches and flume was constructed to carry water to the newly planned city. This city plan included much of what is found in the City of Clarkston as it is today. Diagonal Street was to be the original main street. Streets running north and south were to be numbered and streets running east and west were to be named after presidents and trees. Larger blocks were surveyed to the south and west of the city center to be used as irrigated orchards. By the early 1900’s the orchard areas surrounding Clarkston flourished and were noted for their award winning bing cherries.

Vineland was renamed Concord and then on January 1, 1900, by popular petition, renamed Clarkston. Elections to incorporate failed twice, on July 1, 1901 and April 5, 1902, before the people voted in favor of incorporation on August 2, 1902. The City was officially incorporated on August 4, 1902. The site, with the nickname of ‘Jawbone Flats’ was officially incorporated as the City of Clarkston in 1902.

The orchards, the bridge and the possibility of the railroad contributed to the early development of the city. Although the fruit industry failed during the depression years due to economic conditions and fruit fly infestation, the city continued to grow. In 1929, Potlatch Company operated a lumber mill in Lewiston and the predominately agricultural base of the area was expanded to include forest products.

In the years following World War II the city continued to grow and change. As transportation up the Snake River improved, Clarkston became a tourist center for people seeking to explore Hells Canyon which is noted for its scenic beauty and being the deepest canyon in North America. Major navigation improvements on the Snake River were created by the completion of the Lower Granite Dam and reservoir in 1975. The construction of a second interstate bridge linking Clarkston and Lewiston was completed in 1982. Tourism forest products, agriculture and personal services continue to make Clarkston a city of regional importance.

Clarkston is growing and changing. Increased opportunities for employment, greater convenience of shopping and other services, and the relative comfort of the mild “banana belt” climate have encouraged people to settle in the Lewiston-Clarkston Valley in ever increasing numbers. The City is positively affected by the presence of the Snake River and its greenbelt system which is managed by the Corps of Engineers.

The Snake River has been tamed by dams. The region’s greatest resources, timber and grain are funneled into valley ports from as far away as the Great Plains states. Barges now transport the harvest down river to Pacific Ocean ports at ever increasing volumes. Development of port facilities and related industries to handle the river transport traffic has stimulated business growth in the valley. With the growth in commerce and industry

has come greater numbers of people to settle in the county. Increasing population means increasing demands for essential services and facilities which must keep pace with the growth. Citizens of Clarkston are becoming concerned with how, where, and at what rate this growth and change occurs.

Comprehensive Planning

The Comprehensive Plan embodied in this document is established to foster prudent management by providing a guide for growth in Clarkston. The plan is based on a thorough review of human activities, land use, economy, population, capital facilities and utilities, and transportation together with an inventory of the natural resources. The City's Planning Commission is responsible for the preparation and maintenance of the Comprehensive Plan. The plan is itself a product of a continuous planning process. The Planning Commission and others participating in the development of the plan are highly commended for the dedication, time, and hard work they have invested in the future of Clarkston.

The purpose of this Comprehensive Plan update is to develop a positive atmosphere in which to manage Clarkston's growth. Such planning should be orderly, positive, and constructive in nature.

The Plan has been developed under the authority granted to the City by the state of Washington under RCW 35A.63. It establishes a framework which encourages communities to respond to growth in realistic ways. It recognizes that some central issues exist for all communities, and that these issues have implications for the state as a whole.

The goals, policies, and supportive maps herein should be seen as a tool for guiding public and private agencies when making decisions about the future development of the City. The Plan designates the future distribution, locations, and extent of the uses of land for agriculture, housing, commerce, industry, community facilities and transportation systems. Existing and proposed programs to coordinate the various human activities toward furtherance of the plan's general objectives are also recommended.

The plan will serve as a basis for local decision making on land use changes in Clarkston. Locally adopted ordinances to implement the plan will be guided by the goals, objectives, policies and maps included in this document or referenced.

Basing local growth on thorough studies of the economic, social, and natural environment assumes that the full range of needs and conditions in the area have been carefully weighed and balanced against each other.

Principal State Goals

The interest of statewide planning lies at the heart of the planning and enabling statute. It asks that each community create a comprehensive plan based on the foundation and framework of the thirteen goals contained in RCW 36.70A.020. The following text is extracted from Washington State statutes:

Urban Growth - *Encourage development in urban area where adequate public facilities and services exist or can be provided in an efficient manner.*

Reduce Sprawl - *Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.*

Transportation - *Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*

Housing - *Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*

Economic Development - *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and the disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*

Property Rights - *Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*

Permits - *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*

Natural Resource Industries - *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.*

Open Space and Recreation - *Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.*

Environment - *Protect the environment and enhance the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.*

Public Facilities and Services - *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current levels below locally established standards.*

Historic Preservation - *Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.*

Listed below are generalized goals for the City of Clarkston Comprehensive Plan:

- Active citizen participation in community goals and government.
- Civic pride in the community.
- Encourage citizen participation in community activities and government.
- Develop a functional, continuing city planning process.
- Preservation of the rural and friendly atmosphere of Clarkston.
- Increase planning coordination with the other jurisdictions in Asotin County.
- Actions regarding new proposed developments, including proposed new land uses and capital facilities and services improvements shall include observation of the Clarkston Comprehensive Plan goals and policies.
- Provide for review of the city's comprehensive plan and development regulations by the City Council at least every five years.
- Encourage economic growth and the creation of new industries and services, if sited appropriately.
- Private property shall not be taken for public use without just compensation having been given. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- Applications for development approval should be processed in a timely and fair manner by the City.

Critical Areas

Another component of the comprehensive plan update has been the adoption of a critical areas resolution The framework for the classification, designation and protection of these areas is defined in RCW 36.70A.60 and WAC 365-190. They are as follows:

- Geologic Hazard areas;
- Aquifer Recharge areas;
- Fish and Wildlife Habitat areas;
- Frequently Flooded areas; and
- Wetlands.

The City will continue to protect through its Critical Areas Ordinance the following critical areas which have been identified: geologic hazards; aquifer recharge; and fish and wildlife habitat areas. After the comprehensive plan has been adopted, the City will determine whether these measures require any amendments subsequent to the adopted plan’s policy guidance.

Intergovernmental Coordination
Although not required to adopt such policies, City of Clarkston considered the following topical areas during the plan update. Such policy areas encourage coordination between counties and cities when developing and implementing comprehensive plans.

The following issues have been considered, and where appropriate, integrated as part of the Clarkston planning process:

- Policies for promotion of contiguous and orderly development and provision of urban services to such development;
- Policies for siting public capital facilities of a county-wide or state-wide nature;
- Policies for countywide transportation facilities and strategies;
- Policies that consider the need for affordable housing, such as housing for all economic segments of the population and parameters for its distribution;
- Policies for joint county and city planning within an Urban Service Area;
- Policies for countywide economic development; and
- An analysis of the fiscal impact.

Urban Area
Since future expansion of municipal boundaries should be anticipated over the twenty-year planning period, the potential for an urban area outside the corporate limits should be considered. It is important to address potential impacts of future growth within the comprehensive plan. Clarkston should address where urban development should occur to ensure the future orderly and efficient use of land. This area should be based on an analysis of the ability to provide public facilities and services over the twenty-year planning period in the urban area. Although a city may not enforce land use controls beyond its corporate boundaries, it is in the best interest of the cities and Asotin County if cooperative planning and coordination were to exist in an urban area.

Comprehensive Plan
This document is a revision and update of the City of Clarkston's 2008 Comprehensive Plan. This 2019 Comprehensive Plan includes a series of goals and objectives for the City's future growth and development, a set of policies that will assist decision-makers in carrying out the community plan, land use, housing, capital facilities, utilities and transportation elements providing information on the City. This plan was prepared at the request of the City Council by the Clarkston Planning Commission under the provisions of RCW 35A.63.

The Clarkston Comprehensive Plan will be used to identify potential growth for Clarkston over the twenty year planning period, and how best the community can address and accommodate various development impacts.

The comprehensive plan text includes goals, objectives and policies for the long-term development of the city. The statements in the comprehensive plan become the direction of the city when the plan is formally adopted by its legislative body, the City Council.

Goals - general expressions of the city's hopes and aspirations about its future development. They are the target to shoot for even though they may never be completely attainable.

Objectives - the specific steps to be taken to achieve a goal. Objectives should state a result, not an activity; include measures for achievement; and have a time period.

Policies - broad statements of intent to guide or direct action in order to achieve objectives. Policies can prohibit, permit, or require various actions.

Generally, a community plans to:

- Make sure the tax dollars invested in public roads, water [Public Utility District] and sewer lines, fire stations, parks and other public services are spent wisely.

- Introduce long range considerations into decisions on short-range actions.

- Promote the public interest, the interest of the community at large, rather than the interests of individuals or special groups within the community.

- Improve the physical environment of the community as a setting for human activities to make it more functional, efficient, beautiful, healthful, decent and interesting.

The comprehensive plan includes these goals and policies for the long-term development of the community. Each element of the comprehensive plan includes a list of the community's goals and policies for addressing particular issues.

Community Planning

The City of Clarkston can look with pride on their tradition of community planning. Comprehensive planning in Clarkston is an ongoing process which considers community problems and opportunities, proposes guidelines for future growth and development, involves preparing and carrying out a plan of action and evaluates progress over the years.

The 2019 Comprehensive Plan reflects the City's continuing tradition of community planning. It is intended to summarize the desires of the citizens of Clarkston for the future growth and development of their city. The plan is a clear statement of community goals, an image of the broad general character of the future; objectives, intermediate steps that help to reach these goals; and policies, statements that outline action strategies to provide the means for accomplishing the community plan.

The comprehensive plan is a policy document that will provide guidance for both public and private decisions. It is a statement about the City's intentions to encourage continued private investment in the community as well as a commitment by City government to cooperate with other jurisdictions in a coordinated effort to assure a dynamic future for Clarkston. The plan should be used in harmony with the city's zoning and building codes, six year street plan and other city ordinances concerned with land use management. It should also be updated over the years to mirror changing community attitudes, address new problems and capture future opportunities.

The Clarkston Comprehensive Plan contains the following elements:

Land Use - including provisions for residential, commercial, industry, re-creation, open space, public utilities, and public facilities. Issues such as density, future population growth, water quantity and quality, drainage, including protection of ground water quality, must also be taken into consideration.

Housing - including an inventory of existing and future housing needs; plans for preservation and rehabilitation of existing housing stock; and provisions for low and moderate income affordable housing needs.

Capital Facilities - including an inventory of existing public facilities and capacities; forecast of future facilities needs; proposed locations and capacities of new facilities; and a financing plan to meet new facility requirements.

Utilities - including an inventory of existing facilities and services; an outline of proposed new facilities requirements, including electric, telecommunications, gas lines, and other utility facilities as appropriate.

Transportation - including air, water and transit facilities; level of service standards, land use assumptions, six-year financing plan; ten-year travel forecasts; and intergovernmental coordination processes.

Planning Process - The preparation of the city's comprehensive plan has utilized the following steps:

- The Planning Commission invited the public to assist in determining its general aspirations for the future vision of the community. A survey was distributed to every utility billing account and several hundred completed surveys were received. A compilation of the results is shown on the following pages.

- Based on the community's input, the Planning Commission drafted goals and policies to accomplish the overall vision of the community.

- The Planning Commission drafted specific policies regarding various elements of plan.

- The Planning Commission drafted text for the comprehensive plan.

- The Planning Commission held a public hearing on the proposed updated comprehensive plan.

- The Planning Commission reached agreement on the comprehensive plan and recommended adoption to the City Council.

- The City Council held a public hearing on the proposed updated comprehensive plan and adopted the plan.

Citizen Survey

3. **How important are the following items to quality of life in Clarkston?**

Quality of Life Indicator	Very Important	Important	Not Important
Safety and Security	223	24	0
Job Opportunities	151	78	11
Affordable Housing	146	87	11
City Services	145	96	2
Walkability	126	97	21
Parks & Recreational Resources	122	125	6
Sustainability/Energy Efficiency	110	99	24
Youth Programs	106	99	9
Shopping Convenience	87	121	20
Transportation	87	127	25
Historic Preservation	87	113	27
Parking Availability	73	115	34
Diversity	73	97	55
Open Space	71	104	35
Business Mix	69	123	33
Cultural Activities	64	120	49

4. **What do you feel are the most important objectives which could be used to guide future changes in Clarkston?** *(Select your top 3)*

81	Maintaining and enhancing the visual appearance of buildings and landscaping
77	Improving personal security and public safety
70	Expanding the variety and availability of retail goods and services
69	Building and maintaining livable neighborhoods
64	Having access to open space (parks, green belts, the river) near residential areas
58	More growth and development in Clarkston
58	Maintaining a low level of environmental pollution
54	Attracting business
38	Increasing education opportunities for all age groups
34	Protecting neighborhoods from encroachment by non-residential land uses
26	Encouraging a sustainable region

5. What do you feel are the most-needed types of housing in Clarkston?
(Select your top 3)

103 Single-family homes
85 Senior Housing - independent living
67 First-time homebuyer or rental
41 Apartments
40 Senior Housing - retirement homes
32 Senior Housing - assisted living
30 Townhouses
17 Group homes (supervised care)
17 Housing for the physically or mentally disabled.
5 Boarding houses
4 Nursing or retirement homes

6. Do you feel your neighborhood needs more of the following types of land uses?
(Check all that apply)

Type of Facility	Yes	No	No Opinion
Waterfront Development	**66**	**53**	**36**
Mixed Use Development Residential + Commercial	**60**	**73**	**44**
Light Manufacturing	**59**	**49**	**39**
Commercial - Retail	**49**	**67**	**33**
Apartment Complex	**37**	**78**	**42**
Convenience uses-Laundro-mat, tax service, drugstore, Barbershop and similar	**30**	**84**	**32**
Commercial - Office	**14**	**73**	**44**

How We're Going To Get There, and Who's Going To Be Involved...

In accordance with RCW 36.70A, all jurisdictions are required to update their existing comprehensive plan in order to address the requirements identified under the law. For Clarkston, this update is conducted under RCW 35A.63 since it is not required to fully plan under the RCW 36.70A.

City Council

The Council delegated the responsibility for providing recommendations on complying with various aspects of the statute to the Clarkston Planning Commission. The

appropriate City departments provided the Planning Commission with technical guidance and assistance in addressing these components of the comprehensive plan update.

Planning Commission
The state of Washington's Planning Commission Act allows municipalities within the state of the right to establish a Planning Commission with certain powers and responsibilities. It is under this statute and other applicable statutes that the City of Clarkston has prepared this Comprehensive Plan.

Community Participation
The City determined that the plan update would utilize data collected from the best available sources, site inventories as well as input from the community survey. This process focused the direction of the Planning Commission and staff in identifying problems, issues and concerns and in understanding the public's likes and dislikes about living in the City.

During the update process, the Planning Commission conducted several work sessions to discuss the changes which would be addressed in the updated comprehensive plan. In addition, public meetings were held, notably a meeting wherein neighbors of a possible big box retail site were invited.

The next step was to assemble a draft plan for the Planning Commission and community to review. The Commission's work sessions held from the spring of 2018 until the spring of 2019. Following the development of a draft document, the Comp Plan was sent to the state for review and comment. The Planning Commission conducted a public hearing on (date to be determined) to review and amend the proposed draft plan in order to forward it to the City Council for review and adoption.

The Clarkston City Council conducted a public hearing on (date to be determined) to review the recommended draft comprehensive plan.

These hearings allowed the City Council to gain familiarity with the updated comprehensive plan and the planning process. Afterward, results of these meetings were considered on a range of subjects and solutions to problems and concerns discussed in the draft. Amendments were recommended by the City Council, and it was adopted by Resolution No. ??? on (date to be determined).

The end result of the comprehensive planning process is believed to have been a very thorough, community sensitive plan intended to guide growth, development and public decision making in Clarkston and the surrounding area.

Other Procedural Provisions
As a component of the review process in updating the comprehensive plan, the City must address the procedural aspects of the Planning Enabling and the State Environmental Policy Act and other applicable statutes.

State agencies and offices, and other interested parties, have an opportunity to review the draft plan prior to its adoption.

RCW 35.63A outlines processes and procedures for developing, adopting and amending local government comprehensive plans and development regulations. In addition, procedural requirements under all or portions of the following RCWs: 19.27; 35.63; 43.21C; 47.80; 58.17; 76.09; 90.58; and other applicable statutes enacted or amended.

State Environmental Policy Act

With the enactment of growth management, and subsequent amendments to the State Environmental Policy Act [SEPA], local governments are now required to address the relationship between planning on a programmatic versus project level. This is accomplished by combining the suitable components used for environmental review which has been traditionally conducted through project by project review.

As a component of the City's process, SEPA became a part of the planning framework in the updated comprehensive plan. The relationship between the plan and the City's ongoing project environmental review must be consistent.

A comprehensive plan attempts to ensure that implementation through SEPA will be based on those decisions already determined to be appropriate policy direction by the City.

Further, that ongoing project by project review would be conducted under the programmatic direction of the comprehensive plan and any potential policy implications or inconsistencies would be addressed through mitigation.

In updating the City's comprehensive plan, it would be required and necessary to determine how the programmatic goals and objectives established in the plan would impact the natural and built environment from a project level of implementation.

The City determined that in amending the comprehensive plan, the best available technical data and information, and preceding documents would provide the principal policy guidance. Those areas which were anticipated to have the greatest revision in the plan were issues related to the development and transition of the urban area.

A threshold determination made by the City indicates that no significant adverse impact would be made based on the plan update. The true "final" threshold determination is predicated upon mitigating project level impacts.

What To Do When We're There...

Implementation
As stated earlier, the comprehensive plan for Clarkston has been prepared in accordance with the Planning Enabling Act. The plan provides the basic framework to guide administrative actions concerning the growth and development of the community over the twenty-year planning period. Effective implementation measures are necessary to assure that the Clarkston Comprehensive Plan actually serves a meaningful purpose.

As private or public improvements are proposed, the Planning Commission and the City Council shall refer to the document to determine whether or not such proposals are consistent with and further the City's comprehensive plan. Zoning, subdivision, building, public health, roads, and other development performance measures are examples of regulations that may be useful in the implementation of the comprehensive plan.

The following goals and policies are established to address the plan's implementation.

Implementation

Goal A: A citizen involvement program shall be developed to ensure opportunity for public input in all phases of the planning process.

Policies:
A.1 The Planning Commission shall seek to inform the public of all decisions pending before the body in an understandable and timely manner.

A.2 Public involvement in the planning process shall be ensured by providing opportunities for citizen input into the decision making process at all phases or stages.

A.3 To ensure that the planning process operates openly, efficiently, and with maximum public awareness, adequate funding of the Planning Commission should been encouraged.

Goal B: The comprehensive land use plan for Clarkston shall be implemented in conjunction with existing state and local laws and programs relating to land use.

Policies:
B.1 The comprehensive land use plan for Clarkston shall seek to promote the intent and spirit of the State Environmental Policy Act [RCW 43.21C].

B.2 Pursuant to SEPA, the Comprehensive Plan incorporates the designated Critical Areas maps. The planning process of Clarkston shall consider these maps and the provisions as stated in WAC 197-10 in decisions concerning land use in Clarkston.

B.3 The Asotin County Shoreline Management Plan for Clarkston shall be considered a part of the Comprehensive Plan for Clarkston and shall be included in any and all deliberations regarding land development in the city. When appropriate, the city may be required to have it's own plan for shorelines within the city.

Goal C: To ensure the proper and full implementation of the goals and policies of this plan the city shall establish appropriate ordinances and regulations relating to land use and shall institute coordinated planning budgeting processes.

Policies:
C.1 The zoning ordinance for Clarkston shall be amended to conform with and implement the guidelines presented in the Comprehensive Plan.

C.2 The City shall implement subdivision regulations which will ensure the efficient and orderly expansion of the housing stock and the rational locations of this growth in the areas so designated in the Comprehensive Plan.

C.3 A program shall be established to coordinate capital improvements planning and budgeting of the various jurisdiction in Clarkston. The Clarkston Planning Commission should review all such capital improvement plans and budgets for compliance with the goals and policies of the Comprehensive Plan.

Land Development Regulations
This plan should provide direct guidance of the city's land use, housing, transportation, and capital facilities decision-making processes.

The City is required to assess its existing development regulations based on the Comprehensive Plan, and amend those regulations for under RCW 36.70A. The following development regulations are consistent with and further the City's Comprehensive Plan enacted under Resolution 99-08. In addition, these implementing mechanisms are determined to be in accordance with the requirements of RCW 35A.63 and 36.70A. These codes will implement the policy guidance provided by the Comprehensive Plan. Additions or amendments to any development regulations will be ongoing.

- Zoning, Title 17;
- Planned Development, Title 17;
- Streets and Sidewalks, Title 13 ;
- SEPA, Title 2.
- Utilities, Title 14;

Other performance measures:
- Flood Damage Prevention;
- Critical Areas;
- Subdivision;

- Building;
- Mobile Home Parks; and
- Recreational Vehicle Parks;

Similar to the comprehensive plan, those development regulations may warrant an amendment for consistency. The following are identified as development regulations:

- Zoning;
- Subdivision;
- Critical Areas;
- Shoreline Master Programs;
- Planned Unit Developments;
- Binding Site Plan; and other
- Official Controls.

Zoning
Zoning regulates the permitted and conditional uses, density, and the placement, height. bulk and coverage of buildings and structures. It may also divide the land into districts and, within these districts, different measures would apply.

This ordinance is required to be consistent with the updated land use map which identifies the type of the land classifications use based on density and intensity.

Moreover, these measures reflect the legislative intent of the plan to enforce, encourage and stabilize the development pattern suggested by the policy guidance in the Comprehensive Plan and reflected on the Exisiting Land Use Map [A-3]. A listing of the City's zoning with its exclusionary uses are located on Tables LU-4.

Subdivision
The subdivision ordinance regulates the process of laying out parcels of undeveloped land into lots, blocks, streets and public areas. It is primarily used to control new or expanding residential, commercial or industrial development. The City's existing mechanism for addressing the subdivision of land will be reviewed to reflect the development policy guidance suggested by the Comprehensive Plan.

Shoreline Master Program
Although there are Shorelines of the State located in Clarkston, mitigation of development on these waterways will be implemented by the U.S. Corps of Engineers as well as the County's Shoreline Master Program, SEPA and the Critical Areas ordinances. When appropriate, the city will develop a Shoreline Master Program for integration into the Comprehensive Plan.

Other Implementation Tools
An essential tool in implementing the comprehensive plan is the Capital Facilities Plan Element [CFP]. Public facilities, such as water and sewer lines are major determinants of

private development. Other tools which can be used for implementing the development patterns of this plan include infrastructure financing through the Capital Facilities Plan Element, including the Six-Year Street Transportation Program; Water and Sewer Comprehensive Plans.

The CFP is a six-year timetable of permanent improvements, budgeted to fit the City's fiscal capability. It includes recommendations for projects, estimates of their costs, and means of financing them. It ensures that public expenditures for capital improvements are made in a wise, coordinated manner.

It should also be pointed out that there are several state and federal agencies which require a comprehensive planning document as a prerequisite for a grant or loan application. Moreover, some state funds cannot be allocated to local jurisdictions not meeting these requirements [e.g., Public Works Trust Fund]. Eligibility for other state grant and loan programs are contingent upon the strategies established in the City's Comprehensive Plan.

Development and building codes also are used to implement the Comprehensive Plan. These codes regulate design, construction, quality of materials, use occupancy, location and maintenance of buildings and structures within the City. Building codes should be updated periodically to ensure that the specifications do not contradict the Comprehensive Plan.

Another tool for the Comprehensive Plan is the coordination of planning and services with other agencies [e.g., joint planning agreement]. In this regard, the City officials should investigate various types of grant programs available to them, especially those which will assist in carrying out this plan's proposals.

In terms of information exchange, the City should take whatever means possible to educate those who reside within its planning area of the various land use issues addressed in this plan.

Comprehensive Plan Amendments

The Comprehensive Plan is an overall policy document based upon decisions made by the City Council. Consequently, these decisions were also based upon the best available data. As years go by, information and changing circumstances may require amendments to the plan, creating an ongoing planning process rather than static one.

The Comprehensive Plan should be maintained, evaluated, and updated if it is to keep pace with the changing needs of the City. At a minimum, the City should annually amend the Capital Facilities Element to maintain the Six Year Schedule of Capital Improvements [i.e., Tables CF-10 and CF-14]. This amendment also incorporates the City's Six-Year "Street and Road" Transportation Improvement Program [TIP] which is adopted mid-year. It also incorporates the City's annual budget adoption along with any identified capital facilities.

Amendments to the Comprehensive Plan may be requested by the City Council, Planning Commission, or by any affected citizen or property owner at any time.

By reviewing and updating the plan on a regular basis, Clarkston can maintain public interest and involvement in the planning process. It demonstrates the City's own commitment toward implementing a long-term vision for the community through the policy guidance in the comprehensive plan.

LAND USE ELEMENT

LAND USE ELEMENT

INTRODUCTION

The Land Use Element designates the proposed general distribution and general location and extent of the uses of land, including population densities, building intensities, and estimates of future population growth.

The element should provide for the protection of the quality and quantity of groundwater used for public water supplies. Where applicable, the Land Use Element should review drainage, flooding and stormwater run-off in the area, and provide guidance for preventing degradation of waters of the state.

The Land Use Element includes the following components:

- An inventory of existing land uses within the City;
- An overview of the environmental characteristics to the area;
- Analysis of population trends and projections;
- Analysis of land use needs for the next 20 years; and
- Goals and policies.

INVENTORY AND ANALYSIS

There are a variety of mixed residential, commercial, industrial and public land uses throughout the City. Public facilities such as schools, parks and utility substations are located throughout the City.

To determine the future needs and distribution of the various land use categories requires reliable knowledge of the present distribution. The present population is being served by a distribution of land use partially determined by market forces and partially determined by government study and planning. As growth continues the potential for increasing conflict among land use categories will also grow. To assist both the public and private policy decisions which will guide Clarkston's growth, existing land use was inventoried, measured and mapped.

Clarkston has nine classifications under its existing land uses: low, medium and high density residential; downtown, medical and service commercial; industrial; roads; parks and recreation; and vacant. There are designated uses or building zones within each of these land use classifications.

Within the city, 389 acres are residential; 261 acres are commercial; 185 acres are industrial; 290 acres are roads; 20 acres are parks; and 100 acres are vacant or underdeveloped (Table L-1). These acreages include public ownership such as streets.

Residential Land Use
This category currently includes both single-family and multi-family structures, including manufactured housing developments, foster care facilities, group quarters, and cooperative housing.

This land use classification comprises the majority of the land in both the cities of Asotin and Clarkston as well as the unincorporated urban area surrounding them. It is represented in both grouped and isolated parcels throughout the area. This category also includes transient housing such as recreational vehicle parks, motels, shelters, or time-sharing facilities, or homes on operating farms.

The densities for residential land uses could be defined as follows:

High density – Greater than 17 residential units per acre (including apartments and other multi-family dwellings, as well as some manufactured housing). There are 5 trailer [RV] parks in the City which are high density, consisting of 105 acres in total.

Medium density - 9 to 17 residential units per acre (including apartments and other multi-family dwellings, as well as some manufactured housing). There are 141.5 acres in this land use.

Low density - less than nine units per acre (including conventional single-family residences and manufactured housing). There are 142.5 acres in the City in this land use.

Overall, there are 389 acres in residential land use. There is approximately 100 acres of land presently vacant that could be used for residential uses in the future in the urban area.

Commercial Land Use
This category includes land used for retail and wholesale trade, offices, motels and hotels, restaurants, service outlets, automobile service stations, and repair facilities. Areas of commercial uses are consolidated within the two cities, but are also located in the unincorporated urban area as well. The type of commercial land uses are defined as follows:

Commercial - This is a moderate intensity land use including commercial centers, nodes and strip commercial areas that are served by access roads linked to major arterials to accommodate automobiles. The City has 261 acres used in this category. This acreage appears to be more than sufficient for City resident use and for economic growth of businesses to serve highway traffic.

Industrial Land Use
This category includes land used for light manufacturing, processing, warehousing, and storage. The major site of industrial activity is in the Port of Clarkston, however some

industries are located in the unincorporated west Clarkston area and surrounding the County's landfill. The city has 185 acres used in this category.

Table L-1
Existing Land Use Acreages

Land Use	City of Clarkston Acreage	Percentage of Urban Land
Residential		
Low Density [R-1]	142.5	11.5%
Medium-Density [R-2]	141.5	11.3%
High Density [R-3]	105	8.3%
Commercial		
Downtown Commercial [DC]	37	3%
Service Commercial [SC]	189	15.4%
Medical Commercial [MC]	35	2.8%
Industrial [I]	185	14.8%
Parks [P]	20	1.6%
Roads [R]	290	23.3%
Vacant/Underdeveloped [V]	100	8%
Total	**1,245**	**100%**

Source: Clarkston Public Works Department, 2019.

Table L-2
Land Use/Zoning Designations

Land Use Classification	Zoning Measure Designation
Residential - Low	R1 - Low Density
Medium	R2 - Medium Density
High	R3 - High Density
Commercial	SC - Service Commercial
	DC - Downtown Commercial
	MC - Medical Commercial
	PC- Port Commercial
Industrial	ID - Industrial

Source: 2019 Comprehensive Plan and current Zoning Ordinance.

Table L-3
Zoning - Density

Classification	Minimum Lot [Coverage]
Residential - low	5,000 square feet [40%]
Medium	5,000 square feet [45%]
High	5,000 square feet [50%]
Commercial	5,000 square feet [site plan, 60, 100]
Industrial	square feet [n/a]
PQP - Public/Semi-Public	square feet [n/a]
P - Parks	square feet [85%]
Port of Clarkston	
Vacant/Undeveloped	
Totals	

Source: Clarkston Zoning Ordinance.

PHYSICAL ENVIRONMENT

Location

Clarkston is located in the northeast corner of Asotin County which is located in the extreme southeast corner of the state of Washington. It's legal location is, Sections 20, 21, 28 and 29, Township 11 North, Range 46 East, E.W.M. The city is serviced by U.S. Highway 12, known as the Lewis and Clark Highway, and U.S. Highway 129.

Geology

The Clarkston area is located within the large geological region known as the Columbia Intermountain Province, an area consisting primarily of lava flows of basalt. These flows exceed 1,000 feet in depth. Within this large geological region is a subregion known as the Lewiston Basin. The Lewiston Basin is approximately 12 miles in length in the east/west direction, and 4 miles in width in a north/south direction.

The Lewiston Basin was formed by the folding and faulting of basalt flows that covered the Columbia Intermountain Region. Within the valley these early flows were covered with alluvial materials: cobles, gravel, sand, clay and silt deposited by the Snake River. Two flows of intracanyon basalt filled the valley covering and compressing the earlier alluvial materials. The Snake River easily eroded these basalt flows creating the basalt outcropping lining the valley walls. The final event shaping the Lewiston Basin was a downstream blockage of the Snake River. Alluvial deposition filled the valley to an elevation of 800 to 1,000 feet and formed the terrace on which the cities of Clarkston and Lewiston were developed.

The underlying basalt flows in the basin area are considered high quality, very hard, and have relatively few faults. Overlying the basalts, alluvial deposits range from 20 to 80 feet thick in the Clarkston area. These deposits are tightly packed and very dense. Load bearing characteristics of these alluvial deposits and the underlying basalt are good. However, the sandy silt top soils, which range from 0 to 20 feet thick are highly erodable and major construction projects may require excavation or pilings.

Hydrology

The surface water in Clarkston is located at the bend in the Snake River, and across from the confluence of the Clearwater and the Snake Rivers. Flows in the Snake and the Clearwater Rivers confluence range from less than 10,000 cubic feet per second [CFS] in the summer to spring highs about 150,000 CFS. The 100 year high flow would be above 240,000 CFS.

Clarkston is located on the upper end of Lower Granite Lake, formed by the Lower Granite Dam on the Snake River approximately 30 miles downstream from Clarkston. The surface level of Lower Granite Lake fluctuates between 733 and 738 feet elevation above sea level, as measured at the confluence of the Snake and Clearwater Rivers.

Clarkston lies within the southeastern portion of the Palouse groundwater province. Terraces along the Snake River contain limited quantities of groundwater. In general, the most productive aquifers are found in areas of porous basalt substrata some 200 to 300 feet below the surface. Several varying layers of basalt exist and some of these layers are porous and can be considered aquifers. The exact number and location of aquifers has not been positively identified. Some studies suggest they are recharged through the alluvial deposits by the Snake River, while others suspect snow pack in the Blue Mountains may seep into the porous basalt layers and flow through the basalt to the Clarkston area. There are seven groundwater wells in the Clarkston area pumping an average of 2,700 gallons per minute each. All floodway and floodplain areas are contained within federal land and controlled by the Lower Granite Dam, according to the U.S. Army Corps of Engineers.

Topography

Clarkston is located on the banks of the Snake River. The river's elevation is approximately 730 feet above sea level. There is a steep embankment rising approximately 20 feet on the northern edge of the city and increasing elevations on the south east banks. Once above this embankment, the city slopes gently to the southwest from 760 feet above sea level in the north to a high of 920 feet at the extreme southwest corner of the city limits. About one half mile to the southwest of the city, the elevation rises rapidly from 920 to a high point of 1,190 feet in an area known as Clarkston Heights.

Soils

There are four soil series found throughout the Clarkston area.

The Edwall series consist of deep, well drained soils formed in sands of glacial outwash. These nearly level to step solid have ridged rummacky, dune like relief. Vegetation is mainly grass. Typically, the Edwall soils have a grayish brown and brown loamy, fine sand surface layer about 15 inches thick. The underlying material is yellowish brown and grayish brown sand that extends to 60 inches or more. Slopes range from 0 to 45 percent.

The Lickskill series consists of well drained, very stony loam over very gravely clay loam soils formed in shallow stony alluvium. Typically, the surface layer is very stony loam about 9 inches thick and the subsoil is gravely clay loam about 10 inches thick. Depth to basalt bedrock is 12 to 20 inches. Slopes range from 5 to 70 percent.

The Asotin Series consists of well drained soils formed mainly in loess and residuum and alluvium from basalt. They are found on gently sloping to very steep plateau fringes and their breaks. The primary vegetation is grass. Typically, Asotin soils have a surface layer of dark grayish brown silt loam 15 inches thick and their substratum is light gray silt loam 4 inches thick over basalt. Slopes are 3 to 65 percent.

The Chard series are deep, well drained soils formed in mixed loess and glacial outwash material located on outwash terraces. Native vegetation consists mostly of grasses.

Typically, Chard soils have a dark grayish brown silt loam surface layer 12 inches thick. The subsoil is brown, very fine, sandy loam 15 inches thick. The substratum is a brown sandy loam about 17 inches thick over a coarse sand to a depth of 60 inches. Slopes range from 0 to 40 percent.

Climate

Clarkston's climate is relatively mild for its latitude. This is due to the effect of Pacific air masses from the west and the sheltering effects from the mountains surrounding the valley. Mean average monthly temperatures range from a low of 31.3 degrees Fahrenheit to a high of 73.8 degrees in July.

Summer temperatures range from a daytime high averaging in the 90's and occasionally exceeding 100 degrees Fahrenheit, and evening lows in the 60's. Winter temperatures average around 35 degrees with extreme lows dropping slightly above zero. Precipitation averages 13 inches per year. July through September are usually the driest months with less than one inch of precipitation per month. Precipitation is generally evenly distributed through the rest of the year.

Annual snowfall averages approximately 11 inches per year with most of the snow falling in January and February. The wind is most often from the *west* for *7.9 months*, from *March 2* to *October 30*. The wind is most often from the *south* for *4.1 months*, from *October 30* to *March 2*,

Shoreline Program

The Shoreline Management Program of Asotin County is intended to augment and be included in the Comprehensive Plan for the City. The purpose of the Shoreline Master Program is to provide for management of shorelines by planning for and fostering all reasonable and appropriate uses.

This policy is intended to enhance the shorelines rather than restrict uses. To accomplish this, the management designation given specific areas is based upon the existing development pattern, the biophysical capabilities and limitations of the shoreline area to be considered for development.

The urban management area is intended for residential, commercial, and industrial development, particularly water-dependent uses requiring navigable water frontage. Public visual and physical access to the water is also a priority. The portion of the Snake River adjacent to Clarkston is classified as such.

Critical Areas

Supported by several pieces of legislation [notably RCW 36.70A, WAC 197-10-177 and 173-34-020], this plan seeks to identify and protect those areas which are classified as environmentally sensitive. It should be stressed at this point that the nature and classification of these areas does not rule out any development, but merely that they require further investigation and regulation.

Environmentally sensitive areas are classified in threes categories: physical constraint, biological constraint, and social constraint areas.

Physical constraints include high potential erosions areas, problem drainage areas and areas with slopes greater than 25%. The current city limits does not include any land in this category, although future annexation could affect that status.

Even historically stable areas can become unstable when impacted with surface runoff, infiltration of wastewater, irrigation of lawns and crops and road cuts.

Habitats of botanical or zoological importance are listed under biological constrains. This includes the nesting and wintering areas of several protected raptors, the ranges of some big game, a prime pheasant habitat, and the rare habitats of several plants. The majority of this land is located in the rural areas outside the city limits.

Social constraint areas contain elements which have significant aesthetic, recreational or historic value. Countywide there are three sites which are on the National Register of Historic Places as well as nearly 100 other important cultural and historic sites are included in this classification.

Historic and Archeological Resources
This category includes buildings, sites, structures, districts and objects having recognized national, state or local significance.

The importance of historic preservation will be considered in the City's ongoing development practices, such as siting of a museum or other historic markers.

The Lewis and Clark Bicentennial celebration brought national attention to the Lewiston/Clarkston Valley. Several local events were held in conjunction with the premier events, as local economic and community development practitioners, and other interested parties, seek to maximize the enjoyments, learning opportunity, and economic benefit of the event. The national celebration took place during the duration of the original three-year journey [from 1803-1806] and in 13 states which were covered during the journey. The celebration was concentrated in the Lewiston/Clarkston Valley from the fall of 2003 through the spring of 2006.

Recreational Lands
This category includes private and publicly owned natural resource-based and activity-based community parks, golf courses, and spectator sport facilities. Recreational lands serve best as buffers between residential areas and commercial and industrial areas. In addition, they can serve multiple purposes such as a park for both recreation and stormwater or sewer facilities location. The City has 179.98 acres under this category.

Open Space
This category includes land used for pastoral nature areas; utilitarian open areas to preserve critical areas, prime agricultural lands, archaeological sites, traditional cultural properties, or lands dedicated for future uses; and open space corridors such as roads, trails or abandoned railroad tracks that connect open spaces into an integrated system.

Utilitarian open space includes any sensitive or critical areas identified per City ordinance.

Open space corridors include utility corridors needed for water, sewer, stormwater, electric, natural gas, and telecommunications utilities. Public rights-of-way constitute all public and private land use activities shall be coordinated with the land use designations and accompanying maps [LU-2 and A-3].

Overall Summary of Land Use
The following is a summary by acreage of land use categories based on the above information. There is some overlap in categories. Acreage figures are as accurate as the base information available. Total land area for the existing city limits was determined to be 1,245 acres [Table LU-1].

Process for Siting of Essential Public Facilities
Essential public facilities, which are determined by the state Office of Financial Management, will be subject to the siting process within the Clarkston Comprehensive Plan. The following are considered essential public facilities:

- utility corridors, sewer, water, power and communication facilities;
- sewage treatment facilities;
- recreational facilities;
- schools;
- municipal facilities (courthouse/city hall, fire station, sheriff/police, libraries, post office);
- parks;
- state and local correctional facilities; and
- in-patient facilities.

The City has identified where these essential public facilities from the above list could be accommodated [see Table LU-4]. The City has stated it would encourage economic growth and the creation of new industries and services in the City if they are sited appropriately.

Demographics

Historical Population

Population studies are an important element in the formulation of this comprehensive plan. Age distribution and an analysis of past and future trends are basic to the understanding of population characteristics.

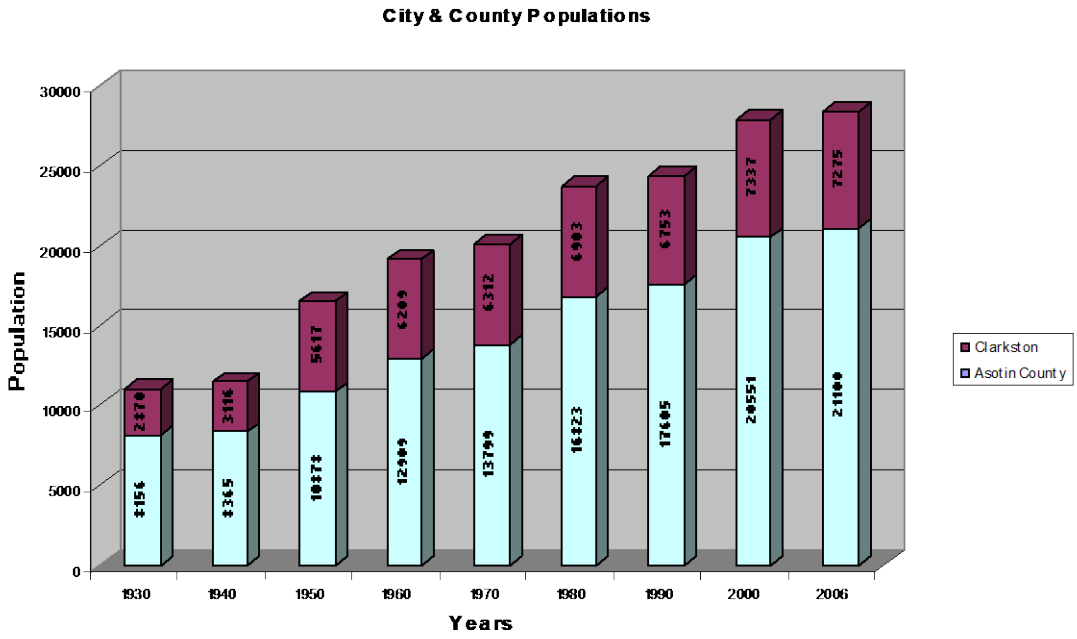
Over the years, Clarkston has shown a steady population increase. See Tables 4 and 5. Since 1960, that increase has somewhat flattened out, with the city growing by several hundred each decade. More substantial population increases have occurred outside the city limits, in the unincorporated urban area. When comparing the population of Clarkston with Asotin County as a whole, the percentage of people residing within Clarkston has steadily declined since 1950. As the developable land is located outside of the city, this percentage is anticipated to continue to decline. The only ways to reverse this trend would be to have large high-density residential units constructed within the city or to expand the boundaries through annexation.

Table L-4
Historical Population

		Population	
Year	**County**	**Clarkston**	**% of Total**
1890	1,580	- -	- -
1900	3,366	- -	- -
1910	5,831	1,257	21.5%
1920	6,339	1,859	29.3%
1930	8,156	2,870	35.1%
1940	8,365	3,116	37.2%
1950	10,878	5,617	51.6%
1960	12,909	6,209	48.0%
1970	13,799	6,312	45.7%
1980	16,823	6,903	41.0%
1990	17,605	6,753	38.3%
2000	20,551	7,337	35.7%
2010	21,623	7,229	33.4%
2017 (estimate)	22,290	7,250	32.5%

Source: U.S. Bureau of Census & Washington Office of Financial Management.

Table L-5
Populations of Clarkston & Asotin County



Population Forecast

In accordance with the Growth Management Act, Asotin County and its cities should use the state Office of Financial Management's [OFM] population forecasts for preparing estimates on future growth over the twenty-year planning period. These figures provide a high, medium and low range projection, with the medium projection being the most likely scenario for jurisdictions to anticipate.

The OFM provides projections are based upon census data and historical patterns. Since 1950, the percentage of people living within Clarkston compared to Asotin County has declined about 3% per decade. In 2010, that percentage was 33.4%. The population forecasts shown in the table below indicate the percentages used for Clarkston – showing a rate decline to 33%. As the city has limited space in which to grow, this is a safe assumption.

Using the medium projection series, the projections for Asotin County, OFM shows populations of 22,290 in 2017 and 23,270 by 2025. This translates to 7,250 in 2017 and 7,679 in 2025 for Clarkston. It is important to note that with any future growth, Clarkston should have the ability to provide public facilities and services to meet the demands of development. See Table L-6 below.

Table L-6 Population Forecasts

	2010	2017	2025	2030	2035
Low Forecast	Actual	Estimate			
Asotin County	21,623	22,290	22,350	22,600	23,300
Clarkston	**7,229**	**7,250**	**7,375**	**7,485**	**7,689**
	(33%)	(33%)	(33%)	(33%)	(33%)
Medium **Forecast**					
Asotin County	21,623	22,290	23,270	23,300	23.370
Clarkston	**7,229**	**7,250**	**7,679**	**7,689**	**7,712**
	(33%)	(33%)	(33%)	(33%)	(33%)
High Forecast					
Asotin County	21,623	22,290	26,700	28,500	30,900
Clarkston	**7,229**	**7,250**	**8,811**	**9,405**	**10,197**
	(33%)	(33%)	(33%)	(33%)	(33%)

Source: Washington Office of Financial Management.

The following tables provide information relative to the city's general population characteristics. As shown in this first table, there is small percentage of the city's population that is not white. Statewide, 18% of the population is of a non-white race.

Table L-7 Racial Composition

Clarkston	**1990**	**2000**	**2010**
White	6,507	6,994	6,655
Black	21	6	50
American Indian, Eskimo & Aleut	138	39	155
Asian & Pacific Islanders	51	55	56
Hispanic	151	48	289
Other	36	67	88
Total Minority %	5.7%	3.0%	7.4%

Source: U.S. Bureau of the Census.

The age distribution table reveals several interesting things about the demographics of Clarkston. Most notable is that the percentage of people over age 65 is 18.3%, which is substantially higher than the state average of 11.3%. In Clarkston, 29.9% of the population is 20 and younger. This compares to the statewide average of 34.5%. It also appears that a number of people leave town after high school, thus the dip in the 20-24 age category. It is likely that these are either college students or people in the military, for the category returns to normalcy in the 25-29 age group.

Table L-8 Age Distribution

Subject	Total	Male	Female
Total population	7,314	3,599	3,715
AGE			
Under 5 years	7.9%	8.0%	7.8%
5 to 9 years	7.2%	8.5%	5.8%
10 to 14 years	6.6%	5.8%	7.3%
15 to 19 years	4.7%	5.8%	3.7%
20 to 24 years	5.7%	5.1%	6.3%
25 to 29 years	10.1%	9.5%	10.6%
30 to 34 years	6.9%	6.9%	6.9%
35 to 39 years	3.6%	4.7%	2.6%
40 to 44 years	7.4%	6.8%	7.9%
45 to 49 years	5.8%	5.2%	6.4%
50 to 54 years	7.2%	7.8%	6.7%
55 to 59 years	8.4%	7.9%	9.0%
60 to 64 years	4.8%	6.1%	3.4%
65 to 69 years	3.3%	2.7%	3.9%
70 to 74 years	3.9%	3.3%	4.5%
75 to 79 years	1.7%	1.9%	1.6%
80 to 84 years	1.2%	0.9%	1.6%
85 years and over	3.5%	3.0%	4.0%
SELECTED AGE CATEGORIES			
5 to 14 years	13.7%	14.4%	13.1%
15 to 17 years	3.0%	4.1%	1.9%
18 to 24 years	7.5%	6.8%	8.1%
15 to 44 years	38.4%	38.8%	38.0%
16 years and over	77.3%	75.9%	78.7%
18 years and over	75.4%	73.5%	77.2%
60 years and over	18.5%	17.8%	19.1%
62 years and over	16.5%	15.0%	17.9%
65 years and over	13.7%	11.7%	15.6%
75 years and over	6.5%	5.7%	7.2%

Table L-9 Age Distribution

	Clarkston		Washington
Age	**Total**	**%**	**%**
0-4	466	6.5	6.5
5-17	1,173	16.2	16.9
18-64	4,367	60.4	64.2
65 and over	1,223	16.9	12.3
25-29	511	7.0	6.6
30-34	500	6.8	6.7
35-39	483	6.6	7.2
40-44	505	6.9	7.8
45-49	442	6.0	8.0
50-54	361	4.9	7.2
55-59	325	4.4	6.2
60-64	296	4.0	4.4
65-69	218	3.0	3.2
70-74	332	4.5	2.6
75-79	292	4.0	2.2
> 80	500	6.8	3.4
Total	**7,337**	**100%**	**100%**

Sources: U.S. Bureau of the Census, 2010 & OFM, 2015.

Education

Education is an indictor of the quality of the labor force. Education plays a part in determining occupational placement, labor force participation rates and income. These factors are significant to economic and community development. The numbers in Table 10 show a positive growth in all categories of educational attainment by 2010.

The percentage of high school graduates is a percentage of the total population over the age of 25 who has received a high school diploma or passed an equivalency test. The percentage of high school grads increased to 84% in 2010. The number of persons earning college degrees shows substantial increases over that same decade.

Table L-10 Education Characteristics

Subject	Total		Males
	Estimate	Estimate	Estimate
Population 18 to 24 years	546	(X)	246
Less than high school graduate	227	41.6%	97
High school graduate (includes equivalency)	118	21.6%	77
Some college or associate's degree	183	33.5%	66
Bachelor's degree or higher	18	3.3%	6
Population 25 years and over	4,967	(X)	2,399
Less than 9th grade	179	3.6%	113
9th to 12th grade, no diploma	591	11.9%	354
High school graduate (includes equivalency)	1,354	27.3%	667
Some college, no degree	1,605	32.3%	627
Associate's degree	609	12.3%	287
Bachelor's degree	507	10.2%	273
Graduate or professional degree	122	2.5%	78
Percent high school graduate or higher	(X)	84.5%	(X)
Percent bachelor's degree or higher	(X)	12.7%	(X)
Population 25 to 34 years	1,242	(X)	591
High school graduate or higher	1,130	91.0%	520
Bachelor's degree or higher	118	9.5%	67
Population 35 to 44 years	804	(X)	413
High school graduate or higher	680	84.6%	301
Bachelor's degree or higher	112	13.9%	74
Population 45 to 64 years	1,919	(X)	974
High school graduate or higher	1,579	82.3%	793
Bachelor's degree or higher	274	14.3%	153
Population 65 years and over	1,002	(X)	421
High school graduate or higher	808	80.6%	318

Source: U.S. Bureau of the Census.

The County's labor force is defined as those persons 16 years of age and over who are working or are available to work. Table 11 indicates that from 1990 to 2016 the size of Clarkston's labor force grew and the unemployment rate dropped.

Table L-11 Labor Statistics

		City of Clarkston		
	1990	**2000**	**2016**	**%**
Total 16 years +	5,119	5,663	100%	100%
Employed	2,347	3,046	4,257	58.3
Unemployed	298	328	352	4.8
Unemployment rate	11.2%	9.7%	4.8	4.8
Not in Labor Force	2,474	2,283	3,061	41.7

Source: U.S. Bureau of the Census.

Table L-12 Labor Occupations

Subject	Estimate	Male	Percent Male
Civilian employed population 16 years and over	2,964	1,540	52.0%
Management, business, science, and arts occupations:	719	196	27.3%
Management, business, and financial occupations:	238	96	40.3%
Management occupations	180	56	31.1%
Business and financial operations occupations	58	40	69.0%
Computer, engineering, and science occupations:	41	28	68.3%
Computer and mathematical occupations	9	0	0.0%
Architecture and engineering occupations	21	17	81.0%
Life, physical, and social science occupations	11	11	100.0%
Education, legal, community service, arts, and media occupations:	238	42	17.6%
Community and social services occupations	8	8	100.0%
Legal occupations	10	0	0.0%
Education, training, and library occupations	107	18	16.8%
Arts, design, entertainment, sports, and media occupations	113	16	14.2%
Healthcare practitioner and technical occupations:	202	30	14.9%
Health diagnosing and treating practitioners and other technical occupations	73	8	11.0%
Health technologists and technicians	129	22	17.1%
Service occupations:	641	310	48.4%
Healthcare support occupations	36	6	16.7%
Protective service occupations:	45	39	86.7%
Fire fighting and prevention, and other protective service workers including supervisors	23	17	73.9%
Law enforcement workers including supervisors	22	22	100.0%
Food preparation and serving related occupations	195	111	56.9%
Building and grounds cleaning and maintenance occupations	146	112	76.7%
Personal care and service occupations	219	42	19.2%
Sales and office occupations:	913	406	44.5%
Sales and related occupations	350	225	64.3%
Office and administrative support occupations	563	181	32.1%
Natural resources, construction, and maintenance occupations:	398	398	100.0%
Farming, fishing, and forestry occupations	22	22	100.0%
Construction and extraction occupations	253	253	100.0%
Installation, maintenance, and repair occupations	123	123	100.0%
Production, transportation, and material moving occupations:	293	230	78.5%
Production occupations	152	114	75.0%
Transportation occupations	50	44	88.0%
Material moving occupations	91	72	79.1%

Source: U.S. Bureau of the Census.

Education and Labor Force

In 2014, Asotin County averaged 5,770 covered jobs, up by 2.1 percent from 5,650 in 2013. Of these jobs, the service-providing sector dominates with 84.7 percent of total covered employment while goods-producing industries make up only 15.3 percent. However, the goods-producing industry has been the main driver of growth over the year with an increase of 112 jobs or 14.6 percent. It has been the source of all job growth over the last 20 years, increasing its share as construction and manufacturing decreased their shares.

- Agriculture, forestry, fishing and hunting continues to be a small component of total 2014 employment at 1.4 percent; however, it did increase over the year by 8.0 percent. Overall average agricultural wages in 2014 were $21,058, an increase of 11.0 percent from the 2013 average wage of $18,965.

- Construction employment continued to grow for the third year in a row with 15 additional jobs in 2014. Total count was 370 covered jobs, which is highest in the past four years, but still 27.6 percent less than the pre-recession high in 2005. Construction is the fifth largest industry in the county with 6.4 percent of employment and an average $41,402 annual wage.

- Total employment in manufacturing increased by 29.1 percent in 2014. At the moment manufacturing makes up only 7.0 percent of total employment or 404 jobs. Manufacturing pays a $37,639 average annual wage, which increased 5.3 percent from $35,743 in 2013.

- Recent reports indicate business sales and productivity of workers are both up. Major growth occurred in transportation equipment manufacturing, with a 10.9 percent increase over the year. This specific industry is primarily jet boat manufacturing which has national and international appeal. Boat manufacturing in the area is gaining momentum, expanding with additional exports and trade growth at the international level.

- Retail trade is the third largest industry in the county with an 18.0 percent share of total employment. Retail employment increased in 2009 as the result of a new Wal-Mart store opening in Clarkston, Washington. The store was previously in Lewiston, Idaho. Also, the Clarkston area hosts a Costco shopping warehouse, which brings regional appeal to shoppers in Southeastern Washington and Central Idaho. However, average wages in the retail sector tend to be lower than those of other industries at $29,586 annually. However, retailers do provide important employment opportunities for new entrants and re-entrants into the labor market and support local communities with retail services and convenience

- Health care and social assistance in Asotin County is the second largest industry making up 19.2 percent of total employment. It has been and continues to be a key source of jobs for the county. The health care and social assistance industry provided around 1,105 jobs that paid on average $35,335 annually in 2014. Ambulatory health care services, hospitals and nursing and residential facilities all

have more employment than is typical for a community this size. However this is reflection of the Clarkston area being part of the Lewiston, ID MSA. Another contributor to the health care increase is the most recent industry reclassification of private household nursing employees from "other services" to "social assistance", which has added employment but decreased average annual wages.

- Accommodation and food services jobs have remained fairly steady, growing by 1.6 a year over the last four years. This industry has 11.2 percent of total employment and average annual wages of $16,055, which increased by 4.2 percent over the year. Nonetheless, this is the lowest paying industry which remains an important support industry for the business community, visitors and area residents.

- Professional and technical services employment had 212 jobs in 2014, which marked first decrease (10 jobs) since 2008.This industry is an assortment of business types that support health care, construction and engineering services mainly in administrative support, which is reflected in the average annual wage of $27,733.

- Government administration makes up 20.5 percent of total employment in the area, mainly in local and state education and health services. Government is the largest industry segment in the county and it paid on average $35,508 in 2014

The largest employers in the county are shown below:

330 - Clarkston School District
500 - Tri-State Memorial Hospital
150 - Asotin County
340 – Walmart Superstore
185 - Costco
115 - Albertson's
113 - DeAtley Company
83 - Asotin School District
80 – Poe Asphalt Paving
75 - Renaissance Marine Group

Households

Household Size: The table below shows the types of households in Clarkston. For planning purposes, this information is useful for projecting future needs. When we know the number of persons per household, we can project the quantity of dwelling units which will be needed to accommodate the anticipated future population.

Table L-13 HOUSEHOLD TYPE

Subject	Number	Percent
HOUSEHOLD TYPE		
Total households	3,226	100.0
Family households [1]	1,744	54.1
Male householder	1,018	31.6
Female householder	726	22.5
Nonfamily households [2]	1,482	45.9
Male householder	670	20.8
Living alone	541	16.8
Female householder	812	25.2
Living alone	695	21.5
HOUSEHOLD SIZE		
Total households	3,226	100.0
1-person household	1,236	38.3
2-person household	995	30.8
3-person household	469	14.5
4-person household	306	9.5
5-person household	136	4.2
6-person household	52	1.6
7-or-more-person household	32	1.0
Average household size	2.20	(X)
Average family size	2.88	(X)

Household Statistics: In the City of Clarkston in the year 2000 there were a total of 3,149 households. This increased to 3,226 households in 2010. There is only one occupant in 1,236 of them. There are two persons in 9995 and three persons in 469 households. In 1989, the median household income was $16,641. This amount had grown to $33,394 by the year 2000 and in 2016 it had remained relatively constant at $33,357. For owner-occupied houses, the mean year the house was built is 1946. 57% of the owner-occupied housing units are valued between $100- and 200,000.

Table L-14 HOUSEHOLD UNITS

	1990		2000		2010	
Owner Occupied Units	1,512	49%	1,686	49%	1,624	49%
Renter Occupied Units	1,342	44%	1,463	43%	1,690	51%
Vacant for Rent	122	4%	149	4%	66	2%
Vacant for Sale	60	2%	62	2%	88	2.6%
Total Housing Units:	3,036	100%	3,360	100%	3,468	100%

As shown in Table 15 below, the number of multi-family dwelling units in Clarkston has risen steadily over the years. Due its fixed size, if Clarkston is to increase in population, it will occur with apartments and higher-density dwelling units.

Table L-15 HOUSING UNITS

	1990	2000	2006	2010
One Dwelling Unit	2,036	2,253	2,246	2,104
Two of More Dwelling Units	776	909	913	1,020
Mobile Homes	231	252	268	167
Total Dwelling Units:	3,043	3,414	3,427	3,291

Table L-16 Housing Occupancy

Subject	Estimate	Percent
HOUSING OCCUPANCY		
Total housing units	3,333	3,333
Occupied housing units	3,155	94.7%
Vacant housing units	178	5.3%
Homeowner vacancy rate	0.0	(X)
Rental vacancy rate	2.1	(X)
UNITS IN STRUCTURE		
Total housing units	3,333	3,333
1-unit, detached	2,003	60.1%
1-unit, attached	101	3.0%
2 units	340	10.2%
3 or 4 units	220	6.6%
5 to 9 units	167	5.0%
10 to 19 units	73	2.2%
20 or more units	220	6.6%
Mobile home	167	5.0%
Boat, RV, van, etc.	42	1.3%
YEAR STRUCTURE BUILT		
Total housing units	3,333	3,333
Built 2014 or later	0	0.0%
Built 2010 to 2013	24	0.7%
Built 2000 to 2009	162	4.9%
Built 1990 to 1999	311	9.3%
Built 1980 to 1989	202	6.1%
Built 1970 to 1979	482	14.5%
Built 1960 to 1969	374	11.2%
Built 1950 to 1959	471	14.1%
Built 1940 to 1949	629	18.9%
Built 1939 or earlier	678	20.3%
ROOMS		
Total housing units	3,333	3,333
1 room	165	5.0%
2 rooms	89	2.7%
3 rooms	343	10.3%
4 rooms	650	19.5%
5 rooms	581	17.4%
6 rooms	539	16.2%
7 rooms	284	8.5%
8 rooms	250	7.5%
9 rooms or more	432	13.0%
Median rooms	5.2	(X)

LAND USE ELEMENT

FINDINGS AND CONCLUSIONS

Findings and Conclusions

Element

- The Land Use Element designates the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of ground water used for public water supplies. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

Intergovernmental Coordination

- Clarkston recommends coordinating development in land use and other areas in the urban areas with the other jurisdictions in the county.

Recreation & Open Space

- There are current recreational facilities in the form of parks.

- The City maintains its parks financially.

- The City has accessible recreational facilities. The City contains a bike trail along the river.

Current Facilities/Services and Expected Expansion

- There is sufficient City capacity at the present sewer treatment plant to meet existing needs.

- The PUD is in the process of assessing its water systems capacities. This assessment includes review of ground water and wellhead protection information.

Density

- Current land use regulations regarding lot size, setbacks and building height are constraining to the expressed goal of increasing density, allowing flexibility on lot development and assisting with in-fill of vacant properties.

- Many homes and businesses use more than one lot to build on; if all the buildable parcels in the urban area of City were built on, the density of the cities would be much greater than it is now.

Annexation

- Although there may be some benefits to the City and landowners, it is unlikely that any significant annexation of adjacent unincorporated lands will occur.

Development Performance Measures

- The building code is comprehensively reviewed every three years in relation to consistency with the current land use, and other city plans, policies, regulations.

Natural Resource Lands And Critical Areas Findings

- "Agricultural land" means land primarily devoted to the commercial production of horticultural, viticulture, floriculture, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to excise tax imposed by RCW 84.33.10 through 84.33.140 or livestock, and that has long-term commercial significance for agricultural production.

- Forest land means land primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, including Christmas trees..., and that has long-term commercial significance. In determining whether forest land is primarily devoted to growing trees for long-term commercial timber production on land that can be economically and practically managed for such production, the following factors shall be considered: (a) The proximity of the land to urban, suburban, and rural settlements; (b) surrounding parcel size and the compatibility and intensity of adjacent and nearby land uses; (c) long-term local economic conditions that affect the ability to manage for timber production; and (d) the availability of public facilities and services conductive to conversion of forest land to other uses.

- "Minerals" include gravel, sand, and valuable metallic substances.

- "Long-term commercial significance" includes the growing capacity, productivity, and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

- Within the urban area there are no lands that meet the state definition for Forest or Mineral Lands of Long-term Commercial Significance.

Critical Areas

- Wetlands are areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil

conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetland areas for mitigated conversion.

- The U.S. Department of Interior has identified no wetlands within the City by designation in general on National Wetlands Inventory.

- Areas with critical recharging effect on aquifers used for potable water.

- The City's potable water is provided by the Asotin County Public Utility District.

- Fish and wildlife habitat conservation areas are areas with which endangered, threatened, and sensitive species have primary association. They include habitats and species of local importance; naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat; Waters of the State; lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity; and, State Natural Area Preserves and Natural Resource Conservation Areas.

- Frequently flooded areas include those flooded areas in the 100-year floodplain designations of the Federal Emergency Management Agency and the National Flood Insurance Program and other frequently flooded areas.

- The National Flood Insurance Program, Federal Emergency Management Agency, has determined there are no areas of frequent flooding ("100-year floodplain") within the City. These areas are designated on Federal Insurance Rate Map panels #53003C0050 B.

- Geologically hazardous areas include those areas that are not suited to commercial, residential, or industrial development because of susceptibility to erosion, sliding, earthquakes, or other geological hazardous to public health or safety.

Wetlands can be so small that there is the possibility that one is identified only during an actual application process. Areas with a critical recharging effect on aquifers used for potable water includes the entire county in the most general of senses. More specifically, protecting PUD well water sources and intakes should be considered, along with any potential polluting sources in their region.

Geologically hazardous areas include steep slopes, areas with a history of slides, or mine shaft openings located where residential or commercial building may occur.

- The City currently administers classification and designation, including development regulations, of critical areas by ordinance through the State Environmental Policy Act (SEPA).

Consistency

- It is important that consistency is maintained between cities and the county with regards to their respective definitions and regulations of resource lands and critical areas; definitions used by all the cities and the county should be the same, yet local circumstances and goals should be a priority.

Urban Area

- Although not required, the City acknowledges the importance in addressing the urban areas surrounding Clarkston. Within these areas urban development should be encouraged and outside of which growth can occur only if it is not urban in nature. Each of the cities should also identify an urban area in their respective comprehensive plans.

- The urban areas include areas and densities sufficient to permit the urban growth that is projected to occur in the City for the succeeding twenty-year period. The urban area should include greenbelt and open space areas.

GOALS AND POLICIES

These goals and policies form the framework for the development of the regulatory mechanisms and land conversion processes which will direct growth in a manner which is suitable and conducive to Clarkston.

The goals and policies associated with the following land use element are derived to further the objective of retaining the agricultural land base of the county; of encouraging a moderate growth rate well within the fiscal capacity of local jurisdictions to supply necessary services; of encouraging growth within the boundaries of the Clarkston-Asotin Urban Area; of reducing the potential for future conflicts among different land uses; and of encouraging energy conservation and efficiency in development design and operation.

These goals and policies are meaningful and effective only when the appropriate implementation mechanisms are established. The elements included in the plan are deemed most important at this time. The potential is there to develop additional elements and associated goals and policies as conditions demand and/or permit.

Land Use

Goal A: Preserve the community atmosphere through encouragement of compatible development and coordination of future growth management.

Objectives:

A.1 Separate different conflicting land uses.

A.2 Maintain character of low-density residential neighborhoods.

A.3 Concentrate medium density multi-family units such as duplexes, triplexes and garden apartments in compatible areas.

A.4 Provide for high-density multi-family units and housing for retirement-age residents in areas with access to transportation, medical and commercial services.

A.5 Locations of future manufactured housing should be guided by development standards.

A.6 Complete the development of the existing Central Business District by encouraging expansion and filling in of vacant building and lots. This is the area along 5th and 6th Streets between Chestnut and Maple Streets

A.7 Encourage new service related commercial activities to locate in areas where such uses already exist.

A.8 Concentrate industrial land uses adjacent to the Port of Clarkston.

A.9 Protect residentially zoned lands from negative impacts of adjacent commercially zoned lands.

A.10 Where appropriate, new development should include planning approaches that increase physical activity, such as neighborhood commercial nodes to allow walking and cycling to local services, transit-oriented development, linear parks and trails network, and siting schools and other public facilities within neighborhoods to allow easy access to pedestrian and bicycle facilities.

A.11 Mixed-use developments should be allowed when the size of the development provides for planning as a cohesive neighborhood with commercial and residential uses co-existing. In appropriate areas of the City, new transition zones should be considered and if suitable, added to the zoning districts of the City.

A.12 Transitional zones should be encouraged and allowed where existing conditions are appropriate and where other land use and quality of life issues can be accommodated to allow for suitable commercial land uses while protecting the positive values of a residential area against possible negative impacts of commercial.

Policies:

A.1.1 The city shall maintain a coordinated growth management program including a zoning ordinance that will be compatible with the current Comprehensive Plan and organize other city land development ordinances into a one stop permit system.

A.1.2 Density in single-family neighborhoods [including manufactured homes on single lots] shall be no higher than 5,000 square feet for one dwelling and 8,500 square feet for a duplex dwelling.

A.1.3 The medium density residential areas, such as duplexes, triplexes, garden apartments and manufactured homes shall have a density no higher than 5,000 square feet for one dwelling, 7,500 square feet for a duplex dwelling and 10,000 square feet for a triplex dwelling

A.1.4 High-density multi-family units and manufactured homes shall have a density no higher than 5,000 square feet for one dwelling, 6,500 square feet for a duplex dwelling, 8,000 square feet for a triplex dwelling and 1,500 square feet of lot area for each additional dwelling unit. The City should consider establishing incentives and/or relaxing some development standards to encourage higher density housing so as to accommodate growth within the City through infill development.

Statements of land use characteristics.

The following subsections put forth the purpose and intent for each of the separate land use zones. These statements serve as the basis for the land uses which are either allowed or not allowed within each zoning district. These districts correspond to the map at the end of this section.

(1) **Low Density Residential** – RL on map - R-1 Zone. This district is intended to protect and preserve the character of existing residential neighborhoods in a predominantly lower density pattern by only allowing land uses which are compatible with the established pattern. It is not intended to allow other land uses of a commercial or industrial nature which have the potential to erode the residential character and integrity of the district. While infill development is desired, adherence to specific development standards that assure that new residential development is compatible with single-family or duplex residential in nature.

(2) **Medium Density Residential** – RM on map - R-2 Zone. This district is intended to protect and preserve the character of existing residential neighborhoods with a medium

density of development by only allowing land uses which are compatible with the established pattern including the infilling of the district with medium density residences. It is not intended to allow other land uses of a commercial or industrial nature which have the potential to erode the residential character of the district. All residential development, including higher density development, should be compatible with the existing residential neighborhood in nature. The degree of flexibility in setbacks and minimum lot sizes and other incentives permitted to promote infill should not be as strict as in the Low Density zone nor as flexible as in the High Density zone.

(3) **Medium Density Residential – 13th Street Neighborhood** – RM-13 on map - R-2 Zone. This district shares all the attributes of the Medium Density Residential shown directly above, however, due to the location of this neighborhood, special properties apply. It is envisioned that in the future, there will be a gradual transition to potentially higher density residential. All future commercial development along 13th Street should be contained within the designated NC nodes. The intent is to preserve the existing residential neighborhoods from commercial encroachment and to protect the area from issues associated with strip-commercial development. Therefore, special consideration should be afforded towards that evolution on a case-by-case basis wherein new commercial land uses could be allowed provisioned with measures to protect adjacent residential properties.

(4) **High Density Residential** – RH on map - R-3 Zone. This district is intended to protect and preserve the character of existing residential neighborhoods with a higher density of development by only allowing land uses which are compatible with the established pattern including the infilling of the district with higher density residential development. It is not intended to allow other land uses of a commercial or industrial nature which would have the potential to erode the residential character of the district. Flexibility in setbacks and minimum lot sizes and other incentives are permitted to promote infill, however, all residential development, including higher density development, should be compatible with the existing residential neighborhood in nature.

(5) **High Density Residential – Fair Street Neighborhood** – RH-FS on map - R-2 Zone. This district shares all the attributes of the Medium Density Residential shown directly above, however, due to the location of this neighborhood, special properties apply. It is envisioned that in the future, there will be a gradual transition from a neighborhood that is predominately residential to more commercial land uses and higher density residential. Therefore, special consideration should be afforded towards that evolution on a case-by-case basis wherein new commercial land uses could be allowed provisioned with measures to protect adjacent residential properties.

(6) **High Density Residential – Poplar Street Neighborhood** – RH-PS on map - R-2 Zone. This district shares all the attributes of the Medium Density Residential shown directly above, however, due to the location of this neighborhood, special properties apply. It is envisioned that in the future, there will be a gradual transition from a neighborhood that is predominately residential to higher density residential. Therefore, special consideration should be afforded towards that evolution on a case-by-case basis wherein new higher density residential land uses could be allowed provisioned with measures to protect adjacent residential properties.

(7) Service Commercial – SC on map - S-C Zone. The district is intended to accommodate commercial land uses which are predominantly vehicle-oriented or vehicle-served, including commercial uses which are directed toward tourists, one-stop shoppers, and uses which sell or service vehicles. Although pedestrian access from common parking areas is not discouraged in this district, it is recognized that most access to the commercial uses will be from separate parking areas owned by the adjacent commercial business. It is not intended to allow other land uses of a residential or industrial nature in this district which have the potential to create conflicts and diminish the effectiveness of a commercial district.

(8) **Downtown Commercial** – DC on map - D-C Zone. This district is intended to accommodate commercial land uses which are predominantly pedestrian-oriented or pedestrian-served, including commercial uses which are directed towards more than one-stop shopping, which provide financial and professional services and which include establishments that provide opportunities for entertainment and socializing. Although vehicular access is usually necessary to arrive in this district, pedestrian access is encouraged throughout the area. It is not intended to allow other land uses of a industrial nature, nor commercial uses which cater primarily to vehicles as these land uses have the potential to create conflicts with and to erode the established "Main Street" character of the district. Residential use on the upper floors of buildings is encouraged in order to bring more people into the downtown area.

(9) **Medical Commercial** – MC on map - M-C Zone. This district is intended to accommodate land uses which are predominantly oriented towards providing medical services or such auxiliary uses which complement a medical hospital, including facilities for extended residential care and housing for both patients and families. Recognizing that complete medical development of this district may occur over many years, existing and new residential land uses are allowable. It is not intended to allow other land uses of an industrial nature or of a commercial nature which are not related to or complementary to the prevailing medical intent.

It is envisioned that future MC development will expand eastwards along Highland Avenue due to proximity to the existing medical campus and the convenience of access, however, MC expansion should be contained to no greater than a width of one lot to the north side and three lots to the south side of Highland Avenue.

(10) **Heavy Industrial Zone** – HI on map - H-I Zone. The heavy industrial zone is intended to provide locations where uses are permitted outright for the manufacturing and assembly of materials into finished products; warehousing, storage and wholesale businesses; and offices that are related to the industrial uses allowed in the zone and located on the same site. The heavy industrial zone is also intended to provide locations for the manufacturing of products from raw material and/or products that may have a greater detrimental impact on environmental quality or the community. Additional restrictions may be imposed to mitigate these impacts.

(11) **Port Commercial** – PC on map - P-C Zone. The port commercial zone is intended to provide locations for the manufacturing and assembly of materials into finished products, warehousing, storage and wholesale businesses, and offices and limited retail and service uses which are compatible with or associated with the industrial uses allowed.

Residential use on the upper floors of buildings is encouraged in order to bring more people into this area.

(12) **Planned Development** – P-D Zone. This district is intended to permit flexibility in the design and development of larger tracts of land that are in common ownership or control.

(13) **Neighborhood Commercial** – NC on map - N-C Zone. The neighborhood commercial zone is intended to provide commercial uses that are relatively small-scale neighborhood-serving retail and office uses. Neighborhood businesses are ideally located as business clusters rather than arterial strip commercial development. The district is intended to accommodate commercial land uses via neighborhood pedestrian access however it is recognized that much access will be predominantly vehicle-oriented or vehicle-served. It is strongly encouraged that all new development be small-scale, ie. less than 2,500 square feet of floor space. Existing structures which are greater than 2,500 square feet are grandfathered and allowed to continue to be utilized.


Snake River
Clearwater River
Clarkston Golf
HI
PC
RH
SC
RH
RH
RH-FS
SC
RM-PS
RM-13
RM
RH
RH
NC
DC
RM
RL
NC
RM
RM-13
Vernon Park
Beachview Park
RL
NC
MC
NC
RM
Lewiston
RL- Low Density Residential
RM- Medium Density Residential
RM-13 Medium Density 13th St Residential
RM-PS Poplar St High Density
RH-FS Fair St High Density
RH- High Density Residential
SC- Service Commercial
NC- Neighborhood Com.
MC- Medical Commercial
DC- Downtown Commercial
PC- Port Commercial
HI- Heavy Industrial
Future Land Use Plan

FOR FUTURE DISCUSSION:

A.1.5 Development regulations should be reviewed and revised as necessary to allow for reduced building setbacks and flexibility in lot development. A minimum of ten feet between adjacent residential buildings shall be provided for fire safety concerns, however, other setbacks can and should be revised to allow for increased lot development flexibility and increased density. Likewise, minimum lot size requirements for additional dwellings per lot and maximum building height requirements should be revised.

A.1.6 Downtown infill development of retail services and other commercial land uses shall be given first priority before converting other land to commercial use.

A.1.7 A tourist center and service related activities should be developed along appropriate corridors. The City should promote river oriented tourist facilities in the northern portion of the city along the Snake River.

A.1.8 Allow expanded development of professional offices in the Tri-State Hospital area. A medical campus type of development should be encouraged.

A.1.9 The city shall work closely with the Port District to provide for coordinated industrial development and tourist related activities and facilities. The Port is seeking to revise its current waterfront master plan. The City should work closely with the Port on this process and product.

A.1.10 The City of Clarkston and Asotin County should recognize their interdependence and jointly coordinate an Urban Area Plan.

A.1.11 The City should continue to sustain working relationships with federal, state, and local units of government to achieve community goals.

A.1.12 The City should carefully consider and encourage future annexation proposals in coordination with the Comprehensive Plan.

A.1.13 The City should develop criteria for future annexation considering service availability.

A.1.14 Review and revise (as appropriate) development standards to assure that residential properties are protected from the impacts of commercial development.

A.1.15 Continually review permitted, conditional and prohibited uses to assure that the mix of uses allowed by the zoning ordinance does not adversely impact residential neighborhoods. Revise zoning ordinance if appropriate.

A.1.16 Review and revise development standards to buffer residential zones and/or uses from commercial and industrial uses. Such revised standards may address landscaping,

berms, fences, walls, access, lighting, uses, hours of operation, or other criteria as may be appropriate.

A.1.17 Off-street parking for commercial buildings should be designed to minimize visual impact. Parking areas should provide safe, and efficient ingress and egress for vehicles and public transit. Parking lots should be configured and designed to reduce the overall mass of paved surfaces. Parking lots should be configured and designed to reduce the overall mass of paved surfaces and to minimize noise and light impacts upon existing and established residential neighborhoods.

A.1.18 Landscape and buffering should contribute to visual quality and continuity within and between developments, provide screening and mitigation of potential conflicts between activity areas and site elements.

A.1.19 Loading areas and outdoor storage areas of commercial developments exert visual and noise impacts on surrounding neighborhoods and should be designed so that delivery and loading operations do not adversely impact adjoining neighborhoods.

A.1.20 The development of large retail development shall provide appropriate roads, curb, gutter, walkway/sidewalks, and signaling both on-site and off-site as necessary to accommodate traffic increase caused by the development.

A.1.21 Support efforts to assist customer access and enhance parking for the Post Office facility.

A.1.22 Clarkston should ensure that planning within the city involves the public and that there are procedures to review and evaluate this Comprehensive Plan.

A.1.23 The City should encourage the involvement of citizens in the planning process and ensure coordination between neighborhoods and jurisdictions to reconcile conflicts.

A.1.24 The city shall establish and broadly disseminate to the public a public participation program that identifies procedures and schedules whereby updates, proposed amendments, or revisions of the comprehensive plan are considered by the governing body of the city no more frequently than once every year. However, the city may adopt amendments or revisions to its comprehensive plan whenever an emergency exists or to resolve an appeal of a comprehensive plan filed with a growth management hearings board or with the court.

A.1.25 The city shall review, at least every ten years, its designated urban growth area or areas, and the densities permitted within both the incorporated and unincorporated portions of each urban growth area. In conjunction with this review by the county, each city located within an urban growth area shall review the densities permitted within its boundaries, and the extent to which the urban growth occurring within the county has located within each city and the unincorporated portions of the urban growth areas.

A.1.26 Encourage development that promotes and supports tourism in the City and region.

A.1.27 Assist in the development and implementation of a Waterfront Development Master Plan, which could include projects such as restaurants, shops, hotels, amphitheater, floating band shell, handicap swim area, rejuvenating the marina and improving recreational access facilities.

A.1.28 Develop the area's capacity to maximize visitors' length of stay through things like packaging tours, attracting conventions and new tourism businesses.

A.1.29 Promote the nationally designated attributes of the area such as Hells Canyon National Recreation Area, Northwest Discover Water Trails, National Scenic By-Way, Lewis & Clark
Trail, etc.

A.1.30 The City should work closely with affected business-people, residents and property owners on a commercial corridor development plan. This plan should provide the framework for physical, financial, strategic and marketing improvements to the areas along Port Drive, Fair Street and the Bridge Street Corridor.

A.1.31 The City should work closely with downtown business-people, residents and property owners on a downtown redevelopment plan. This plan should provide the framework for physical, financial, strategic and marketing improvements to the area along 5th and 6th Streets between Chestnut and Maple Streets.

A.1.32 To coordinate growth and development between the population centers and county to promote and protect inter-jurisdictional interests. Coordinate city, town, and county inter-jurisdictional review of land-use activities in the adopted urban growth areas. Coordinate city, town, and county review and approval of development proposals with appropriate federal, state, and local environmental agencies within the adopted urban growth areas.

Physical Environment

Goal A: Create an environment within the City that is physically and environmentally healthy.

Objectives:
A.1 Improve air quality.

A.2 Encourage programs to promote public and private property beautification and civic pride.

A.3 Protect the water quality of Clarkston and its surrounding rivers.

Policies:
A.3.1 The City shall work with regional air quality authorities to develop measures to address air quality problems.

A.3.2 Manage stormwater to minimize erosion and to limit the amount of pollutants entering the Snake Rivers.

A.3.3 Review and establish requirements for on-site detention of stormwater. Design and implement stormwater drainage facilities to minimize local flooding. Stormwater policies and regulations should incorporate the State Department of Ecology's Stormwater Manual for Eastern or Western Washington.

A.3.4 The volume of stormwater runoff leaving a new site development should not exceed the volume of runoff which existed prior to the development.

A.3.5 New site developments should include stormwater retention basins or swales and permeable pavement to minimize the impact of stormwater upon the city's infrastructure system and the Snake River.

A.3.6. The City should encourage and promote the retention and recruitment of 'clean' industry which is environmentally friendly and supportive of a diverse economic base.

Objective A.4 The city shall review drainage, flooding, and storm water run-off within the city and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state.

Policies:
A.4.1 Through its Critical Areas Ordinance and other development regulations, the city shall designate and protect critical areas using the best available science (BAS) in developing policies to protect the functions and values of critical areas, and giving "special consideration" to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

A.4.2 The city shall maintain a Critical Areas ordinance which protects aquifer recharge areas, seeking to maintain the quality of the ground water, with particular attention to recharge areas of high susceptibility.

A.4.3 The city shall maintain a Critical Areas ordinance which identifies frequently flooded areas. Floodplains and other areas subject to flooding perform important hydrologic functions and may present a risk to persons and property. The protective measures should be consistent with FEMA regulations.

A.4.4 The city shall maintain a Critical Areas ordinance which identifies geologically hazardous areas including areas susceptible to erosion, sliding, earthquake, or other

geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard.

A.4.5 The city shall maintain a Critical Areas ordinance which identifies fish and wildlife habitat conservation areas. Fish and wildlife habitat conservation means land management for maintaining species in suitable habitats within their natural geographic distribution.

A.4.6 The city shall evaluate proposed regulatory or administrative actions to assure that such actions do not result in an unconstitutional taking of private property.

Economic Development

Goal A: Encourage expansion of the existing business community and create opportunities to stimulate future economic development.

Objectives:
A.1 Promote coordination between the City and the Port of Clarkston to encourage economic development.

A.2 Encourage development and redevelopment of the central business district.

A.3 Encourage development of commercial and recreational tourist activities.

Policies:
A.1.1 The City shall establish an ongoing coordination mechanism with the Port District, Chamber of Commerce, Clearwater Economic Development Association, the Southeast Washington Economic Development Association and Valley Vision to contribute overall community economic development.

A.1.2 The City shall encourage economic development through the standardization of regulations with regional agencies.

A.1.3 The City shall continue to participate in joint public-private regional economic organizations such as the Chamber of Commerce, Clearwater Economic Development Association, the Southeast Washington Economic Development Association and Valley Vision.

A.1.4 The City should work closely with downtown business-people, residents and property owners on a downtown redevelopment plan. This plan should provide the framework for physical, financial, strategic and marketing improvements to the area along 5th and 6th Streets between Chestnut and Maple Streets.

A.1.5 The City should begin to implement recommendations of the way-finding study which was done for the Metropolitan Planning Organization so as to provide direction to visitors, beautify the city entrances, identify strategic city entry points and efficiently direct tourists and visitors to regional attractions, local facilities, tour boat facilities and retail commercial areas.

Siting of Essential Public Facilities

Goal A: Consistency

Policies:
A.1 Development review consistency between the city and other jurisdictions within the county should be coordinated.

A.2 Identification of Essential Public Facilities. The city comprehensive plan should identify land for essential public facilities of city, countywide, or statewide significance, such as human service facilities, educational or solid waste handling facilities, transportation facilities, correctional facilities and in-patient care facilities. Do not preclude the siting of essential public facilities, but generate standards to ensure that reasonable compatibility with other land uses can be achieved.

A.3 Siting Requirements:
a. Siting requirements for county facilities within the urban areas should be jointly and cooperatively established with the cities.

b. Essential public facilities will not be located in Resource Lands or Critical Areas unless no feasible alternative site location exists, such as in the case of utility transmission facilities. The developer of these facilities shall pay a proportionate share of extending municipal services to the site.

c. Essential public facilities whose nature require that they be sited outside cities or urban areas must be self supporting and must not require the extension, construction, or maintenance of municipal services and facilities. Criteria should be established that address the provision of services when siting an essential public facility. Essential public facilities should not be located outside cities urban areas unless the nature of their operations needs or dictates that they be sited in the rural area of the county.

d. Essential public facilities shall be sited in places that enhance the regional development strategy and that encourage their efficient use by the public.

A.4 Regional Planning of Essential Public Facilities:
a. The city should develop a cooperative and structured process which includes public involvement at an early stage, to consider siting of public facilities of a city, countywide, and statewide nature, such as solid waste disposal, correctional, transportation, education

and human service facilities. To ensure that public facilities are located so as to protect environmental quality, optimize access and usefulness to all jurisdictions, and equitably distribute economic benefits/burdens throughout the county. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities, and state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes. (RCW 36.70A.200 (1))
b. The Comprehensive Plan shall demonstrate how land useful for public purposes is coordinated with the county.

A.5 Types and Process for Siting of Essential Public Facilities.
a. All jurisdictions should identify essential public facilities, including but not limited to:

1. Utility corridors, sewer, water, power and communication facilities;
2. All transportation facilities;
3. Recycling facilities;
4. Sewage treatment facilities;
5. Recreational facilities;
6. Schools;
7. Municipal facilities (city halls, fire stations, police stations, libraries and post offices);
8. Parks;
9. State and local correctional facilities; and
10. In-patient facilities.

b. All jurisdictions should establish a countywide process for siting essential public facilities of region-wide significance. This process will include:

1. An inventory of needed facilities;
2. A method of fair share allocation of facilities;
3. Economic and other incentives to jurisdictions receiving such facilities;
4. A method of determining which jurisdiction is responsible for each facility;
5. A public involvement strategy; and
6. Assurance that the environmental and public health and safety are protected.

c. Essential public facilities which are identified by the county, by regional agreement, or by state or federal government should be subject to the following process. When essential public facilities are proposed the local government(s) will:

1. Encourage public participation through a community advisory committee formed to help in the concept siting and concept development of an essential public facility.
2. Ensure public involvement through the use of timely press releases, newspaper notices, public information meetings, and public hearings.

3. Notify adjacent jurisdictions of the proposed project and solicit review and comment on the recommendations made by the Advisory Project Analysis and Site Evaluation Committee.

d. The siting of any essential public facility requires that the facility location be compatible with area land uses. Local comprehensive plans and regulations will establish standards by which to judge and ensure such compatibility.

A.6 Fair Share Distribution.
a. All jurisdictions should strive to locate regional and essential public facilities so as to distribute them equitably countywide. No single community shall be required to absorb an undue share of the impacts of regional and essential facilities.

b. In determining a local government's fair share of siting of public facilities, the Advisory Countywide Project Analysis and Site Committee should consider at least the following:

1. Existing public facilities and their effect on the community.
2. The relative potential for reshaping the economy, the environment, and the community character resulting from the siting of the facility.

Natural Resource Lands and Critical Areas

Goal A: Consistency

Policies:
A.1 Consistency between the city and other jurisdictions within the county regarding respective definitions and regulations of resource lands and critical areas, while taking into account local differences and goals.

Goal B: Environmental Concerns

Policies:
B.1 The city recognizes that a healthy economy which provides employment opportunities for diverse segments of the community are important to the quality of life in the area.

B.2 Groundwater should be identified and protected, including appropriate protection of aquifer recharge areas. Supplies of potable domestic water, irrigation water, and fire fighting water should be ensured in the rural, suburban, and urban areas.

B.3 Water rights are those rights defined in state law, including RCW 90.03.010 and 90.44.035, as well as those rights subject to adjudication and determined pursuant to the water basin adjudication generally described as State of Washington v. Acquavella.

Nothing in this document is meant or intended to interfere with that process, and there is no intent to make claims on water rights by this policy document.

B.4 Maintenance of the quality of the city's environment through the existing environmental review process of State Environmental Policy Act (SEPA).

B.5 The city should approve only those requests for land use activities (a) which would not result in an important wetland or fish and wildlife habitat conservation area being degraded, (b) which would not put its citizens or their property in positions of unacceptable risk with respect to floods or geological hazards, (c) which would not aggravate a geologically hazardous area, and (d) which would not harm a critical recharging area for aquifers that are used for drinking water.

B.6 When reviewing land use activities, the city should utilize mitigating measures, if the measures adequately protect the critical area and people and property involved, so that desired land use activities can occur.

B.7 Environmental review will have particular emphasis upon the protection of individual property rights and the customs and cultures of the region.

B.8 Separation of natural resources lands of long-term commercial significance from incompatible uses, such as urban and suburban areas and rural settlements.

Economics

A.1 Overall Economic Development Plan. The city will cooperate with the Southeast Washington Economic Development Association in the preparation and implementation of the Overall Economic Development Plan. Other appropriate agencies, businesses, and individuals will be involved in the process.

A.2 Countywide Economic Vitality. Economic vitality and job development will be encouraged by the City and County.

A.3 Economic Development Strategies.
Economic development activities will be implemented in a manner which supports quality of life and growth management strategy. This can be achieved by the following:

a. Recognizing that education and training, which produce a skilled work force, are essential to economic vitality.

b. Basing the level of economic development activity on the ability to manage the resulting growth.

c. Requiring non-resource based economic development activities to locate within designated urban areas, or incorporated cities.

d. Requiring economic development proposals to show how increased services and infrastructure support will be provided.

e. Undertaking countywide and regional efforts to coordinate economic development activities.

f. Ensuring that the economic development goals and policies of local comprehensive plans are compatible.

Urban Area

A.1 The County, in cooperation with the Cities, should identify an urban area. This designation of an urban area beyond the existing limits of incorporation should be based on demonstrating that utilities and public services either already exist, or are planned for and can be effectively and economically provided by either public or private sources.

A.2 Urban Service Areas.
All jurisdictions of Asotin County will jointly work to identify and address service areas and their impacts.

A.3 The City will continue to serve as the lead on SEPA applications within the City limits. **A.4** Final development approval will continue to reside with the county for areas outside of city limits.

A.5 Development Regulations.

a. Consistent development regulations and development standards should be adopted for urban areas.

b. Consistent development regulations and development standards should be evolved through the comprehensive planning process.

c. Development standards should address such improvements as street alignment and grade, public road access, right-of-way, street improvements, sanitary sewer, storm water improvements, power, communications, utilities, park and recreation facilities, and school facilities.

A.6 Municipal Service Extension.

a. Urban services should be provided only within and not beyond the urbanized area. Such services include central sewage collection and treatment, public water systems, urban street infrastructure, EMS, police and fire, and stormwater collection facilities.

b. The PUD may provide water service beyond the urban area if the service area is required by agreement through a Coordinated Water Supply Plan.

c. The availability of the full range of urban government services will be subject to the annexation policy of the adjacent municipality. The timing of utility extensions into the urban area should be consistent with the adopted comprehensive plan and capital facilities plan of the utility purveyor.

A.7 Comprehensive Planning Responsibilities in the urban area.

a. Comprehensive planning within the urban area shall be accomplished on a joint basis between the city and county. Planning responsibility should be done cooperatively between the city and the county.

b. All planning efforts in the urban area shall utilize a high degree of involvement and participation from unincorporated county residents, which shall be demonstrated to the satisfaction of the city. The city and county may want to consider joint planning committees.

A.8 Implementation.
Implementing measures should include inter-local agreements, contracts, memorandums of understanding and joint ordinances, or a combination thereof.

Development within Urban Areas

A.1 Subdivisions and development in Urban Area.
a. Subdivisions and development within the urban area should be orderly and coordinated between the city, county and utility service purveyors.

b. Development and subdivisions in the urban area should be coordinated through joint review with the county and city according to the development standards and comprehensive plans developed for that urban area. The city shall enforce these standards in the permit review process.

A.2 Inter-local Agreements.
The city, county, and special districts shall execute inter-local agreements to coordinate and manage growth in the urban area. Inter-local agreements may acknowledge and implement any uniform criteria for orderly annexation.

A.3 Development Fees.

a. A system of fees should be developed and levied against all new development in order to assign a fair and proportionate share of future infrastructure within the urban area and other designated service areas.

b. Other forms of financing for improvements related to urban growth are recognized, such as: Local Improvement District (LID) with established benefit areas. In areas where LIDs exist, the levying of development impact fees may be duplicating payment for infrastructure. Land use actions may be subject to the condition of waiver of protest to its inclusion within these LID s to be formed for specific infrastructure directly associated with the proposed land use action. This condition shall be recorded with the approval of each land use action, annexation, or rezone and shall run with the land and be binding on successors and assigns of the benefited property.

A.4 Coordinated Development.
a. All jurisdictions should participate in identifying needed regional services. All jurisdictions shall cooperate to identify adequate revenue sources and increasing financing mechanisms for regional services and infrastructure. Financing mechanisms may include increment financing or tax base sharing.

A.5 Planned Unit Developments [PUD].
a. PUDs which include commercial and/or industrial uses in addition to residential uses shall be located in an urban area.

b. The location of all PUDs shall be established to foster the efficient expansion and management of infrastructure and utilities and demonstrate compatibility with resource land uses. Mitigation fees may be assessed to compensate the cost of increased demands upon infrastructure, services and utilities.

A.6 All actions regarding new proposed activities, both public and private, should include observation of the planning areas, their associated goals and policies and the uses identified as appropriate within them.

HOUSING ELEMENT

HOUSING ELEMENT

INTRODUCTION

The Housing Element of the comprehensive plan should ensure the vitality and character of established neighborhoods that:

- Includes an inventory and analysis of existing and projected housing needs;
- Includes a statement of goals and policies, and provisions for the preservation, improvement, and development of housing, including single family residences;
- Identifies sufficient land for housing, including, but not limited to government assisted housing, housing for low-income families, manufactured housing, multi-family housing, and group homes and foster care facilities; and
- Makes adequate provisions for existing and projected needs of all economic segments of the community.

Housing represents a critical physical feature of the built environment, and the need for adequate housing for all residents of the community is important and can only be realized through a fair and open housing market.

INVENTORY AND ANALYSIS

Services to housing and to the residents within them comprise a major portion of city expenditures. Taxes on housing are a principal source of local government revenue. The availability and condition of housing within the city, therefore, is important in its long-term planning.

Physical assessment of housing is necessary to get an understanding of problems individuals and families face now, and might expect to face in the future. In describing housing, information should be presented by number and kinds of housing units, number of owner or renter occupied units, location, condition, vacancy rates and supply.

- In addition, regular analysis of assessed valuation should be performed to show value-use relationships of land.
- This analysis can be used as general information, used to locate areas of similarity that should be protected from unsuitable land use, and used to show areas appropriate for the location of city facilities.
- Values of individual lots for such study can be obtained from the Asotin County Assessor's office, although it should be recognized that these values may not be representative of true market values. There are also some lots that are exempt from taxes and do not have an assessed value, i.e., churches and non-profit organizations.

Assistance for both physical and assessed valuation studies from such organizations as the Asotin County Housing Authority should be utilized to achieve desired housing objectives.

Existing Housing - Type and Value

The most current data on housing comes from U.S. Census Bureau, 2010 Decennial Census, the 2016 American Community Survey and Washington Office of Financial Management. In 2016, there was a total of 3,556 housing units in Clarkston of which 178 were vacant. Out of these housing units, 1,520 or 46% were occupied by owners. This compares with 1,686 or 49% were occupied by the owner, with the 1,463 or 43% by renters in the year 2000. There was a vacancy rate of 2.1% for rental units which indicates high demand.

For the year 2000, 64% of the total units are detached, or stand-alone homes; 6% are mobile/trailer homes; 27% are 2 unit or more complexes. In 2016, there were 2,003 (60%) detached houses; 167 (5%) mobile homes and 1,121 units that were duplex and multi-family. In 2000, the average household size in Clarkston was 2.24 persons per household, with 92% of the total households occupied by owners or renters. In 2016, the average household size remained the same.

In 1990, the median value of houses in Clarkston was $53,900 which was significantly less than the state median of $93,400. By 2000, this value had risen to $78,000 in Clarkston and by 2005, it was $89,500. In 2016, the median value of a house had risen to $127,500. The median monthly rental rate in 2000 was $413 for a unit in Clarkston which compares with the state median rent of $533 per month. By 2016, the median rent had risen to $655 per month.

Income Range of Households

Widely accepted as the measure of housing affordability, housing costs that exceed 30% of the median family income is excessive. In 2016, the median family income in Clarkston was $33,353. The following income brackets are based on public assistance programs in relation to the city's overall median income:

- Very Low Income: less than 50% of median - less than $16,677
- Low Income: 50% to 80% of median - $16,677 to $26,682
- Moderate Income: 80% to 95% of median - $26,682 to $31,685
- Middle Income: 95% to 110% of median - $31,685 to $36,688
- High Income: greater than 110% of median - greater than $36,688

In 1989, Clarkston's median household income was $16,641 and Asotin County's median household income was $22,897. This had grown to $24,907 and $33,524, respectively, by the year 2000. The statewide median was $48,400. In 2016, the median household income in Clarkston was $33,353 and $45,550 for Asotin County. It is the city's objective to ensure that there should be sufficient housing available for all income levels within the city. Since 2000, both home sale and rental rates have increased within the City overall.

The following series of tables provide information relative to the city and population and housing characteristics for occupancy and density, ownership, type and structure, income, vacancy and valuations.

Table H-1
Population and Housing

Year	Asotin County Population	Clarkston Population
2016	22,290	7,250
2006	21,100	7,275
2000	20,551	7,337
1990	17,605	6,753
1980	16,823	6,903
1970	13,799	6,312
	Housing Units	**Housing Units**
2016	10,045	3,556
2000	9,111	3,438
1990	7,519	3,043
1980	Not available	3,077
1970	Not available	2,492

Source: U.S. Bureau of the Census, Population and Housing, 2017 & Washington Office of Financial Management.

Table H-2
Housing Units by Structure Type

	2000 Structure Type				2016 Structure Type			
	Total	**One Unit**	**Two or more**	**MH/TR/Spec ***	**Total**	**One Unit**	**Two or more**	**MH/TR/Spec ***
Asotin County	9,111	6,230	1,448	1,182	9,847	6,563	2,079	1,205
Clarkston	3,438	2,268	970	200	3,556	2,268	1,121	167

***The mobile home/trailer data for unincorporated areas may exclude changes in mobile home parks for all or part of the 1990-94 reporting period. Mobile home/trailer losses tend to be underreported. The number of mobile homes and trailers in areas that have experienced a large outmigration will tend to be overestimated.

Source: U.S. Bureau of the Census, Population and Housing, 2017 & Washington Office of Financial Management.

Table H-3
Household Types and Occupancy in 2016

Owner Occupied Units/Persons	Clarkston	Asotin County	Washington State
Population	7,250	22,290	7,405,743
Total housing units	3,556	9,847	2,966,814
Population per unit	2.24	2.26	2.65
Vacant units	178	747	270,208
Owner occupied units	1,520	6,222	1,683,381
Renter occupied	1,635	3,075	1,013,225
Median value	$127,500	$177,600	$269,300
Median rent	$655	$708	$1,056

Source: U.S. Bureau of the Census, Population and Housing, 2017 & Washington Office of Financial Management.

Table H-4
General Population and Housing Characteristics

	City of Clarkston
Population	7,250
Percent of all persons	
< 5 years old	7.9%
5-19	18.5%
20-24	5.7%
25-44	28.0%
45-64	26.2%
65 and over	13.6%
Median age	36
Households	3,556

Source: U.S. Bureau of the Census, Population and Housing, 2017 & Washington Office of Financial Management.

Table H-5
Change in Population, Housing Units and Land Area

	Asotin County	Clarkston
Population		
1990	16,705	6,753
2000	20,551	7,337
2016	22,290	7,250
Change	1,739	(87)
Housing Units		
1990	7,519	3,043
2000	9,111	3,438
2016	9,847	3,556
Change	736	(105)
Area in Square Miles		
1990	635.9	2.02
1997	635.9	2.03
2016	635.9	**2.03**
Change	0	**2.03**

Source: U.S. Bureau of the Census, Population and Housing, 2016.

Table H-6
Income Statistics

Area	Year	Per Capita Income	Median Household Income	Percent of population below poverty
Clarkston	1970	$2,730	$8,274	11.1%
	1989	$6,859	$16,641	26.4%
	2000	$14673	$25,907	20.6%
	2016	$18,623	$33,353	21.1%
Washington State	1970	$3,370	$9,125	10.2%
	1989	$14,923	$31,183	10.9%
	2000	$21587	$31,183	11.4%
	2016	$32,999	$62,848	11.3%

Source: U.S. Census, Social and Economic Characteristics, 1970, 1990 and 2000, 2017 & Washington Office of Financial Management.

Age Distribution of Population
The elderly require special consideration in planning housing, transit, and social services. In addition, a large retired population will not require employment opportunities. Over 22% of the county's population as of 2010 was 65 years or older. Those under five years of age constituted 5% of the population.

Condition of Existing Housing Stock
An exterior structural survey of Clarkston's homes (single detached, duplexes, manufactured units only) should be conducted periodically. Residential buildings would be rated and scored on the following criteria: Evidence of sagging or deteriorated siding and roof are an indication of needed costly repairs. The City has adopted the International Property Maintenance Code. This provides standards and guidance for assessing appropriate minimum level of maintenance and what is a safe structure for occupancy.

Old age and maintenance neglect are an indication that electrical wiring, HVAC, and plumbing are faulty and pose safety and major cost problems.

Group Housing
The city has licensed group homes, nursing homes and foster care facilities. This development includes complexes, for elderly/disabled residents in living units, and for families in living units.

Recent Development Patterns
Expansion of residential development in the Clarkston-Asotin Urban Area has created substantial new residential growth in the urbanized, but unincorporated area of the county. Residential subdivisions have been reviewed and are under construction within the county. Within the city limits of Clarkston, there is relatively little open land for new development. New population growth in Clarkston will need to be accommodated primarily either through the construction of high-density residential units or through expansion of the city's boundaries.

It is because of the relatively lower value of residences and rental units in Clarkston compared to other areas of the region that families and individuals with lower available incomes choose to locate within the City. It has been suggested that Clarkston continue as it has in the past to provide affordable housing to all income levels. This suggested goal appears to be achievable into the future, based on past trends. In addition, there is ample acreage for expansion outward from existing residential areas for additional residential land uses.

Housing and Land Use Population Projections

As stated above, if there is to be any accommodation for an increased population within the city, there will need to be a conversion of low or medium density housing to higher density residential as the available open land area is limited.

As shown in the table below, the medium population forecast for Clarkston was shown to be 7,689 by 2030. This is an increase of 439 over the present. At the rate of 2.24 persons per household, this would require an additional 196 housing units. It is unlikely there exists sufficient vacant land within the city to construct this quantity of housing units. Therefore, higher density units will have to be constructed that replace existing lower density units. Given that the average age of Clarkston's housing stock is over 50 years old, this may be a desirable direction.

Table H-7 Population Forecasts

	2010	**2017**	**2025**	**2030**	**2035**
Low Forecast	Actual	Estimate			
Asotin County	21,623	22,290	22,350	22,600	23,300
Clarkston	**7,229**	**7,250**	**7,375**	**7,485**	**7,689**
	(33%)	(33%)	(33%)	(33%)	(33%)
Medium **Forecast**					
Asotin County	21,623	22,290	23,270	23,300	23.370
Clarkston	**7,229**	**7,250**	**7,679**	**7,689**	**7,712**
	(33%)	(33%)	(33%)	(33%)	(33%)
High Forecast					
Asotin County	21,623	22,290	26,700	28,500	30,900
Clarkston	**7,229**	**7,250**	**8,811**	**9,405**	**10,197**
	(33%)	(33%)	(33%)	(33%)	(33%)

Source: Washington Office of Financial Management**.**

Annexations

Based on the previous section, Clarkston assumes that there will be an ongoing demand for developing lands outside present city limits for future residential uses. The City does not assume that the owners of land inside the unincorporated urban areas which are presently vacant yet, ideal for residential use will convert their property from pasture lands to platted residential use. The City would like to continue to provide a wide variety of housing, including affordable housing, since there is not a great deal of available buildable land within the corporate limits. Due to Washington State law, it is impractical for the City to attempt to annex lands outside of the incorporated area unless it is a voluntary choice by the individual landowner.

FINDINGS AND CONCLUSIONS

Element

- The housing element recognizes the vitality and character of established residential neighborhoods that:

(a) includes an inventory and analysis of existing and projected housing needs;
(b) includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing;
(c) identifies sufficient land for housing, including, but not limited to, affordable housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and
(d) makes adequate provisions for existing and projected needs of all economic segments of the community.

Inventory of Existing and Future Housing

- There are substandard housing units in the city.

- There is a need for rental units, including apartments, duplexes, and residences.

- Services to housing and to their residents comprise a major portion of city expenditures and taxes on housing are one source of local government revenue; therefore, the availability and condition of housing within the city is vitally important in long-term planning for the city.

- There is a wide variety housing types within Clarkston, including manufactured housing and multi-family housing units.

- There is a wide variety of affordable housing within the city, including government assisted housing complexes for low-income families.

- There are group and foster care housing facilities within Clarkston, and there are no barriers to siting additional housing in the city.

Provisions for Low-Income and Affordable Housing

- There is great need for affordable housing throughout the city as a whole.

- There is sufficient area within the urban areas for all types of housing, including affordable, manufactured, multi-family, and group and foster care housing.

GOALS AND POLICIES

Goal A: Ensure housing diversity in the city to meet existing and future housing needs.

Objectives:
A.1 Encourage the retention of single-family houses throughout the City.

A.2 Encourage the development of multi-family housing.

A.3 Encourage redevelopment of existing substandard housing.

A.4 Improve existing housing stock through rehabilitation programs.

Policies:
A.1.1 Continue to plan for the sufficient provision of the various housing needs of Clarkston residents.

A.1.2 Promote and enforce ordinances on substandard housing that create health and safety problems. Towards that objective, the City has adopted the 2015 International Property Maintenance Code.

A.1.3 Assure the safety of all manufactured housing units which shall bear a tag or seal of approval of the state of Washington or the U.S. Department of Housing and Urban Development.

A.1.4 Identify funding sources for rehabilitation programs and loans and develop a program to deliver these programs to qualified property owners. Focus on owner-occupied properties first.

A.1.5 Site plans are be required for mobile home park developments, including landscaping and maintenance standards.

Goal B: Ensure coordination and compliance with applicable state and federal regulations.

Objectives:
B.1 The City of Clarkston will coordinate its actions with respect to its affect upon housing.

B.2 Housing Types
A wide range of housing development types and densities will be encouraged and promoted. This will include multi-family and special needs housing to provide affordable housing choices for all.

B.3 Manufactured Housing
Within the urban area, manufactured housing meeting the standards of the Manufactured Housing Code, not the Uniform Building Code, should be developed in the form of planned manufactured home parks or subdivisions. The county and the cities should provide location criteria and appropriately designated lands.

B.3.a. The city shall not enact any statute or ordinance that has the effect, directly or indirectly, of discriminating against consumers' choices in the placement or use of a home in such a manner that is not equally applicable to all homes. Homes built to 42 U.S.C. Sec. 5401-5403 standards (as amended in 2000) must be regulated for the purposes of siting in the same manner as site built homes, factory built homes, or homes built to any other state construction or local design standard. However, the city may require that (a) a manufactured home be a new manufactured home; (b) the manufactured home be set upon a permanent foundation, as specified by the manufacturer, and that the space from the bottom of the home to the ground be enclosed by concrete or an approved concrete product which can be either load bearing or decorative; (c) the manufactured home comply with all local design standards applicable to all other homes within the neighborhood in which the manufactured home is to be located; (d) the home is thermally equivalent to the state energy code; and (e) the manufactured home otherwise meets all other requirements for a designated manufactured home.

B.4 Multi-Family & Special Housing
a. The inclusion of all types of housing for individuals with special needs should be encouraged. The city shall not enact any stature or ordinance that treats a residential structure occupied by persons with handicaps differently than a similar residential structure occupied by a family or other unrelated individuals.

b. Multi-family housing that meets the needs of all income levels should be encouraged.

B.5 Economic Development
a. The need for affordable housing will be part of the economic development strategy.
b. The City should consider innovative economic techniques and strategies for providing affordable housing.

Goal C: Encourage in-fill and development flexibility to accommodate future housing needs.

Objectives:
C.1 Development regulations should be reviewed and revised as necessary to allow for reduced building setbacks and flexibility in lot development. A minimum of ten feet between adjacent residential buildings shall be provided for fire safety concerns, however, other setbacks can and should be revised to allow for increased lot development flexibility and increased density.

C.2 Minimum lot size requirements for additional dwellings per lot should be reviewed and revised as necessary to allow for greater density and flexibility in lot development.

C.3 Maximum building height requirements should be reviewed and revised as necessary to allow for greater density and flexibility in lot development.

Goal D: Encourage the Preservation and Improvement of Existing Housing Stocks

Objectives:
D.1 Take steps towards bringing existing buildings brought up to safety code.

D.2 Take steps towards bringing encouraging the proper maintenance of rental property and apartments.

D.3 Substandard housing should be strongly dealt with and resolved.

D.4 Civic pride programs should be encouraged by the city with a beautification committee for downtown business area and/or city properties.

D.5 Encourage property owners to maintain lots and yards.

Goal E: Encourage provisions for Low-Income and Affordable Housing

E.1 Encourage the creation of quality rental property and apartments.

E.2 The city should support affordable housing programs.

E.3 Encourage the construction of rental units of all types.

E.4 Encourage the construction of affordable housing units of all types.

E.5 Provide updated comprehensive planning, development performance and subdivision ordinances to help the city meet requirements for federal and state funds.

E.6. The city shall not enact any stature or ordinance that prohibits the use of a residential dwelling, located in an area zoned for residential or commercial use, as a family day-care provider's home facility.

CAPITAL FACILITIES ELEMENT

CAPITAL FACILITIES ELEMENT

INTRODUCTION

This Capital Facilities Element has been developed to address the financing of capital facilities in Clarkston. It represents the community's policy plan for the financing of the public facilities for the next 20 years, and includes a six-year financing plan [2019-2025] for capital facilities. Policies and objectives in this plan will be used to guide public decisions on the use of capital funds. They will also indirectly guide private development decisions by providing a strategy of planned public capital expenditures.

The element has also been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The element specifically evaluates the city's fiscal capability to provide the public facilities necessary to support the other comprehensive plan elements.

The Capital Facilities Element of the comprehensive plan consists of the following components:

- an inventory of existing capital facilities;
- show the locations and capacities;
- forecast of future needs;
- proposed locations and capacities;
- six-year plan to finance capital facilities with projected funding sources; and
- reassessment of the Land Use Element to ensure that these elements are coordinated and consistent.

Each of these facilities have been inventoried by type, level of service, and cost by year in the Six-Year Capital Facilities Plan, 2019-2025.

Level of Service
Although Clarkston has not formally established LOS standards for public facilities prior to the adoption of the comprehensive plan, the city understands the benefits of determining and establishing LOS standards for public facilities within their jurisdiction. A preliminary threshold of those standards is provided.

Major Capital Facilities Considerations and Goals
The Capital Facilities Element is the mechanism Clarkston uses to coordinate its physical and fiscal planning. This planning effort requires ongoing communication and cooperation between various disciplines, including Budget Director, Public Works Director, Planning Commission and the City Council.

The Capital Facilities Element promotes efficiency by requiring the local government to prioritize capital improvements for a longer period of time than the single budget year.

Long-range financial planning presents the opportunity to schedule projects so that the various steps in development logically follow one another, with regard to relative urgency, economic desirability, and community benefit.

In addition, the identification of adequate funding sources results in the prioritization of needs, and allows the tradeoffs between projects to be evaluated explicitly. The Capital Facilities Plan guides decision making to achieve the community goals as articulated in the Vision Statement. It identifies and establishes level of service standards for the city's capital facilities.

This measurement will be important to ensure that the public facilities and services necessary to support new development occur concurrently. A level of service standard or LOS is a measurement of service to the public. It can be either a technical equation or an aesthetic rule of thumb which guides capital expenditures.

Concurrency ensures that the provision of urban public services will be present or funding is in place for capital facilities at the time of development completion. This entire plan is tied to specific funding to assure that this plan is not a "wish list" nor a "think for today" plan on capital expenditures. In total, a Capital Facilities Plan is a good management technique to assure long range fiscal planning.

INVENTORY AND ANALYSIS

The inventory presented in this element provides information useful to the planning process. It also summarizes new capital improvement projects for the existing population, new capital improvement projects necessary for the growth projected through 2030, and major repair, renovation, or replacement of existing facilities. The analysis of this information includes:

- Capital Facilities Program
- Definition of Capital Improvement
- Projection of Capital Facility Needs
- Prioritization of Projected Needs

Capital Facilities Program

The Capital Facilities Program within this element is:

- A six-year financing plan for capital expenditures to be incurred each year.
- It sets forth each capital project which the jurisdiction plans to undertake and presents estimates of the resources needed to finance the project.
- The Capital Facilities Program will reflect the goals, policies, and implementation strategy of the Capital Facilities Element.
- The first year of the Capital Facilities Program will be converted to the annual capital budget, while the remaining five-year program will provide long-term planning.

- Only the expenditures and appropriations in the annual budget are binding financial commitments. The projections for the remaining five years are not binding, and the capital projects recommended for future development may be altered or not developed due to cost or changing circumstances.
- The Capital Facilities Program is a six-year rolling plan that will be revised and extended annually to reflect changing circumstances.

Definition of Capital Improvement

This Capital Facilities Element is concerned with needed improvements which are of relatively large scale, are generally non-recurring high cost, and may require multi-year financing.

The list of improvements have been limited to major components in order to analyze development trends and impacts at a level of detail which is both manageable and reasonably accurate. Smaller scale improvements of less than $10,000 in cost will be addressed in the annual capital budget as they occur over time. The criteria outlined below were adopted by Clarkston for budgeting purposes, and have been adopted by the city for the sake of consistency.

For the purposes of capital facility planning, capital improvements are major projects, activities, or maintenance, costing over $10,000, and requiring the expenditure of public funds over and above annual operating expenses. They have a life expectancy of more than 10 years and result in an addition to the city's fixed assets and/or extend the life of the existing capital infrastructure. They do not include capital outlay items such as equipment or capital expenditures of private or non-public organizations. Minor projects, activities, or maintenance costing less than $10,000, are considered minor maintenance and are not a part of capital improvements.

Capital projects may include design, engineering efforts, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping, initial furnishings, and equipment.
Typical publicly-owned city facilities and services include schools, parks, city government, fire and police protection, library, water and sewer. In addition, there are private or semi-public community facilities and services such as churches, health facilities, electrical and telephone services and lodges and garbage disposal.

Public Facilities and Services

This category includes public facilities, public services, and transportation facilities. Public services have important health, safety, and aesthetic considerations associated with their location. Public administrative facilities provided by the City are located in the City Hall, however other departments are located throughout the city. Future expansion of these existing facilities may be likely as is long-term use of them. Specific types and analysis of infrastructure are as follows.

Administration
The City Hall facility presently accommodates the following: city administrative services, public reception area, and Council Chambers, The Police Station and County jail occupy the building across Fifth Street, some of which was the former City Hall.

Table C-1
City Administration Buildings

Building	Size [Sq.Ft.]	City Staff
City Hall	8,736	6
Police Station	8,378	16
Fire Station	13,398	10
City Park Shop	1,575	2
Arnold Park [storage shed]	324	2
City Park [restrooms]	400	2/day seasonal
Street Shop	3,900	9
Storage Bldg [Streets]	3,900	9
Sand Shed [street shop]	425	4
Pistol range	6,000	16
Wastewater Treatment Plan	10,000	4
Animal Shelter	3,420	1

Source: Building Department, 2019**.**

The County jail is out-dated and undersized. Currently, a task force is exploring options for these concerns.

Wastewater
The existing Level of Service standard for sanitary sewer is 173 gallons per capita per day [equivalent residential unit].

The wastewater facilities for the city may be divided into three categories: sewage collection system; sewage treatment plant; and sludge disposal. Clarkston currently provides wastewater treatment facilities within the city and to portions of the unincorporated Asotin County which are served by municipal wastewater treatment.

In order to address additional growth between these communities along development corridors, the city believes that developing a regional approach to wastewater management is the best alternative. This would also enable the region to address water quality issues, such as wellhead protection areas.

The City has a contract with Public Utility District No. 1 of Asotin County regarding the extension of sewer services into the unincorporated county. Presently, the county has 30% of the capacity available at the city's facility. Ongoing facility improvements are developed through an interlocal agreement. The plant currently provides wastewater

services to 5,200 residential equivalents, according to the NPDES permit. Approximately 38% or 1,976 of the residential equivalents are located outside the city limits.

Waste Water Treatment Plant The original wastewater treatment facilities for the City of Clarkston consisted of "primary treatment", which removed settleable solids and floatable materials prior to discharge to the Snake River. The primary sewage treatment plant was replaced by a "package" type of activated sludge treatment plant in 1969. In 1981 improvements were made to allow additional capacity for treating wastewater from outside the City limits in Asotin County.

In 1992 improvements were completed which included construction of influent pump station modifications, pretreatment improvements, new aeration basins, a new clarifier, and a new sludge dewatering and storage facility.

In 1997 an Ultraviolet (UV) disinfection system was added. This was a change from using chlorine to disinfect. In 1998 the outfall line, which carries the treated effluent to the Snake River, was upgraded.

In 2012, the WWTP underwent a $12 million dollar plant upgrade. The project consisted of construction of Headworks, Screening and Lift Station, Grit Removal, Process Basins, (anoxic and aeration), Secondary Clarifier, UV System, Electrical/Control Building, and addition of Dewatering Equipment. The sludge from the dewatering operation is hauled to Clearwater Composting.

The plant has a design/capacity life of 20-30 years. The 2012 WWTP upgrade design capacities are as follows:
(Units are given in MGD – million gallons per day)

- Average Daily Flow – 1.4 MGD
- Maximum Monthly Flow – 1.5 MGD
- Peak Daily Flow – 1.8 MGD
- Peak Hourly Flow – 3.5 MGD
- Peak Instantaneous Flow – 5.2 MGD

The WWTP is currently working under a National Pollution Discharge Elimination System (NPDES) permit and under Washington Department of Ecology oversight. The WWTP currently treats 320,088,534 gal/yr (876,954 gal/day).

Based upon Department of Ecology permitting guidelines, once you reach 80% of your design capacity, you may be required by the Department of Ecology to start the new plant design process. Once you have reached 90% of your design capacity you have to construct a new facility. The new facility would cost approximately $38 million in today's dollars. The Department of Ecology makes the determination and notification of starting design based upon their review of plant operating limits. Just because one or two of the capacity limits are being exceeded doesn't automatically trigger a new upgrade.

The Department of Ecology also takes into consideration how well the plant is complying with effluent discharge limits with the current operating parameters.

The expansion of the WWTP is not anticipated to be needed since additional flow that would trigger a plant upgrade would be from adding additional housing units in the unincorporated county to the sewer collection system. That is the only growth that would trigger a plant update due to reaching 80% capacity.

Waste Water Collection System (WWCS)

The wastewater collection system is comprised of 29 miles (153,120 feet) of collection piping and two sewer lift stations. Most of the sewer collection main is 8 inch diameter clay pipe. The collection system was built between 1956 – 1978 as development occurred within the Clarkston city limits. Replacement costs for the collection system piping is $22,968,000.00 based on a unit cost of $150.00 per linear foot.

In 2016 the Sunrise lift station was upgraded with newer pumps, controls, and alarm systems. The wetwell was also epoxy lined. No other significant upgrades to the sewer collection system has recently been done.

The collection system is inspected with closed circuit television equipment (CCTV), flushed, and repaired as needed. Crews flush (pressure jetting) the lines annually, repairs are done as needed, and lines are CCTV inspected at least every three years. The city performs the line flushing and CCTV work with their equipment. All repairs to the sewer collection system are contracted out since the city does not have the equipment and manpower to perform that work.

The waste water collection system has had minimal to no replacement of the clay collection piping since 2004 except for spot repairs of sewer main failure. The 29 miles, 153,120 ft. of sewer main will eventually have to be replaced since it was originally constructed from 1956 – 1978. Clay pipe has a 50 year life so most of the collection piping is at or past its life expectancy. Replacement costs for the collection system piping is $22,968,000.00 based on an estimated minimum unit cost of $150.00 per linear foot.

Potable Water

The primary source of water supply for the City of Clarkston is provided from the Asotin County Public Utility District [PUD]. In addition, there are seven wells throughout the county. The PUD provides potable water service lines both inside and outside of the Clarkston city limits.

There are a total of 20,000 customers in 2018 with 7,200 service connections. Information on the PUD's future plans, capacities and related information can be found on their web site: www.asotinpud.org

Groundwater is obtained from 7 wells drilled from 1916 to 1977. Well depths vary from 842 to 1,800 feet. The wells are artesian and are manifolded together to a transmission pipeline.

Wellhead Protection Plan

Asotin County Public Utility District is required by the Federal Safe Drinking Water Act of 1986, and the State of Washington [WAC 246-240] to incorporate as part of the Water System Comprehensive Plan a Wellhead Protection Plan. The Wellhead Protection Plan is incorporated by reference into the Comprehensive Plan. https://asotinpud.org/source-water-protection/

The Wellhead Protection Plan provides guidance in maintaining and protecting the area's groundwater quality. This is especially important since the PUD relies on groundwater derived from the Lewiston Basin Sole Source Aquifer to supply water for domestic, municipal, commercial, and industrial needs within its service area. The PUD serves 20,000 customers through seven wells.

The purpose of developing a Wellhead Protection Plan is three-fold: 1) Gain knowledge of sites which could impact water quality; 2) Facilitate coordination with other agencies addressing public safety and health issues in the county; and 3) Identify approaches to lessening potential groundwater quality impact from specific types of sources.

In determining the wellhead protection areas for the Clarkston-Asotin Urban Area, the PUD utilized the state's classification regarding the oversight or management of potential sources of contamination. The protection areas encompass an array of land uses within the urban area. The majority of the 1-, 5- and 10-year protection areas are located in the unincorporated urban area, with a portion of the area in southwest Clarkston. Asotin County and the City of Clarkston both have zoning ordinances which establish regulations for the protection of wellheads.

Stormwater Facilities

Stormwater maintenance and upgrades are coordinated through Asotin County Stormwater. The city still is responsible for maintenance and upgrades of the system within city limits. The Asotin County Stormwater board meets quarterly to coordinate efforts and review the stormwater management budget. The city currently has a limited storm water drainage system which consists of catch basins and pipelines carrying the stormwater from the surface areas. There are drainage points along major arterials within the city. These points direct stormwater into the Snake River through outfall structures. There are a limited number of locations where sizing appears to be a problem with the existing system. This results in some ponding during major storm events. Repairs to the system in these locations are planned in the future. The stormwater drainage system requires annual maintenance, although periodic cleaning is necessary to remove leaves, dirt and gravel that accumulates in the system. At the present time, the city is not required to treat stormwater before it discharges into the Snake River. However, in the future the state may require treatment which would result in a substantial upgrade to the

city's system. Future upgrades to the stormwater system will focus on collecting the stormwater on each block and infiltrating underground within the existing right of way. Any overflow of the system caused by a large storm event would drain into the next block. The focus is to infiltrate smaller areas of stormwater and use the existing outfalls for large storm event flows.

There is a sufficient amount of right-of-way dedicated for these facilities. Average rainfall is limited to approximately 13 inches per year. The City will continue to coordinate stormwater facilities with pavement and sidewalk facility improvements and site plan measures as development occurs.

Asotin County Stormwater currently collects a stormwater utility fee for managing stormwater in the county. The fee is assessed based upon Equivalent Residential Units (ERU). The City of Clarkston receives a portion of the utility fee based upon the ERU's located within city limits.

Solid Waste

The City provides solid waste services with two trucks for regular solid waste collection service, one truck for yard waste and one truck with a roll-off system for larger commercial garbage containers and the recycling program.

Yard waste is collected curbside every week and is hauled to Clearwater Composting located in Lewiston for composting.. The City pays tipping fees for those who self haul yard waste to the facility. The City operates a drop-off recycling program with three sites located in the community. Materials are taken to Pacific Steel in Lewiston for processing.

Other refuse is disposed of through a contract with the county's solid waste disposal services at the sanitary landfill located on County Road 128 at the intersection of Evans Road and Ben Johnson Road [toward Peola]. The existing capacity of the landfill is 874,000 tons, and has an expected lifespan of 23 years. The Asotin County Landfill completed and adopted a Master Plan in 2018.

Transportation

Clarkston has 30.6 miles of roadway to maintain. There is 3 miles of state highway that runs through Clarkston. They are US 12 (Bridge Street) and SR 129 (6th Street). The State highways effectively divides Clarkston into four parts.

Clarkston is served by a series of public rights-of-way, including both city- and county-owned and maintained streets and alleys. The street maintenance yard is located along Bridge Street. The yard consists of a combination shop/office building constructed in 1962, and a heavy equipment storage building constructed in 1958. There is also a building located at the site for storing sand and gravel.

The Lewis Clark Valley Metropolitan Planning Organization (LCVMPO) has started a Transportation Plan effort for the City of Clarkston and the urbanized portion of Asotin County. The plan is funded mainly by LCVMPO with federal funds but Clarkston and Asotin County have contributed funds to the planning effort to fully fund the scope of activities they wanted covered in the plan. The plan evaluates the existing condition of signs, pedestrian facilities, and roadways and then generates a Capital Improvement Plan (CIP) that lists the projects, in some priority, over time that need to be completed to maintain and improve the local transportation network. This plan should be updated every 5 years and completely revised every 10 years.

Fire Protection

The Clarkston Fire Department provides fire fighting services to the residents of the City and emergency medical services to an expanded area with approximately 7,250 people in Clarkston. The Department also inspects businesses, reviews new construction plans, conducts CPR and First Aid Classes, and provides information services to the community. Fire fighting is funded by the general revenue taxes and emergency medical services are funded by a local EMS tax levied in the service area.

The station is located across from City Hall along 5th Street and was constructed in 1970. The facility provides parking bays for 3 fire trucks; 2 rescue units; and one administrative vehicle. The Fire Department consists of 12 full time professionals, 20-25 volunteers, one administrative assistant, plus a Fire Chief, and is dispatched by the 911 emergency telephone service.

The existing method of fire protection has met the needs in the past and is estimated that it will continue to do so only into the immediate future, with required maintenance and purchase of updated equipment necessary within the future. In addition, the number of volunteers will have to be examined in order to determine if additional help is necessary. Methods of operation and equipment should be examined frequently in order to ensure efficient fire protection for the city now and in the future.

Police Protection

The Clarkston Police Department consists of 14 full-time commissioned officers, four commissioned reserves and three support personnel, plus the Police Chief. The station is located adjacent to the County jail on Fifth Street. The city owns five patrol cars, two detective cars, the Chief's car and an animal control pick-up. The Animal Shelter is located adjacent to the sewage treatment plant at the end of 13th Street and has 1,854 square feet. The city also operates a pistol range which is located in a concrete block structure underground in the Street Department complex on Bridge Street.

The Department is responsible for traffic control and enforcement, performing criminal investigations, and animal control within the city limits. The Police also provide a number of information services, including a school resource office, crime prevention, and general responses to citizens inquiries and complaints.

Clarkston contracts dispatch services with Whitcom Dispatch Center which allows immediate responses to the origination point of 911 calls even without the person identifying themselves or speaking with the dispatcher. The county operates jail and juvenile facilities. Offenders from the City are transported to Asotin County Public Safety facilities.

As the population in the city grows, it would be desirable to analyze the efficiency of the police protection system in order to continue to provide a safe and healthy environment. The addition of facility space, officers and equipment should also be analyzed.

Parks and Recreation

There are several city parks which are maintained by the city Public Works Department. In addition, school sites for the Clarkston School Districts provide equipped playground and athletic field space. The Port of Clarkston has developed a 7-acre park within the Port area which is owned and maintained by the Port.

One of the key issues raised by both local governments in the comprehensive plan updates is the need for a revenue stream to fund park maintenance and. The following are recommended standards for a level of service (LOS) the City should provide for recreation:

- **Neighborhood parks**
  1.6 acres per 1,000 residents;
- **Community parks**
  2.6 acres per 1,000 residents;
- **Regional parks**
  20 acres per 1,000 residents; and
- **Open space**
  25% of the total acres (includes public rights-of-way).

The present countywide population is 19,700 residents and 5,066 more are expected over the coming 20 years. The City should determine the long-term availability of its present park system as well as investigate a regional system of parks which at the county level should be coordinated in the future. In addition, federal and state parks in the county provide additional recreational opportunities for residents.

Library

Clarkston participates in a countywide approach to library services through the Asotin County Library District. The County coordinates library services and planning efforts within the cities of Asotin and Clarkston where the two branches are located. The libraries are members of VALNET which provides for inter-library sharing at more than 24 regional libraries and numerous public school libraries.

In 1992, the construction of a new library was completed in the City of Clarkston. A mezzanine addition was completed in 2018. In addition, the library has an annex for

meetings which is across the alley from the main facility. It is staffed with three librarians and 10 staff on a full and part-time basis. There are approximately 40,000 items [books, videos, etc.] housed within the library. The Heights branch has 1 librarian, and approximately 4,500 books, etc. Both facilities are funded through tax support from a junior levy.

Table C-2
Park and Recreation Facilities

Facility	Type of Recreation	Owner	Maintenance	Development in acres
Beachview Park	park, ballfield, playgrounds equipment, restrooms, shelter	City	City	6.2
Vernon Park	park	City	City	2.0
Foster Park	park, playground equipment	City	City	1.5
Arnold Park	park, soccer, tennis	City	City	3.0
Gateway Park Justice Memorial	Rose garden memorial	City	City	0.3
Clarkston H.S.	ballfield, track, football field, tennis	Clarkston School District	Clarkston School District	8.0
Grantham Elementary	playfield	Clarkston School District	Clarkston School District	4.4
Parkway Elementary	playfield, ballfield	Clarkston School District	Clarkston School District	4.4
Highland Elementary	playfield	Clarkston School District	Clarkston School District	7.0
Lincoln Middle	playfield	Clarkston School District	Clarkston School District	14.3
Swallows Park	playfield, ballfield	U.S. Army Corps	U.S. Army Corps	84.0
Asotin County Recreation Center	park, beach, boat launch, restrooms, volleyball, bike trail, shelter	Asotin County	Asotin County	3.0
Greenbelt Trail	boat launch, bike trail	U.S. Army Corps	U.S. Army Corps	24.0

Source: Clarkston Public Works Department.

Public Schools
Schools in Clarkston are a part of the Clarkston School District. The district serve the City. The district operates school complexes which contain facilities for grades K-12. Enrollment for the Clarkston School District for the 2018-9 school year is 2,599 students.

Additional capital facilities and ongoing maintenance improvements are projected to ensure sufficient classroom space for the growing population in the future. It is predicted that if current growth trends continue over the twenty-year planning period, additional school facilities will need to be constructed to handle increased enrollment. These expansions will more than likely occur as additions to existing facilities, and at new locations. The school district is currently studying its future needs for all its facilities. It is anticipated that a bond levy will be put to the voters in order to fund the necessary improvements and expansion.

The relationship between the provision of school services and the ongoing development pattern of the urbanized city should be closely coordinated between the district, and the county and city comprehensive plans, respectively.

Health Care
The Lewiston-Clarkston Valley has two hospitals, several medical and dental centers and urgent care facilities. These services are located in the urbanized areas of the county. Medical clinics and hospital services are located in the City of Clarkston. Coordination between the Asotin County Public Health Department and private health care services should be encouraged to provide adequate health care for the City as may be needed in the future. Tri-State Memorial Hospital has conducted several community need surveys. The results are incorporated into the Community Health Needs Assessment Implementation Plan.
http://tristatehospital.org/media/downloads/CHNA-Implementation-Plan-2016.pdf

Projection of Capital Facility Needs

Table C-3 provides a summary of the capital improvement projects for the six year planning period. Table C-14 provides a listing of the projects, and provides an estimate of the total project costs. The year in each column indicates when the projects must be completed in order to maintain the adopted level of service standards for the respective facilities.

Table C-3
Needs Summary of Capital Facility Projects 2019-2025
(All dollars in 2018 figures)

Project Description	2019	2020	2021	2022	2023	2024
Roads	$510,000	$510,000	$540,000	$630,000	$200,000	$200,000
Wastewater	0	0	0	0	0	0
Stormwater	50,000	80,000	80,000	150,000	120,000	120,000
Water	0	0	0	0	0	0
Solid Waste	0	0	0	0	0	0
Fire	0	0	0	0	0	0
Police	0	0	0	0	0	0
City Hall	0	0	0	0	0	0
Parks and Recreation	164,000	0	200,000	0	0	0
Total	$724,000	$590,000	$820,000	$780,000	$320,000	$320,000

Prioritization of Projected Needs
The identified capital improvement needs listed in Table C-3 were developed by the city staff and adopted by the City Council. The following criteria were applied informally in developing the final listing of proposed projects.

Economic Considerations
- Potential for Financing
- Impact on Future Operating Budgets
- Timeliness of Opportunity
- Benefit to Economy and Tax Base

Service Considerations
- Safety, Health, and Welfare Factors
- Environmental Impact
- Effect on Quality of Service

Consistency Considerations
- Goals and Objectives in Other Elements
- Linkage to Other Planned Projects
- Plans of Other Jurisdictions

Cost Estimates for Projected Needs
Cost estimates in this element are presented in 2019 dollars and were derived from various federal and state documents, published cost estimates, records of past

expenditures, and information from private contractors. The Capital Facility Plan for Clarkston will be developed based on the following analyses:

- Current Revenue Sources
- Financial Resources
- Capital Facilities Policies
- Method for Addressing Shortfalls

Current Revenue Sources
Tables C-4 and C-5 illustrate the existing and projected distribution of revenue sources for Clarkston. Clarkston's source of revenue has and is projected to remain consistent with the following percentages.

Table C-4
Source of Existing City Resources
Average 2018

Source	Percentage
Property Tax	13%
State Entitlements	8%
Excise Tax	2%
Sales Tax	47%
Business Tax	21%
Other Misc.	9%

Source: Clarkston 2018 Budget

Table C-5
City Expenditures - 2018

General Government Services	15%
Security of Property	26%
Law Enforcement	52%
Community Development	3%
Capital Outlays	4%

Source: Clarkston 2018 Budget

Financial Resources
To ensure that the city is using the most effective means of collecting revenue, the city inventoried the various sources of funding currently available.

Financial regulations and available mechanisms are subject to change. Furthermore, changing market conditions influence the city's choice of financial mechanisms.

Therefore, the city should periodically review the impact and appropriateness of their financing system.

The following list of sources includes all major financial resources available and is not limited to those sources which are currently in use or will be used in the six-year schedule of improvements.

The list includes the following categories:

- Debt Financing
- Local Multi-Purpose Levies
- Local Single-Purpose Levies
- Local Non-Levy Financing Mechanisms
- State Grants and Loans
- Federal Grants and Loans
- Local Improvement Districts

Municipal Research produces "A Revenue Guide for Washington Cities and Towns" which contains information on the major revenue sources (and many of the minor ones) available to cities for general government purposes.

http://mrsc.org/getmedia/d3f7f211-fc63-4b7a-b362-cb17993d5fe5/Revenue-Guide-For-Washington-Cities-and-Towns.pdf.aspx?ext=.pdf

Debt Financing

- **Short-Term Borrowing**

The extremely high cost of many capital improvements requires local governments to occasionally utilize short term financing through local banks.

- **Revenue Bonds**

Bonds financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly-owned facilities. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self-supporting. Interest rates tend to be higher than for general obligation bonds, and issuance of the bonds may be approved without the voter referendum.

- **Industrial Revenue Bonds**

Bonds issued by a local government, but actually assumed by companies or industries who use the revenue for construction of plants or facilities. The attractiveness of these bonds to industry is that they carry comparatively low interest rates due to their tax-exempt status. The advantage to the jurisdiction is that the private sector is responsible for retirement of the debt.

- **General Obligation Bonds**

Bonds backed by the value of the property within the jurisdiction. Voter approved bonds increase property tax rate and dedicate the increased revenue to repay bondholders.

Local Multi-Purposes Levies

- Ad Valorem Property Taxes
- Business and Occupation Tax
- Local Option Sales Tax
- Motor Vehicle Excise Tax
- Utility Tax
- Real Estate Excise Tax
- Motor Vehicle Fuel Tax
- Transportation Benefit District

The valley-wide transit system provides public transportation in the Lewis Clark Valley. Moving across state borders, the Lewiston Transit System of Lewiston, Idaho and Asotin County Public Transportation Benefit Area of Clarkston, Washington, are working together to connect people with their communities. The source of funding is a combination of local option tax supported by the voters and state motor vehicle fuel tax.

Local Single-Purpose Levies

- **Emergency Medical Services Tax**

Property tax levy of $.25 for emergency medical services. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities. Voters also approved a levy in which property owners will pay $1.45 per $1,000 of assessed valuation for emergency medical services

Local Non-Levy Financing Mechanisms

- **Reserve Funds**

Revenue that is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves, or funds resulting from the sale of capital assets.

- **Fines, Forfeitures, and Charges for Services**

This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income, and all private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

- **User Fees, Program Fees, and Tipping Fees**

Fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer services, stormwater services, water services, and surface water drainage facilities. Fee may be based on measure of usage, a flat rate, or design features. Revenues may be used for new capital facilities, or maintenance and operations at existing facilities.

State Grants and Loans

- **Community Development Block Grant**

Grant funds available for public facilities, economic development, housing, and infrastructure projects which benefit low- and moderate-income households. These grants are distributed by the Department of Commerce primarily to applicants who indicate prior commitment to projects. Revenue is restricted in type of project and may not be used for maintenance and operations.

- **Community Economic Revitalization Board**

Low interest loans (rate fluctuates with state bond rate) and occasional grants to finance infrastructure projects for a specific private sector development. Funding is available only for projects which will result in specific private developments or expansions in manufacturing and businesses that support the trading of goods and services outside of the state's borders. Projects must create or retain jobs. Funds are distributed by the Department of Community, Trade and Economic Development primarily to applicants who indicate prior commitment to projects. Revenue restricted in type of project and may not be used for maintenance and operations.

Federal Grants and Loans

- **TEA-21 Surface Transportation Program**

Revenue available for construction and reconstruction improvements to arterial and collector roads that are planned for by an MPO, RTPO, Washington State Department of Transportation, and the Federal Highway Administration. Funds are distributed by Washington State Department of Transportation with a 16.87% local match requirement.

TEA-21 provides grants to public agencies for historic preservation, recreation, beautification, and environmental protection projects related to transportation facilities. These enhancement grants are administered by the state Department of Transportation and regional transportation planning organizations [RTPOs].

Revenue available for improvement at specific locations which constitute a danger to vehicles or pedestrians as shown by frequency of accidents. Funds are distributed by Washington State Department of Transportation from a statewide priority formula and with a 10% local match requirement.

Revenue available for non highway and public mass transportation projects. Funds are distributed by Washington State Department of Transportation.

- **Federal Aid Emergency Relief**

Revenue available for restoration of roads and bridges on the federal aid system which are damaged by extraordinary natural disasters or catastrophic failures. Local agency declares an emergency and notifies the Washington State Department of Transportation. Upon approval entitlement funds are available with a 16.87% local matching requirement

after 180 days following event. Up to 180 day time limit funds are provided by federal and state agencies at 100% allocation.

Capital Facility Strategies
In order to realistically project available revenues and expected expenditures on capital facilities, the city must consider all current policies that influence decisions about the funding mechanisms as well as policies affecting the city's obligation for public facilities. The most relevant of these are described below. These policies were the basis for the development of various funding scenarios.

Mechanisms to Provide Capital Facilities

- **Increase Local Government Appropriations**

The city will investigate the impact of increasing current taxing rates, and will actively seek new revenue sources. In addition, on an annual basis, the city will review the implications of the current tax system as a whole.

- **User Charges and Connection Fees**

User charges are designed to recoup the costs of public facilities or services by charging those who benefit from such services. As a tool for affecting the pace and pattern of development, user fees may be designed to vary for the quantity and location of the service provided. Thus, charges could be greater for providing services further distances from urban areas.

Level of Service Standards
Level of service standards are an indicator of the extent or quality of service provided by a facility that are related to the operational characteristics of the facility. They are a summary of existing or desired public service conditions. The process of establishing level of service standards requires the city to make quality of service decisions explicit. The types of public services for which the city has adopted level of service standards will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.
Level of service standards will influence the timing and location of development, by clarifying which locations have excess capacity that may easily support new development, and by delaying new development until it is feasible to provide the needed public facilities. In addition, to avoid over extending public facilities, the provision of public services may be phased over time to ensure that new development and projected public revenues keep pace with public planning. The city has adopted level of service standards for four public services.

Methods for Addressing Shortfalls
Clarkston will not be able to finance all proposed capital facility projects. Therefore, it has clearly identified the options available for addressing shortfalls and how these options will be exercised. The city evaluates capital facility projects on an individual basis rather

than a system-wide basis. This method involves lower administrative costs and can be employed in a timely manner. However, this method will not maximize the capital available for the system as a whole. In deciding how to address a particular shortfall the city will balance the equity and efficiency considerations associated with each of these options. When evaluation of a particular project identifies a shortfall the following options are available:

- Increase Revenue
- Decrease Level of Service Standards
- Decrease the Cost of the Facility
- Decrease the Demand for the Public Service or Facility

Six-Year Capital Facilities Plan

In addition to the direct costs for capital improvements, this section will analyze costs for additional personnel and routine operation and maintenance activities. Although the Capital Facilities Program does not include operating and maintenance costs, it is an important part of long-term financial planning. The six-year Capital Facilities Program for Clarkston was developed based on the following analyses:

- Financial Assumptions
- Projected Revenues
- Projected Expenditures
- Operating Expenses
- Future Needs

Financial Assumptions

The following assumptions about future operating conditions in the local government and market conditions were used in the development of the six-year Capital Facilities Program:

- The city will maintain its current fund accounting system to handle its financial affairs.

- The cost of running the local government will continue to increase due to inflation and other factors, while some revenues may decrease.

- New revenue sources, including new taxes, will be necessary to maintain and improve city services and facilities.

- Significant capital investment is needed to maintain, repair, and rehabilitate the city's aging infrastructure and to accommodate future growth.

- Public investment in capital facilities is the primary tool of local government to support and encourage economic growth.

- A consistent and reliable revenue source to fund necessary capital expenditures is desirable.

- A comprehensive approach to review, consider, and evaluate capital funding requests is needed to aid decision makers and the citizenry in understanding the capital needs of the city.

In accordance with the existing accounting system financial transactions are recorded in individual "fund" accounts. Capital improvements will be financed through the following funds:

- General Fund
- Capital Improvement Fund (projects funded by bonds)
- Enterprise Fund

Projected Revenues

Table C-4 indicates the expected revenue available to the city to finance capital improvements for the years 2019-25. Revenue amounts projected are based on past trends.

Projected Tax Base

The jurisdiction's tax base was projected to increase at a 6% annual rate of growth for the adjusted taxable value of property (including new construction). The jurisdiction's assessment ratio is projected to remain stable at 100%. This is important to the overall fiscal health of the city, although, capital improvements are funded primarily through non-tax resources.

Revenue By Fund

General Fund

This is the basic operating fund for the city, however, historically a number of capital improvements have been financed through this fund. Ad Valorem tax yields were projected using the current tax rate and the anticipated annual rate of growth for the adjusted taxable value of property. The General Fund will be allocated a percent of the annual tax yield from Ad Valorem property taxes.

Capital Improvement Fund

Clarkston currently levies the 0.25% real estate excise tax for use in the capital improvement fund. These revenues are designated for capital improvement projects that are planned for in the capital improvement plan. Revenues are expected to remain constant through 2014.

Enterprise Fund
The revenue in this fund is used for the annual capital and operating expenditures for services that are operated and financed similar to private business enterprises. Solid Waste and Sewer are examples of Enterprise Funds.

The projected revenues depend upon income from user charges, connection fees, bond issues, state or federal grants, and carry-over reserves.

Projected Expenditures
For the purpose of this fiscal assessment, projected capital expenditures have been aggregated to include:

- The direct cost of scheduled capital improvement projects presently underway;

- Capital improvement debt service expenditures for outstanding and planned bond issues; and

- The direct cost of capital improvements identified in other plan elements.

Operating and Maintenance Costs
In addition to the direct costs of providing new capital facilities, the city will also incur increases in annual operating and maintenance costs. These are the recurring expenses associated with routine operation of capital facilities.

The anticipated increase in annual operating and maintenance costs associated with the new capital improvements and operation costs will initiate in the year following completion of the capital improvement.

Not all of the needed capital improvements will result in increased operational costs. The most significant increases in operational costs are associated with expansion of facilities which require maintenance of mechanical fixtures, personnel costs, and utility costs.

Currently, total General Fund revenues and total operating costs financed from the General Fund are anticipated to rise proportionately, ensuring the city will have enough revenue to cover these expenses.

Table C-6
Capital Improvement Program

Project/Facility	CFP Year	Funding Status	Total Project Cost	Revenue Source
Streets				
South 8th Street, From Highland to City Limits Widen street, curbs/gutters, sidewalks, drainage	2008	P	$510,000	STP
8th Street, From Sycamore to Libby Widen, drainage, curbs/gutters, sidewalks,	2009	P	$540,000	STP
Libby Street, 6th-13th Widen, drainage, curbs/gutters, sidewalks,	2010	P	$540,000	STP
12th Street, Bridge to Chestnut Pre-level and pave	2011	P	$420,000	STP
Wastewater Facilities			0	
			0	
Storm Drainage System				

Source: Clarkston Public Works, 2018

FINDINGS AND CONCLUSIONS

Element

- The capital facilities plan element consists of:
  (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;
  (b) a forecast of the future needs for such capital facilities;
  (c) the proposed locations and capacities of expanded or new capital facilities;
  (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identified sources of public money for such proposes; and
  (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

Coordination

- Clarkston will coordinate the siting of essential capital facilities.

Inventory of Existing and Future Facilities and Capacity

- The purpose of a facilities and services plan is to provide a means to measure existing facilities and services to indicate future needs according to projections.

- The sewer system has sufficient capacity to meet existing needs, however, if future expansion of the system occurs in the unincorporated areas of the County, facility improvements will be necessitated due to the increased capacity demands.

- Additional sidewalks are needed in the city to provide for safe routes to schools, shopping and parks.

- Based upon a citizen survey, continued maintenance and enhancement of the city's recreational facilities should be a high priority.

- Current school district facilities are being evaluated for their ability to adequately serve the future needs of our students..

Proposed Locations, Capacities of New Facilities

- There is sufficient space within the present sewer system for future expansion needs.

Financing Plan to Meet New Facilities Requirements

- Six-Year Street Plans are sometimes limited by available funds.

GOALS AND POLICIES

Community Facilities

Goal A: Sustain community facilities and services to meet existing needs and provide expansion into future development areas.

Objectives:
A.1 Continue to provide sewer, water and stormwater drainage systems in coordinating land use.

A.2 Plan for cohesive development of sewer, water and stormwater drainage systems between the city, Asotin County, the Asotin County PUD and the Port of Clarkston.

A.3 Encourage continued cooperation between city and county fire, police and emergency medical services.

A.4 Maintain the quality of City services at current levels of service.

A.5 The city shall perform its activities and make capital budget decisions in conformity with its comprehensive plan. The city shall continue to adopt an annual capital budget and a six-year capital improvement program as part of its budgeting process.

A.6 With regards to capital facilities, the city should reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.

Policies:
A.1.1 Sewer, water and stormwater drainage systems shall be required to service all currently unserviced and newly developed areas with the city limits.

A.1.2 The city shall require that the Port provide for a coordinated land use plan with the City prior to extension of sewer, water and stormwater drainage systems.

A.1.3 The City shall maintain interlocal mutual aid agreements with the County for police and fire services.

A.1.4 The City shall develop a Six year Capital Facilities Plan.

A.1.5 The City shall perform its activities and make capital budget decisions in conformity with its comprehensive plan.

Plan Implementation and Monitoring

Implementation

The Six-Year Schedule of Improvements is the mechanism by which the city can stage the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation. The Six-Year Schedule of Improvements is economically feasible within the target revenues discussed in the preceding sections of this element entitled Inventory and Analysis.

The distribution among years matches the years in which capital improvement work is planned in order to achieve or maintain the adopted level of service standards and measurable objectives for various public facilities.

The capital improvement projects listed are not inclusive of all anticipated capital improvement by facilities departments during this time period. Projects which exceed available target revenues are not included at this time. As additional revenues become available, these projects will be incorporated for implementation. Projects under $10,000 and projects not related to Level of Service standards or measurable objectives are also excluded from the table. One example would be the installation of trees along Diagonal Street.

The planned expenditures and funding sources for each project from FY 2007-2012 are shown by year. Top priority is generally given to projects which correct existing deficiencies, followed by those required for facility replacement, and those needed for future growth.

Monitoring and Evaluation

Monitoring and evaluation is essential in ensuring the effectiveness of the Capital Facilities Plan. This plan will be annually reviewed and amended to verify that fiscal resources are available to provide public facilities needed to support adopted LOS standards and measurable objectives. The annual review will be the responsibility of Clarkston's Planning and Finance Departments. The review will include an examination of the following considerations in order to determine their continued appropriateness and presented to the City Council for approval.

- Any corrections, updates, and modification concerning costs; revenue sources; acceptance of facilities pursuant to dedication which are consistent with the plan; or the date of construction of any facility enumerated in the plan;

- The Capital Facilities Plan's continued consistency with the other city adopted land use plans;

- The priority assignment of existing public facility deficiencies;

- The city's progress in meeting those needs determined to be existing deficiencies;

- The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;

- The city's effectiveness in maintaining the adopted LOS standards and achieving measurable objectives;

- The city's effectiveness in reviewing the impacts of plans and programs of state agencies that provide public facilities within the city's jurisdiction;

- The impacts of special districts and any regional facility and service provision upon the city's ability to maintain its adopted LOS standards or to achieve its measurable objectives;

- Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements;

- The criteria used to evaluate proposed plan amendments and requests for new development or redevelopment;

- Capital improvements needed for the latter part of the planning period, for update of the Six-Year Schedule of Improvements; and

- Concurrency status.

UTILITIES ELEMENT

UTILITIES ELEMENT

INTRODUCTION

This Utilities Element addresses utility services in the Clarkston. It specifically considers the general location, proposed location and capacity of all existing and proposed utilities, including, but not limited to electrical lines, telecommunication lines and natural gas lines. This element also identifies general utility corridors.

INVENTORY AND ANALYSIS

Electrical
This utility is provided by Avista Utilities.

Maps and a facility inventory with text from Avista designating the general location of proposed electric utility facilities should reflect future additions and improvements within the city required to serve local and regional needs. Future anticipated demand for electricity and corresponding electric utility facility additions and improvements required to serve local and regional needs will also be obtained by the city from the provider.

Map designations of the general location of proposed electric utility facilities will apply to a general utility corridor area rather than to a specific site. The city should periodically consult with electricity providers to obtain updated information and if necessary revise the maps accordingly.

Natural Gas
Avista currently provides natural gas services to the Asotin County area. There are regional transmission lines and junction facility for service to the Cities of Clarkston and Asotin and the unincorporated county.

Telecommunications
There are multiple providers of both traditional land-line telephones services and mobile telecommunication services within the City.

Advances in technology for this industry are rapid, including cellular service entering into the city by many different providers. With the popularity of cellular telephone, the location of cellular towers has become more and more necessary and siting of towers is an issue that should be addressed by the City.

Other Utilities
The City is provided with broadband and cable television services through multiple providers. Other Utilities such as water, sewer, stormwater, and solid waste are discussed within the Capital Facilities Element.

FINDINGS AND CONCLUSIONS

Element

- The Utilities Element consists of the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

Inventory of Existing Utility Facilities

- Location of the distribution line for natural gas.
- Electrical and telephone services are provided by public and private utility servers.
- Telephone facilities have recently been upgraded.

GOALS AND POLICIES

Intergovernmental Coordination

- The city will coordinate its actions on capital facilities and utilities with respect to the siting of essential public facilities.

Inventory of Existing and Future Facilities and Capacity

- Evaluate the needs of the city in regard to what services and facilities are being made available at the present time.
- The city should on a regular basis identify and update expected expansion of city facilities and services, including budgeting.
- Avoid approving new land uses where the necessary extension of city services and facilities are solely provided by current city residents.
- The city supports establishing stable, secure sources of potable water.
- Sewer system capacity should be take into consideration immediate future growth.
- Avoid city street system falling below acceptable levels of service, for both capacity and quality.
- Improve streets and sidewalks.
- Additional sidewalks for the city should be considered, yet done only if sufficient means of maintenance coincides.

- Assess the needs of the city in relation to recreation opportunities.
- Adequate recreational facilities should be addressed when allowing future growth.
- Future recreational facilities should be owned as well as maintained by the city.
- Preserve the safety of Clarkston.
- The city should on a regular basis coordinate with Fire Department to review and update the service level.
- The city should allow only those developments which ensure safe access to school.
- The city should encourage the school districts to, on a regular basis, review and update expected facilities and service needs, coordinated with city planning.
- Install additional fire hydrants and improve fire insurance rating from eight to five.
- Use of citywide recycling program should be encouraged.

Proposed Locations, Capacities of New Facilities

- Extension of sewer and water facilities to areas in order to encourage industrial and commercial growth.
- More community park and recreational facilities and services for all ages, including playground equipment and a community wading and/or swimming pool, and connection of the existing bike lane.
- Coordinate city, county and state planning for multiple recreational uses.
- Improve fire protection.
- Improve police protection.
- Coordinate future planning with the school district and promoting improved knowledgeable involvement.

Financing Plan to Meet New Facilities Requirements

- Provide adequate and efficient city services and facilities for present and future needs with a fair distribution of costs and benefits.
- Future capital facilities maintenance plans and corresponding budgets should take into account expected expansion of all facilities and funding sources.

- Ongoing review and amendment of the Capital Improvements Program (CIP) with priorities for future projects and actively seek relevant local, state, and federal funds for financing.

- The city should coordinate regular analysis of sewer and water system capacity and budget provision for expected expansion.

- The city should reassess the land use element of the comprehensive plan if probable funding falls short of meeting existing needs.

Inventory of Existing Utility Facilities

- Evaluation of the needs of the city in regards to what utilities are being made available.

Outline of Proposed New Facilities Requirements

- Coordinate future planning with private utility servers, promoting improved, knowledgeable involvement.

- Process permits and approvals for electrical utility facilities in a fair and timely manner, and in accordance with development regulations that ensure predictability.

TRANSPORTATION ELEMENT

TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element has been developed to address the motorized and non-motorized transportation needs of the City of Clarkston. This section includes a twenty year policy plan and a six-year street improvement plan.

The Transportation Element has been integrated with all other elements to ensure consistency throughout the comprehensive plan. It specifically considers the location and condition of the existing traffic circulation system; identified transportation problems; projected transportation needs; and establishes level of service standards by which improvements will be measured.

All development will be evaluated on the basis of concurrency, the availability of urban public service or financing for the urban public service to offset the "costs" of that development. This may require mitigation fees to offset the costs of development to transportation.

- Inventory and Analysis of Existing Transportation System Conditions;
- Future Needs and Alternatives of Future Transportation Needs; and
- Goals and Policies for Future Transportation.

INVENTORY AND ANALYSIS

Transportation is a service that enables people to carry on activities in different locations. In planning a circulation system, the major concern is to design the system so that it will provide maximum accessibility between activities while giving high consideration to safety and cost.

The city's Six-Year Street Plan examines existing streets, condition, and traffic flow, in relation to priority projects for servicing. A circulation plan for Clarkston should be implemented. Such a plan is concerned with all modes of travel and associated problems that enter into such a system, and includes recommendations that relate to future standards and locations of arterials and local streets. The most important element to a circulation plan is the classifying of streets within the system as suggested by their function. This ordering serves to give a direction and rationale to all concerned with the system.

Influence of Regional Traffic

Clarkston is served by a series of public rights-of-way, including both city- and state-owned and maintained streets. The public works shop area includes both staff office and maintenance bay.

Clarkston connects the urban residential and agricultural areas by a variety of city and county roads running in a grid pattern. Heaviest traffic loads are on Bridge Street, Sixth Street, 13th Street and Highland Avenue, respectively. The city does not have current daily traffic flow or trips for the city's major streets.

Metropolitan Planning Organization
Based upon the 2000 Census, the Lewis and Clark Valley was designated as a Metropolitan Planning Organization.

The federal government requires that an Metropolitan Planning Organization [MPO] be designated for each urban area of more than 50,000 population. This is accomplished through an agreement between the governors of the states and the units of general purpose government.

The purpose of an MPO is to develop transportation plans, programs, and prioritized federal projects which will provide for the development of transportation facilities as part of a multi-modal transportation system in urbanized areas.

Natural Barriers
Surface waters, topography and other transportation systems create natural barriers to the traffic circulation system requiring special consideration when determining traffic volumes and expansions. These are identified on the Land Use Map LU-2.

Parking
The only pertinent area to address parking would be within the ongoing platting of the city's urban area. Where appropriate, the city will encourage the installation of sidewalks to add further safety in these urbanized areas. This will be accomplished through the ongoing implementation of the Road Standards Ordinance and other pertinent development performance mechanisms.

Pedestrian Traffic/Safety
While many areas of the City have sidewalks, there are still significant areas that do not.

A study should be conducted to determine the citizens' desire for construction of needed sidewalks and willingness to pay all or a portion of the improvements. In addition, this study should be conducted to establish where they should be located and the best means of financing.

There have been 47 injury accidents involving pedestrian and vehicle traffic in the past two years. There are painted pedestrian cross walks along arterial routes and by the public school campus.

Truck Route
The city has an established a truck route to remove the heavy semi-trailer trucks off corridor of the central business district. Major processing plants have been sited in the

unincorporated region surrounding Clarkston in the past years. These plants have resulted in a significant increase in heavy truck traffic which has impacted city street surfacing. This type of impact should be considered in the future when other such uses are considered.

Mass Transit
Transit is an important alternative to automobile travel for regional trips. Transit is not only useful in reducing traffic volumes and pollution, but is often the only means of transportation available to certain members of the community. The City currently contributes to the operation of Valley Transit, a valley-wide regional transportation organization.

Pedestrian/Bicycle Trails
The continuity in pedestrian and bicycle access provides comfort and ease. The city should prioritize the locations where it expects heaviest use of such trails, such as routes connecting residential areas with recreational facilities and schools. Bicycle parking facility areas should also be considered.

There are no painted bicycle lanes along major streets leading by the downtown business core and the school campus. Many residential areas are not connected by walkways or formal bike paths to parks and the school. There are also no strong bicycle connections to the greenbelt bike/hike trail system along the Snake River.

Curbs, Sidewalks, Landscaping and Lighting
The city may provide curbs, sidewalks, landscaping, and lighting directly, and may regulate their provision and upkeep. These features contribute to the safety and quality of neighborhood and downtown streets. The city has numerous streets in residential areas that do not have sidewalks, and the responsibility for maintenance is unclear.

Mapping of Existing Circulation System
Maps identify the locations of the existing roadway functional types, rail lines, airports and the pedestrian/bicycle trails. Some of these transportation facilities do not exist in Clarkston and were therefore not considered. In addition, traffic accidents, roadway deterioration, and congestion points should be mapped. This map should be used in conjunction with the land use maps found in the Land Use Element to develop the Transportation Plan and the six-year financing plan for transportation.

Transportation System
The circulation system for Clarkston is based upon a hierarchy of function systems, ranging from local access roads to principal arterial. The designation of these roadways is based upon the travel densities, the trip length, the design standards [right-of ways and roadway widths] and consequently, their position in the transportation hierarchy. In Clarkston traffic planning is primarily determined by the existing right of ways, topography, and existing and proposed traffic volumes.

In Clarkston, where the land has been platted, most of the right of ways are 60 feet in width. Generally this is sufficient for major and minor collector streets as well as local access roads.

The majority of the urban area, however follows a gridiron pattern which is adaptable to a flat terrain.

Guidelines have been established in designating the roadway standard for Clarkston. The hierarchy includes both urban and rural systems. The following table lists the function circulation system.

Functional Systems in Urban Areas

Principal arterials are identified as unusually significant to the area, serving as the major center of activity, highest traffic volume, and should carry a high proportion of the total urban area travel on a minimum of mileage. In addition to carrying a major portion of trips entering or leaving the area, a principal arterial accommodates a significant amount of intra-urban travel such as central business districts. Examples include Bridge Street and Sixth Street.

Minor arterial streets augment and interconnect with the principal system. They provide service to smaller geographic areas and are generally for trips of moderate length. Minor arterial streets place more emphasis on land access that the higher system, however they should not penetrate identifiable neighborhoods if possible. Thirteenth Street and Highland Avenue are examples of minor arterials.

It is the function of the major and minor collector street system to provide access between and within residential neighborhoods, commercial and industrial areas. These streets channel the traffic from the local access streets to the arterials. Examples of collector streets are Second Street and Chestnut Street.

Local access streets comprise all streets not listed in the higher systems. Through traffic is discouraged, the primary purpose of this level being for direct access from abutting land to the higher systems.

Functional Systems in Rural Areas

Rural principal arterials are those facilities which have travel densities indicating substantial statewide travel and servicing as part of an integrated region-wide network. This roadway transports trip length circulation. State Highway 12 is a prime example in Clarkston.

Rural minor arterials link towns and cities of an area and in conjunction with the principal arterials form a network providing intercounty service. State Highway 129 is an example of this systems level.

Providing access to towns and traffic generators not served by the higher systems is the characteristic of major collector roads. These serve as the more important intra-county

travel corridors. Examples include the Snake River highway, Cloverland Road and State Highway 128.

Minor collector roads collect traffic from the local roads and keep all developed areas a reasonable distance from higher system roads. Montgomery Ridge Road and Lickfork Road are included in this designation.

All other roads are classified as local access and function as travel routes from rural areas to the collector roads.

Roadway Classification
The city's streets were identified by type and the number of lanes was noted. The city used the WSDOT Roadway Functional Classification System to ensure consistent determination of each type of roadway.

Arterial The arterial carries the greatest amount of traffic, serves to provide direct access to the central business district, and connects to interstate and city arterials. Moderate speeds prevail. Traffic control should be used for all entering traffic.

Access Access streets provide access to property and offer a low level of mobility. Through traffic should be discouraged. Low speeds and low volume prevail. Regulating signs should be used where connecting to arterials. All streets not classified in the higher classification of arterial are in this category.

Level of Service Standards
Present traffic volumes warrant the use of both the link classification system with LOS standards of A through E, and a Design LOS standard. These standards require effort in maintaining, and where appropriate, transportation programs are related to accidents rather than traffic volume. Congestion may not be a significant problem and a level of service standard should focus on maintaining adequate roadway design and ensuring safety at this point.

Design LOS Standards
All access and arterial roadways are required to have rights of way of 40 to 60 feet and pavement for 26 to 48 feet. Any intersection in a school zone is required to have crosswalks.

The Link (A-F) LOS standards are a minimum criteria for the quality of service provided at peak hours for roadway segments that handle significant levels of local traffic. The evaluation of LOS was conducted using the ratio of "peak hourly demand volume" to "peak hourly capacity." The LOS standards were assigned using the following descriptions of service levels for roadway segments:

LOS A: Primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.

Volume/capacity ratio is less than or equal to 0.60. Signalized intersection delays less than or equal to 5 seconds per vehicle.

LOS B: Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions. Volume /capacity ratio greater than 0.60 or less than or equal to 0.70. Signalized intersection delays greater than 5 and less than or equal to 15 seconds per vehicle.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower aggregate travel speeds. Motorists will experience appreciable tension while driving. Volume/capacity ratio greater than 0.70 and less than or equal to 0.80. Signalized intersection delays greater than 15 and less than or equal to 25 seconds per vehicle.

LOS D: Small increases in traffic flow may cause substantial increase in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Volume/capacity ratio greater than 0.80 and less than or equal to 0.90. Signalized intersection delays greater than 25 and less than or equal to 40 seconds per vehicle.

LOS E: Significant delays in traffic flow operations and lower operation speeds. Conditions are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing. Volume/capacity ratio greater than 0.90 and less than or equal to 1.00. Signalized intersection delays greater than 40 and less than or equal to 60 seconds per vehicle.

LOS F: Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized location, with high approach delays resulting. Adverse signal progression is frequently a contribution to this condition. Volume/capacity ratio great than 1.00. Signalized intersection delays greater than 60 seconds per vehicle.

Peak Hourly Volumes: Peak hourly demand volumes for roadway segments were estimated from average daily traffic volume counts for the base year. When peak hour counts are not available, average daily traffic volume counts are multiplied by a factor of 0.1 and the resulting figure used to estimate peak hourly demand.

Volume/Capacity Ratio: The capacity of a roadway is often defined as the maximum number of vehicles which have a reasonable expectation of passing over a given roadway section or through a given intersection during a specified period of time.

The expected peak hour capacity is for various transportation facilities at various levels of service and have been adopted from the Washington State Department of Transportation guidelines for general highway capacities.

Average Daily Trips (ADTs) and Level of Service (LOS)

Average daily traffic volume counts were not available for most of the arterial roadways from the City Public Works Department. In 2007, there are 3,438 residential structures within the existing city limits. At an estimated ADT of 10 per residence, this translates to 34,380 ADT produced internally..

Table T-1
Trip Generation and Population Forecast

Generation Factors	2015	2020
OFMs Population Forecast	23,569	24,766
Additional Housing Units	1,717	2,242
Avg Trips per Housing Unit	10	10
Additional Trips Forecast	17,170	22,420
97% Urban Area	16,655	21,747
Unincorprated Area		
Clarkston	5290	7140
Asotin		
3% Rural Area	515	673

Source: Office of Financial Management, 2006 Medium Population Projection.

Transportation Deficiencies
Many transportation improvements are designed to alleviate problems identified through traffic accident reports, street improvement reports of poor conditions on streets, and citizen complaints regarding safety and poor conditions of streets. At present, the streets are in general good repair with an acceptable asphalt surface.

Snake River Crossings
Existing congestion issues at the Fleshman Way/SR-129 interchange and the Southway Bridge that connects Clarkston/Asotin County to Lewiston/Nez Perce County and the regional airport were ameliorated in 2018 by the construction of a double-roundabout and multiple lane improvements on the Clarkston side of the bridge.

Transit
As part of the long-range visioning process, the transit system was discussed. Public transit comments were rather general, indicating that service needs to be expanded, that there should be a trolley service to/for the downtown area, and that the system should be connected with the Pullman-Moscow area to create a Quad cities transit system. A gondola "up the hill" was also mentioned. It should be pointed out that the existing transit system, Valley Transit, encompasses the Lewiston, Idaho area of Nez Perce County as well as Clarkston and Asotin in Asotin County. Transit improvements should be coordinated through the LCVMPO. Transit comments recently received through the LCVMPO Open House indicate a desire to extend service for nights and weekends; that transit opens a whole new world for the disabled and elderly; a trolley service for downtown along the rivers; need to provide service to more areas and more covered permanent bus stops.

Funding
A study should be conducted to determine the citizen's desire for construction of needed surfacing and safety features and willingness to pay all or a portion of the improvements. In addition, this study should be conducted to establish the best means of financing.

Future Transportation Studies
The city is in need of a long-term professional traffic study to determine both future appropriate levels of service for its circulation system and improvement standards.

FINDINGS AND CONCLUSIONS

Element

- The transportation element is consistent with and furthers the land use element. The transportation element includes the following sub-elements:
  (a) Land use assumptions used in estimating travel;
  (b) Facilities and services needs, including (i) an inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning; (ii) level of service

standards for all arterials and transit routes to serve as a gauge to judge performance of the system.
These standards should be regionally coordinated; (iii) specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard; (iv) forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth; (v) identification of system expansion needs and transportation system management needs to meet current and future demands;
(c) Finance, including: (i) an analysis of funding capability to judge needs against probable funding resources; (ii) a multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate part of which serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities;
(d) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
(e) Demand-management strategies.

- After adoption of the comprehensive plan, local jurisdictions should adopt and enforce ordinances which mitigate development if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan. These strategies may include increased public transportation service, ride sharing programs, demand management strategies. For the purposes of this subsection "concurrent with the development" shall mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies with-in six years.

Intergovernmental Coordination

- Clarkston will coordinate transportation planning.

Air and Water

- There are water-based transportation facilities in the city located at the Port of Clarkston. The airport is located in Lewiston.

Land Facilities with Alignments, Levels of Service

- The present street capacity appears to be sufficient.
- There are paved street and sidewalks in the city.

- Tractor-trailer trucks have a significant impact on the streets.

- Paved streets sustain substantial heaving during the winter months.

- Present city facilities and services, including streets and sidewalks may not be disabled-accessible.

Financing Forecasted for Ten Years

- Six-Year Street Plans may be limited by available funds.

Intergovernmental Coordination

- There is an agreement between Clarkston and the County regarding road maintenance of the road system.

- Clarkston is a member of a regional transportation planning organization (Palouse RTPO), with Asotin, Garfield, Columbia and Whitman counties.

- Clarkston is a member of the Lewis-Clark Valley Metropolitan Planning Organization with the other cities and counties of the valley.

GOALS AND POLICIES

Goal A: Maintain and improve the city street system, pedestrian circulation system and public transportation.

Objectives:

A.1 Encourage high quality maintenance of the city street system.

A.2 Encourage the maintenance and expansion of sidewalks and curbs through the city.

A.3 Improve parking opportunities where needed.

A.4 Reduce traffic hazards though the provision of improved safety measures.

A.5 Promote public transportation.

A.6 The city should identify specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard.

A.7 The city shall adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless trans-portation improvements or strategies to accommodate the impacts of development are made concurrent with the development. These strategies may include increased public transportation service, ride sharing programs, demand management, and other transportation systems management strategies. Con-current with the development means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

A.8 Upon the annual date of adoption, the City will have concurrency among Comprehensive Plan elements which will be revised as part of the annual review and amendment of the comprehensive plan.

Policies:

A.1.1 The City should investigate the feasibility of all roadway improvement funding sources such as LIDs, bonds, grants, and community development block grants.

A.1.2 Provide for off-street parking in the central business district.

A.1.3 Require all parking lots in the downtown area to be paved and striped.

A.1.4 Restrict parking both on streets and sidewalks in areas where adequate off-street parking spaces are available.

A.1.5 Work with the Port District in developing a coordinated street plan north of Fair Street.

A.1.6 The City must work closely with state Department of Transportation to identify problem areas such as signage and safety considerations on state routes within the city limits.

A.1.7 Restrict truck traffic through residential areas.

A.1.8 Enforce a limitation on corner landscaping, fencing, and structures.

A.1.9 Assure adequate street lighting for vehicular and pedestrian traffic safety throughout the city.

A.1.10 Develop and improve the city's system of directional signs.

A.1.11 Examine opportunities for Clarkston to become part of a regional public transportation network.

A.1.12 Retail centers and 'Big Box' stores shall be so located as to provide safe and efficient traffic flows along all affected streets.

A.1.13 Large-scale developments should be required to conduct traffic impact studies to ascertain that the existing levels of service for safe and efficient transportation are upheld or not diminished.

A.1.14 Continue sidewalks in all areas of the City where determined necessary, especially including sidewalks into the Port area.

A.1.15 Support the safety improvements at the entrances to the Blue Bridge and Hwy 12/Bridge Street including disallowing any left turn from the highway onto Riverview.

A.1.16 Support the creation of bicycle paths to include the extension from Clarkston to Chief Timothy State Park; extending the bike path through the City of Asotin and up the Snake River; and a bike path along Scenic Way. The city will continue to incorporate regular and routine consideration of bicycles in accordance with the Washington Department of Transportation and the American Association Of State Highway And Transportation Officials [ASSHTO] standards in all transportation improvements.

A.1.17 Support the development of additional access to the river trail from downtown and residential areas, including pursuing grant funding through programs such as the Public Lands Access Program.

A.1.18 Support the development of a roundabout at the intersection of 8th Street and Diagonal.

A.1.19 Support the enhancement of all the entrances to the City of Clarkston including signage.

Land Facilities with Alignments, Levels of Service

- Provide for a sound circulation system ensuring maximum efficiency and safety for the city.

- Provide for the transportation needs of all citizens, including children, disabled, low-income, and senior citizens.

- Clarkston should pursue grants (such as Community Development Block Grants) for the improvement of its neighborhoods and infrastructure.

- The city should make a reasonable effort to make present and future facilities and services disabled-accessible.

- The city should allow only those developments which ensure safe access to school. Encourage expansion of existing and creation of new multi-modal systems of transportation, such as trail systems and bike lanes.

- Avoid street system falling below acceptable levels of service for capacity and quality.

- Future street construction should be held to building at adopted improvement standards.

- Promote and support paving and maintenance of existing street and sidewalk systems as needed.

Financing Forecasted for Ten Years

- Regular updating of expected expansion of city facilities and services, including budgeting.

- Encourage the voluntary formulation of local improvement districts for the improvement of street and sidewalks.

- Paved streets and sidewalks for target areas in the urban area should be considered, yet done only if sufficient means of maintenance coincides.

- Future capital facilities maintenance plans and corresponding budgets should take into account expected expansion of all facilities and funding sources.

Appendix A-1
Definitions

The Clarkston Comprehensive Plan utilizes the following definitions.

Adequate Capital Facilities: facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Agricultural Land: Land primarily devoted to the commercial production of horticultural, viticulture, floriculture, dairy, apiary, vegetable, or animal products or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, or livestock and land that has long-term commercial significance for agricultural production.

Arterial (Minor): a roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, although usually not as great as those associated with principal arterials.

Arterial (Principal): a roadway providing movement along major corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, usually greater than those associated with minor arterials.

Available Capital Facilities: facilities or services are in place or that a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development.

Benefit Area: an area designated as the sole recipient for any particular infrastructure improvement. Benefit areas are used to amortize the total cost of the improvement by the number of properties or structures included in the benefit area.

Capacity: the measure of the ability to provide a level of service on a public facility.

Capital Budget: the portion of each local government's budget which reflects capital improvements for a fiscal year.

Capital Facilities: those physical structures or assets which provide a public service such as, but not limited to, fire stations, water towers, police stations, libraries, highways, sewage treatment plants, communication and recreation facilities.

Capital Improvement: physical assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Collector: a roadway providing service which is of relative moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial.

Commercial Uses: activities within land areas which are predominantly connected with the sale, rental, and distribution of products, or performance of services.

Comprehensive Plan: a generalized coordinated land use policy statement of the governing body of a county or city that is adopted pursuant to this chapter.

Concurrency: adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of adequate capital facilities and of available capital facilities as defined above.

Consistency: that no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in system.

Coordination: consultation and cooperation among jurisdictions.

Contiguous Development: development of areas immediately adjacent to one another.

Critical Areas: include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Cultural Resources: are elements of the physical environment that are evidence of human activity and occupation. Cultural resources include: (a) historic resources which are elements of the built environment typically 50 years of age and older, and may be buildings, structures, sites, objects, and districts; (b) archaeological resources consist of remains of the human environment at or below the ground surface such as habitation sites; and (c) traditional cultural properties consist of places or sites of human activities which are of significance to the traditions or ceremonies of a culture. Traditional cultural properties do not necessarily have a manmade component and may consist of an entirely natural setting.

Density: a measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre);. Density is useful for establishing a balance between potential local service use and service capacities.

Development Regulations: any controls placed on development or land use activities by the city, including but not limited to zoning ordinances, official controls, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances.

Development Standards: any required minimal functional standard which describes or defines how development is to occur. Development standards are intended to serve as an established level of expectation by which development is required to perform.

Domestic Water System: any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

Essential Public Facilities: include those facilities that are typically difficult to site, such as airports, state educational facilities, and state or regional transportation facilities, state and local correctional facilities, solid waste handling and disposal facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, hospitals, and other health facilities.

Financial Commitment: that sources of public or private funds or combinations thereof have been identified which will be sufficient to finance capital facilities necessary to support development and that there is assurance that such funds will be timely put to that end.

Forest Lands: Land primarily useful for growing trees, including Christmas trees subject to the excise tax imposed under RCW 84.33.100 through 84.33.140, for commercial purposes, and that has long-term commercial significance for growing trees commercially.

Geologically Hazardous Areas: areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal: the long-term end toward which programs or activities are ultimately directed.

Growth Management: a method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Household: a household includes all the persons who occupy a group of rooms or a single room which constitutes a housing unit.

Impact Fee: a fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

Industrial Uses: the activities predominantly connected with manufacturing, assembly, processing, or storage of products.

Infrastructure: those man-made structures which serve the common needs of the population, such as: sewage disposal systems, potable waterwells serving a system, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intensity: a measure of land use activity based on density, use, mass, size, and impact.

Land Development Regulations: any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

Level of Service (LOS): an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility.

LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Local Improvement District: the legislative establishment of a special taxing district to pay for specific capital improvements.

Local Road: a roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements.

Long-Term Commercial Significance: includes the growing capacity, productivity and soil composition of the land for long-term commercial production, in consideration with the land's proximity to population areas, and the possibility of more intense uses of the land.

Manufactured Housing: a manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Master Planned Resort: a self-contained and fully integrated planned unit development, in a setting of significant natural amenities, with primary focus on destination resort facilities consisting of short-term visitor accommodations associated with a range of developed on-site indoor or outdoor recreational facilities.

Minerals: include gravel, sand, and valuable metallic substances.

Multi-Family Housing: as used in this plan, multi-family housing is all housing which is designed to accommodate four or more households.

Natural Resource Lands: agricultural, forest, and mineral resource lands which have long-term commercial significance.

New Fully Contained Community: is a development proposed for location outside of the initially designated urban growth areas which is characterized by urban densities, uses, and services.

Objective: a specific, measurable, intermediate end that is achievable and makes progress toward a goal.

Open Space: underdeveloped land that serves a functional role in the life of the community. This term is subdivided into the following: Pastoral or recreational open space areas that serve active or passive recreation needs, e.g., federal, state, regional and local parks, forests, historic sites, etc. Utilitarian open space are those areas not suitable for residential or other development due to the existence of hazardous and/or environmentally sensitive conditions, which can be protected through open space, e.g., critical areas, airport flight zones, wellfields, etc. This category is sometimes referred to as "health and safety open space. Corridor or linear open space areas through which people travel, and which may also serve an aesthetic or leisure purpose. For example, an interstate highway may connect Point A to Point B, but may also offer an enjoyable pleasure drive for the family. This open space is also significant in its ability to connect one residential or leisure area with another.

Orderly: to create in an organized or arranged manner or pattern, not marked by disorder and produced in methodical fashion.

Overriding Public Interest: when this term is used, i.e., public interest, concern or objective, it shall be determined by a majority vote of the City Council.

Owner: any person or entity, including a cooperative or a public housing authority (PHA), having the legal rights to sell, lease, or sublease any form of real property.

Planned Unit Development (PUD): the result of a site specific zone change, based on binding site plan. The PUD zoning district is intended to encourage flexibility in design and development that will result in a more efficient and desirable use of land.

Planning Period: the 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: the way in which programs and activities are conducted to achieve an identified goal.

Public Facilities: include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools. These physical structures are owned or operated by a government entity which provides or supports a public service.

Public Services: include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

***Regional Transportation Planning Organization (RTPO)*:** the voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests.

Resident Population: inhabitants counted in the same manner utilized by the U.S. Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Right-of-Way: land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Rural Lands: all lands which are not within an urban growth area and are not designated as natural resource lands having long-term commercial significance for production of agricultural products, timber, or the extraction of minerals.

Sanitary Sewer Systems: all facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Shall: a directive or requirement.

Should: an expectation.

Single-Family Housing: as used in this plan, a single-family unit is a detached housing unit designed for occupancy by not more than one household. This definition does not include manufactured housing, which are treated as a separate category.

Solid Waste Handling Facility: any facility for the transfer or ultimate disposal of solid waste, including land fills and municipal incinerators.

Suburban Lands: those lands within the Urban Growth Area which provide all public and private services available include an urban area but exhibit lower density. Suburban lands are planned to accommodate future urban development.

Transportation Facilities: includes capital facilities related to air, water, or land transportation.

Transportation Level of Service Standards: a measure which describes the operational conditions of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Transportation System Management (TSM): low capital expenditures to increase the capacity of the transportation network. TSM strategies include but are not limited to signalization, channelization, and bus turn outs.

Transportation Demand Management Strategies (TDM): strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride-sharing options, parking policies, and telecommuting.

Urban Lands: those lands located inside the Urban Growth Area or the city and are generally characterized by densities of more than three residential units per acre and municipal services provided.

Urban Growth: refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources.

Urban (or Municipal) Governmental Services: include those governmental services historically and typically delivered by cities, and include storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with non-urban areas.

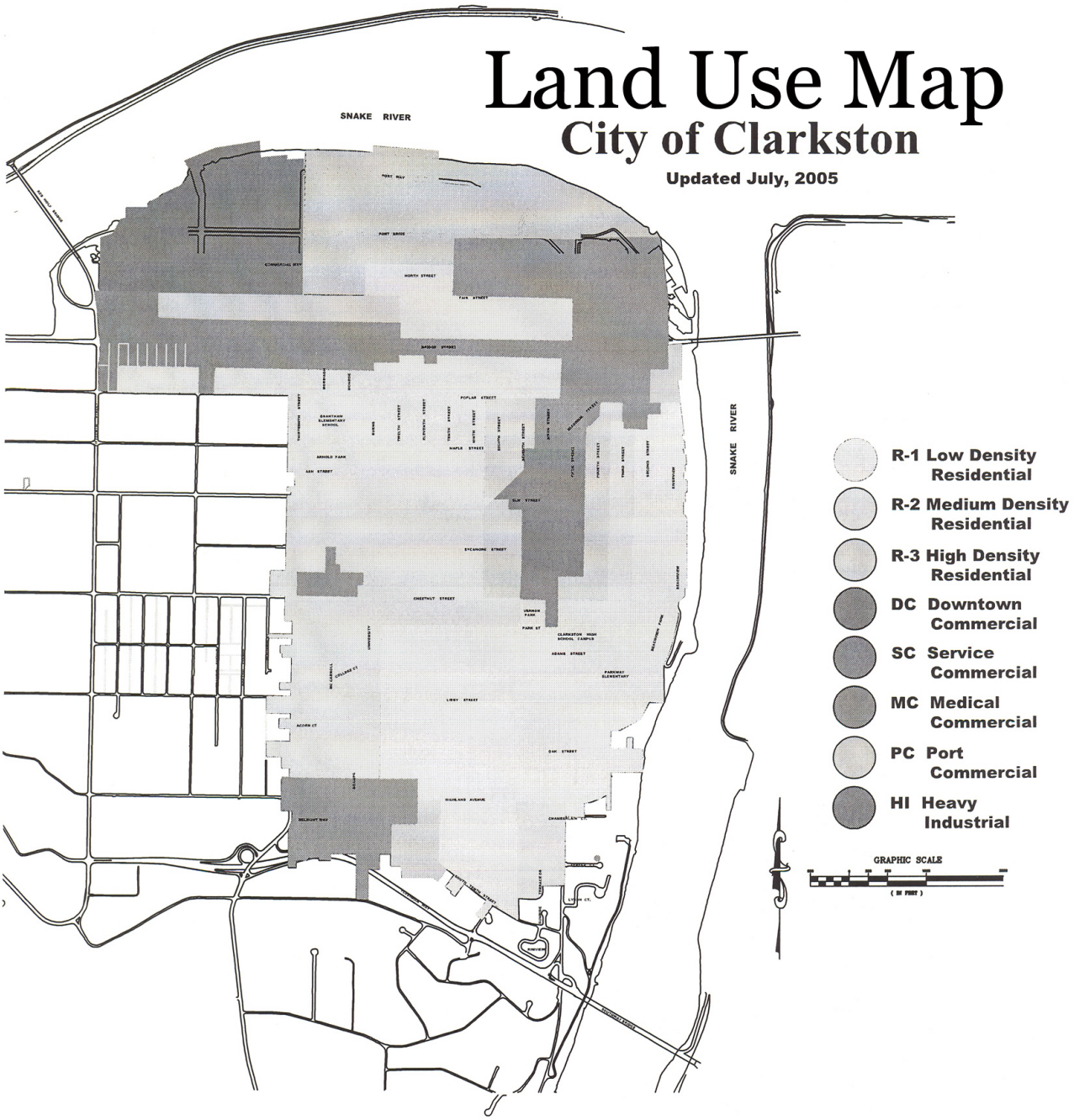
Utilities: facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, and water and for the disposal of sewage.

Vacant/Underdeveloped Lands: may suggest the following: (a) a site which has not been developed with either buildings or capital facility improvements, or has a building improvement value of less than $500 (vacant land); (b) a site within an existing urbanized area that may have capital facilities available to the site creating development; (c) a site which is occupied by a use consistent with the zoning but contains enough land to be further subdivided without needing a rezone (partially used); and (d) a site which has been developed with both a structure and capital facilities and is zoned for more intensive use than that which occupies the site (under-utilized).

Visioning: a process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but are not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands may include those artificial wetlands intentionally created from non-wetlands areas created to mitigate conversion of wetlands, if permitted by the county or city.

Zoning: the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial industrial, residential) and the location, bulk, height, shape, and coverage of structures within each zone.


Land Use Map
City of Clarkston
Updated July, 2005
SNAKE RIVER
SNAKE RIVER
R-1 Low Density Residential
R-2 Medium Density Residential
R-3 High Density Residential
DC Downtown Commercial
SC Service Commercial
MC Medical Commercial
PC Port Commercial
HI Heavy Industrial
GRAPHIC SCALE