

White Salmon Planning Commission Meeting

A G E N D A

February 24, 2021 – 5:30 PM

Via Zoom Teleconference

Meeting ID: 840 1289 8223 Passcode: 623377

Call in Numbers:

669-900-6833

929-205-6099

301-715-8592

346-248-7799

253-215-8782

312-626-6799



We ask that the audience call in instead of videoing in or turn off your camera, so video does not show during the meeting to prevent disruption. Thank you.

Call to Order/Roll Call

Public Comment – Draft Elements

1. Public comment will not be taken during the teleconference. Public comment submitted by email to Jan Brending at janb@ci.white-salmon.wa.us by 5:00 p.m. on Wednesday, February 24, 2021 will be read during the planning commission meeting and forwarded to all planning commissioners. Please include in the subject line "Public Comment - February 24, 2021 - Planning Commission Meeting." ***Please indicate whether you live in or outside of the city limits of White Salmon.***

Discussion Items

2. Presentation and Discussion of Draft Elements
 - a. History and Historic Places
 - b. Transportation
 - c. Public Facilities and Services
 - d. Capital Improvement Program
3. Comprehensive Plan Update Workshop
 - a. Environmental Quality and Critical Areas Element
 - b. Economics Element
 - c. Parks and Recreation Element
 - d. History and Historic Places Element (if time allows)

Adjournment

File Attachments for Item:

2. Presentation and Discussion of Draft Elements

a. History and Historic Places

b. Transportation

c. Public Facilities and Services

d. Capital Improvement Program

II. HISTORY AND HISTORIC PLACES

Background

Context and History

Environmental context

The City of White Salmon lies in a transition zone between the maritime climate west of the Cascade Mountain Range and the dry continental climate of the inter-mountain region to the east. Successive floods, the Bretz or Lake Missoula floods of the late Pleistocene and early Holocene, scoured sediment in certain areas and deposited sediment in other areas at elevations. White Salmon's "Upland" area is situated on a bluff approximately 550 feet above the Columbia River. The city also includes approximately three-quarters of a mile of river frontage, including two established fishing sites under tribal jurisdiction. The area's geologic history and climate greatly influenced White Salmon's pre-contact and post-contact culture and history.

First People

Humans have inhabited the Mid-Columbia Plateau and Columbia River basin for 12,000 years or more. The earliest peoples developed diverse cultural patterns and several subdialects of the Sahaptin and Chinookan language groups. A common bond among these First People was the Columbia River, an artery of commerce and cultural exchange and its natural resources. The abundance of salmon was central to the life cycles of early inhabitants.

Over time, the population of the Mid-Columbia region shifted from a hunter-gather subsistence pattern to more settled villages beginning around 2,000 B.P.E. One of the oldest known settlement sites in the area, south of Klickitat County in Oregon, dates to 9,785 years ago.¹



Tsagaglatal; "She who Watches" a petroglyph at Horsethief Lake State Park. Credit: Dan Meatte, Washington State Parks

The First Peoples of the region fished for salmon in the rivers, hunted game in the upland forests and meadows, and harvested food and medicine in the prairies. Within the mid-Columbia region lithic sites, rock cairns, huckleberry trenches, quarries, camps and villages, and pictographs and petroglyphs are physical evidence of the long relationship of the First Peoples to the land.

Prior to contact with Euro-Americans, the upper Chinookan people, including the White Salmon, built, and resided in oval or circular pit houses. Constructed with a roof of poles, brush, or mats and partially sunk into the earth, some circular pit houses could be up to 50 feet in diameter and 12 feet in depth. In Klickitat County, a good example of a pit house village is the Rattlesnake Creek Site located on Department of

¹ https://dahp.wa.gov/sites/default/files/Field%20Guide%20to%20WA%20Arch_0.pdf

Natural Resources lands north of Husum.² More than 2,000 archaeological sites have been recorded in Klickitat County.³

The earliest written evidence of contact between Euro-Americans and First Peoples in the White Salmon area, the journals of Lewis and Clark, indicate a village near the river that Lewis and Clark named the White Salmon River. The Corps of Discovery members observed multiple subterranean structures with conical roofs as they traded with the native population who spoke an Upper Chinookan dialect, most likely members of the White Salmon and Klickitat people (Moulton 1991: 118- 122).

Early settlers.

After the Lewis and Clark Expedition's brief 1805 and 1806 visit to the White Salmon River, direct Euro-American presence in the area was limited. In 1843, the first wagon caravan of 900 emigrants reached The Dalles in the Oregon Territory; however, most early Euro-American settlers continued on, following their dream to the fertile Willamette Valley. In 1853, Erastus and Mary Joslyn, traveling downriver by steamboat, disembarked at The Dalles. Later, they continued downriver and spotted fertile flat land on the north bank of the Columbia River in the Washington Territory, approximately one mile east of the White Salmon River, and purchased their homesite from the Klickitat Tribe. After the Klickitat Tribe was forced onto the Yakima Reservation in 1855, Euro-American settlement accelerated. In 1867, Mary's brother James Warner arrived and established a post office. In 1874, A. H. and Jennie Jewett arrived and settled in the uplands, today's White Salmon. The Suksdorf family arrived the same year and settled on the flatland, now Bingen.⁴

Early development.

Agriculture and natural resource extraction drove the early local economy. Early inhabitants of White Salmon and the surrounding area raised cattle for the eastern mines and harvested timber to fuel the steamboats. (HRA 1995 and McCoy 1987). Wheat farming and salmon harvesting also built the local economy. The Jewett family are often credited with being the catalyst of the renowned White Salmon Valley horticulture industry. The Jewett's nursery and resort became a nationally known showplace for visitors.⁵ The Jewett family was instrumental in development of the city's water system, and they made donations of land for Bethel Church and Aeolus Park.

A ferry provided transport service between the White Salmon settlements, and Hood River, Oregon. The community constructed the Dock Grade Road to the Palmer Ferry Landing west of the present-day approach to the White Salmon-Hood River Bridge. Horse-drawn wagons transported cargo and passengers to a flight of stairs that led up the embankment to the town of White Salmon (McCoy 1987:71-80).

In the early twentieth century horticulture, particularly raising fruits and berries, was an important economic driver in the area. A combination of horticulture, railroads and roads, and land speculation led to the "Apple Boom" of the 1910s. (Patee 2016) As prosperity increased, so did discord among the upland and lowland. The questions of the day included where the roads, railroad, post office, and water source should be built – close to the river or on the upland. Theodore Suksdorf platted Bingen in the lowlands in

² A Field Guide to Washington State Archaeology, DAHP (2003)

https://dahp.wa.gov/sites/default/files/Field%20Guide%20to%20WA%20Arch_0.pdf

³ DAHP Archaeological Sites Per County, March 2017, <https://dahp.wa.gov/sites/default/files/ArchyStatusMap2017.pdf>

⁴ History of White Salmon, Washington, Gorge Connection.com, <http://www.gorgeconnection.com/white-salmon/history.php#>

⁵ See DAHP Historic Property reports, e.g., Property ID 722160.

1892. Bingen opened its post office in 1896. Mr. Jewitt platted White Salmon and the town became incorporated in 1907.

20th Century Trends.

The Spokane, Portland, and Seattle railroad came through the Columbia River Gorge in 1908 with a stop at Bingen. Was the station to be named after Bingen or White Salmon? The compromise was to name the "Bingen-White Salmon" railroad station after both towns. Thereafter, the two cities, Bingen and White Salmon, grew side by side but at different elevations. That same year electric lights came to White Salmon, along with the first fire hydrant, and in 1910 the first sidewalks were built. The Condit Dam on the White Salmon River was completed in 1913 and provided electricity to the area and as far away as Camas, Washington.⁶ The current road connecting Bingen and White Salmon, now Washington State route 141, was begun in the 1920s and the Hood River Bridge over the Columbia River opened in 1924. Since then, economic development in White Salmon has been driven by highways rather than canoes, ferries, and steamboats.⁷

The area has continued to grow and since the late 1990s has become a destination for recreationists and tourists. The community offers all city services and provides retail, medical, cultural, educational, and recreational facilities. The community of White Salmon has grown from its birth in 1907 and has established itself as a vital part of the Columbia River Gorge.

Existing Conditions

Historic and Cultural Sites and Structures

The City and its residents are proud of White Salmon's cultural heritage and history. To preserve and share that heritage, citizens of White Salmon and West Klickitat County established the West Klickitat County Historical Society in 1984. The Society's collection of data, artifacts, and pictorials are housed in the Gorge Heritage Museum, formerly the Bingen Congregational Church (circa 1912).

The West Klickitat Historic Society and knowledgeable community members consider many late nineteenth- and early twentieth-century buildings to be of local historical significance. The White Salmon 2012 Comprehensive Plan identified several notable locally significant buildings. See Table II-1.



⁶ The Condit Dam was listed on the National Register of Historic Places, but environmental and cultural concerns—as well as the cost associated with relicensing the dam—resulted in its removal in 2011. See, <https://www.youtube.com/watch?v=4LxMHmw3Z-U> and https://www.youtube.com/watch?v=HES_-dKUE9I

⁷ For local newspaper stories: <http://homepages.rootsweb.com/~westklic/wsbshist.html>

Table II-1 Notable local historic buildings (2012 Comprehensive Plan)

Site	Circa	Location/History
Red Springhouse	1870	Jewett Boulevard
Palmer Landing	1875	Vanguard Nursery
Jewett Farm Resort	1888	East Jewett Boulevard & 10th Avenue
Stone House	1889	10th Avenue at the Jewett Farm
Sampson Electric	1900	121 Main Avenue/formerly Dewey Theater
Coffin Family Home	1900	NW Lincoln & Garfield/maternity hospital
Lauterbach House	1904	Walker home since 1960s
Pioneer Building	1904	Jewett Boulevard/ made of brick from Jewett yard
St. Joseph Catholic	1904	Washington Avenue
Hunsaker Building	1905	East Jewett Boulevard at Church
WS United Methodist	1908	Main Avenue
Red & White Grocery Store	1910	East Jewett Boulevard & First Avenue/ White Salmon Glassworks
Kloster Building	1930	East Jewett Boulevard / Café and dentist office
Pioneer Graveyard, circa 1880	2009	Renovation

The George and Louisa Aggers House, known as “Overlook,” is listed in the Washington State Historic Register. The property was once part of a small 46-acre cherry orchard business on the western edge of White Salmon. The 1910 craftsman style farmhouse serves as an excellent example of Arts & Crafts dwellings from the early twentieth century.⁸

White Salmon is also home to a notable collection of mid-twentieth century commercial and institutional buildings, several of which were designed and constructed by Day Walter Hilborn, one of the most prolific and important architects in the history of southwest Washington State.⁹ Hilborn is credited with at least seven commissions in White Salmon, including the White Salmon Post Office (1941), B.O.E. Elks # 163, Bethel Congregational Church (1947), a movie theater, rodeo grandstand, and several private residences.

The Washington State Department of Archaeology and Historic Preservation (DAHP) maintains an inventory of historic and cultural resources. Some of the properties are eligible for listing in the National Register of Historic Places (NRHP).¹⁰ Currently, there are no properties in White Salmon listed in the NRHP; however, investigation by DAHP representatives has determined that several historic resources may be eligible for listing in the NRHP.

History evolves and what was once new or familiar may gather historic or cultural significance over time. Consequently, the inventory of historic resources changes and expands through the years. Best inventory practices are for a community to reevaluate the local inventory each time the community updates its comprehensive plan.

The importance of periodic updates to the historic inventory is illustrated in Table II-2. A decade ago, the community might not have considered the cluster of residential dwellings near the intersection of SE Oak

⁸ <https://dahp.wa.gov/historic-preservation/find-a-historic-place>

⁹ See Washington Department of Archaeology and Historic Preservation (DAHP), “Day W. Hilborn” <https://dahp.wa.gov/bio-for-day-w-hilborn> . See also, [Project list - compiled by Michael Houser, Sept 2006 \(revised June 2012\)](#) and [Day W. Hilborn: Built to Last \(PowerPoint Presentation\)](#)

¹⁰ See Appendix A, White Salmon Area Inventory of Historic Resources, DAHP (Exported 2020)

Street and West Jewitt Blvd. to have architectural significance. However, in 2020 a team of qualified historic and architectural professionals prepared Historic Property Report(s) for these residences and concluded that the properties may be eligible for listing in the NRHP because of the local architectural character.

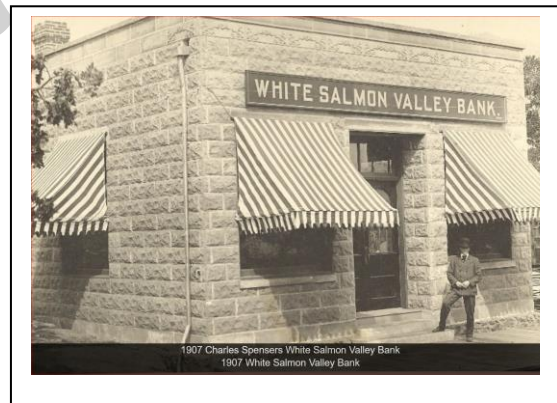
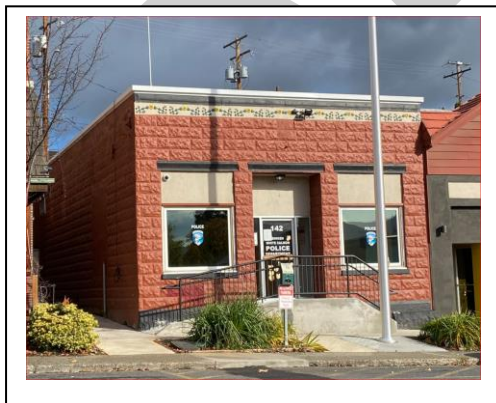
Table II-2 Additions to the White Salmon Inventory of Historic Resources (2020)

Location	DAHP Property ID #	Notes
267 SE Oak Street	722160	Circa 1920 residence – English Cottage Style
301 SE Oak Street	722159	1918 residence – Tudor style
345 West Jewitt Boulevard	722162	1973 – Northwest Regional Style
435 West Jewitt Boulevard	722187	1965 residence – Prairie Ranch style, aka Van Alstine House
447 West Jewitt Boulevard	722163	1940 residence – Cottage/Colonial Revival
475 SE Oak Street	722161	1974 residence – Northwest Regional style

Downtown White Salmon: Now and Then

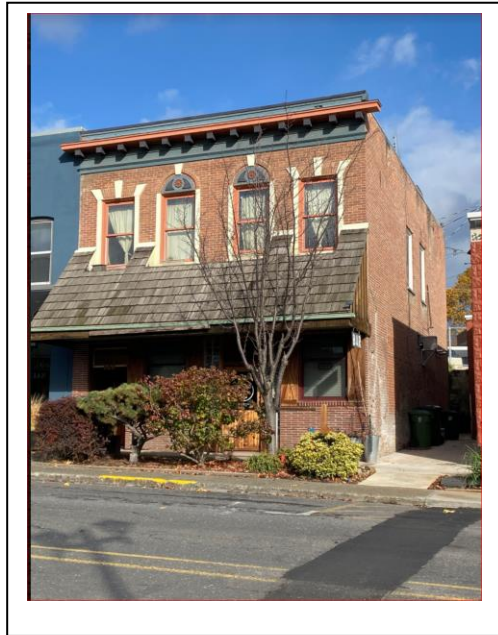
Downtown White Salmon boasts a fine collection of late nineteenth- and early twentieth-century commercial architecture. It is a mark of good stewardship that many of these buildings remain in active use and that their respective architectural character is clearly visible. Jewitt Boulevard (aka WA Highway 141) has good architectural bones between Southeast 2nd Avenue and South First Avenue. Where the architectural skeleton is strong the body and façade can continue to flourish. Examples of these good bones include:

Police Station, First National Bank (aka White Salmon Valley Bank), 142 E Jewitt Boulevard. The building materials, mass and voids are essentially unchanged.



Tarwater Tavern, 130 East Jewitt Boulevard.

The brick façade, window voids and trim, and the decorative eave appear unchanged. At the first story level, the mansard style canopy masks the underlying decorative brick belt course and the original store windows and recessed entry have been altered. Though the building has been altered, the architectural bones are strong.



Existing Plans and Regulations

The White Salmon Comprehensive Plan encourages the public and private identification, documentation, and preservation of historic resources. The White Salmon Municipal Code does not include discreet chapters dedicated to implement such plan policies. The City evaluates potential impacts to historic and cultural resources through Chapter 18.20, Environmental Protection, which implements the State Environmental Policy Act (SEPA).¹¹

The White Salmon Shoreline Master Program (SMP) provides for protection and restoration of buildings, sites, and areas having archaeological, historical, cultural, or scientific value or significance within designated shorelands.¹² Shoreline jurisdiction within the White Salmon Urban area is limited to lands adjacent to the Columbia River. Those shorelands include a “Native American Tribes Fishing Site.” The Goals and Policies section incorporates many of the SMP policies relating to historic and cultural resources.

There are several Washington State and federal statutes relating to the identification and protection of historic sites and resources, which may affect development activity in White Salmon.¹³

¹¹ See RCW 43.21C and WAC 197-11.

¹² See SMP Section 3.4, Archaeological, Historic, and Cultural Resources.

¹³ See Chapter II, Appendix B, State and Federal Laws, relating to the identification and protection of Historic and Cultural Resources.

Goals and Policies

Identifying and preserving locally significant historic and cultural resources is an important component of sustaining a community's cultural identity. The thought is sometimes expressed as, "How do we know it is us without our past?" Stewardship of existing built resources protects embedded energy, thereby reducing energy consumption and waste products. Protecting local historic districts can raise property values, create new jobs, and generate tourism. In White Salmon, the opportunities to create a sustainable future can be founded on natural and historic resource conservation and promotion. To achieve such a sustainable future, the City of White Salmon adopts the following goals and policies.

Goal H&HP-1. Identify and document historic and cultural resources within the White Salmon urban area.

Policy H&HP-1.1: Maintain a comprehensive survey and inventory of historic and cultural resources within the White Salmon urban area.

Policy H&HP-1.2: Update the City's inventory of historic and cultural resources during each major update of the City's comprehensive plan.

Policy H&HP-1.3: Engage a wide spectrum of the community to plan for and conduct historic and cultural resource surveys, including, but not limited to, the West Klickitat Historic Society, business interests, civic and religious groups, local schools, and qualified professionals.

Policy H&HP-1.4: Work with tribal, state, federal, and local governments, and special districts as appropriate to maintain an inventory of all known significant local historic, cultural, and archaeological sites while adhering to applicable state and federal laws protecting such information from public disclosure. As appropriate, such sites should be preserved and/or restored for study, education, and/or public enjoyment to the maximum extent possible. (*Note: this is also a City SMP policy.*)

Policy H&HP-1.5: Maintain the inventory of White Salmon historic resources in print and digital format and make the inventory (excluding archaeological resources) available for public inspection and use.

Policy H&HP-1.6: Encourage interest groups to generate print and digital format maps of historic resources listed on the White Salmon inventory.

Policy H&HP-1.7: Actively support public, private, and tribal efforts to secure state and federal historic designation, including the Washington Heritage Register and the NRHP.

Goal H&HP-2. Encourage and promote private and public parties to endorse and achieve the City's archaeological, historical, and cultural goals and objectives.

Policy H&HP-2.1: Recognize the efforts of the West Klickitat County Historical Society acting to create and maintain the record of cultural sites and historic landmarks (buildings, parks, trees, etc.) in and around White Salmon.

Policy H&HP-2.2: Provide private parties, tribes, and state and federal government agencies with a "seat at the table" when the City develops plans, policies, and regulations that might affect historic or cultural resources.

Policy H&HP-2.3: Encourage private and public owners of historic sites to provide public access and educational opportunities at levels consistent with long-term protection of their property's historic values and functions. *(Note: this is like a City SMP policy.)*

Goal H&HP-3. Recognize the importance of educational materials and programming to stimulate awareness of the role that preservation and promotion of historic resources play in the city's future.

Policy H&HP-3.1: Support citizen-based efforts to establish preservation and education programs, while building and maintaining information to be used for historical and economic purposes.

Policy H&HP-3.2: Promote the understanding of a diverse set of historical perspectives and embrace White Salmon's rich and diverse cultural history.

Policy H&HP-3.3: Encourage and support City staff and members of local boards and commissions to seek out and participate in educational training programs that will increase their knowledge of local history and culture and their proficiency in historic preservation law and programs.

Policy H&HP-3.4: Expand the use of web-based preservation tools to help the city and community identify, appreciate, and promote the rich diversity of the area's historic resources and cultural values.

Goal H&PP-4. Incorporate historic and cultural resource sites and values into city plans where appropriate.

Policy H&HP-4.1: Ensure that all City departments consider the preservation of historic and cultural resources when planning for and developing public policies and programs related to, but not limited to, parks, recreation, open space, capital facilities, housing, and economic development.

Policy H&HP-4.2: Ensure that publicly funded or sponsored site development and/or associated site demolition work should be planned and carried out to avoid impacts to the resource. *(Note: also a City SMP policy.)*

Policy H&HP-4.3: Provide encouragement and support for public and private efforts to seek grants and other sources of funds for preservation education, promotion, or development projects.

Policy H&P-4.3: Evaluate the costs and benefits of White Salmon's participation in preservation-related programs, such as the Main Street Program or the Certified Local Government Program.

Policy H&HP-4.5: Amend the White Salmon Municipal Code to adopt specific regulations for the identification, promotion, redevelopment, and protection of significant local historic and cultural resources.

Goal H&P-5. Encourage and support private and public efforts to maintain and preserve buildings and structures on the state and local inventory of historic resources.

Policy H&HP-5.1: Encourage owners of historic resources to maintain and preserve their structures.

Policy H&HP-5.2: Promote the use of the Secretary of the Interior's Standards for Rehabilitation, or standards of similar authenticity, for public and private building rehabilitation.

Policy: H&P-5.3: If an owner alters a site on the local inventory of historic resources, require the owner to record or allow documentation of the resource prior to destruction or alteration. The City should maintain a record of such documentation.

Policy H&HP-5.4: Encourage owners of property containing previously identified historic, cultural, or archaeological sites to make development plans known well in advance of application, so that appropriate agencies, such as the Yakama, Nez Perce, Warm Springs, Umatilla, and Cowlitz Tribes; the DAHP; and others may have ample time to assess the site and decide to preserve historical, cultural, and archaeological values as applicable. (Note: Same as the City SMP policy)

Policy H&HP-5.4: Encourage development or demolition of property adjacent to an identified historic, cultural, or archaeological site to design the proposed use to be compatible with the protection of the adjacent historic or cultural resource. (Note: Similar to a City SMP policy.)

DRAFT

Transportation Element

Background

Vision

The transportation system reflects our desire to develop at a human scale. Sidewalks, pedestrian trails and bike paths conveniently connect residents to downtown, nature trails and neighborhood destinations. An integrated system of wider, centrally located roads and narrow shared residential roadways, provide connection within and among neighborhoods, and safely accommodates all users. Public and private transportation options connect residents to regional destinations on both sides of the river.

The following information is provided primarily as inventory data to guide the reader with a general background of the transportation opportunities and constraints in the White Salmon area. This Element will have the significant impact on future development within the City and its Urban Exempt Area.

Public Transportation

Public transportation opportunities within the City and its Urban Exempt Area are very limited. The small population base does support a local taxi service. The topography, population base, and climate make other forms of transportation, such as trolleys or buses economically unfeasible. The Pioneer Center makes senior citizen and handicapped buses available by a dial-and-ride service. There is AMTRAK rail transportation available on the Burlington-Northern line, which runs along the Washington side of the river with a depot in Bingen. The nearest Greyhound Bus Terminal is located in Hood River. The nearest commuter air transportation is at Portland International Airport—approximately 60-minute drive from White Salmon. There is charter air transportation available at the Hood River Airport (10 miles south) and also at The Dalles Municipal Airport (20 miles east).

River Transportation

The Columbia River serves as a vast conduit for commodities via river barge traffic, with at least three navigation companies currently operating. The companies commonly transport logs, chips, fertilizers, gravel, wheat, fuel, garbage, containerized freight, and juvenile salmon. Bingen has a long history of log import/export, both loading of barges and rafting. There are at least five tourist boats that make Portland/Lewiston trips during the warm half of the year with the nearest day trip schedules from Cascade Locks. No stops are made at the Bingen Marina, although that facility possibly could be developed in the future.

Rail Transportation

Burlington-Northern is the rail carrier on the Washington side of the Columbia River with an AMTRAK depot facility at Bingen. The Union Pacific on the Oregon side of the river is also available for transporting commodities both east and west along the Columbia River.

Automobile Transportation

The primary means of transportation in the White Salmon and Urban Exempt Area is by private automobile. The City is served by State Route 14, a major east-west arterial along the Columbia River, by State Route 141 through White Salmon proper, and by a variety of City and county streets throughout the City and its Urban Exempt Area. The Transportation Map (see the Appendix) shows the basic

configuration of the traffic patterns in the planning area. The Hood River Bridge provides a critical connection to Interstate 84 in Oregon and between the Cities of White Salmon on the Washington side of the river and Hood River in Oregon.

Roadway Issue

There are a number of roadway issues in the City and Urban Exempt Area.

City Core Area

The downtown commercial area, during periods of heavy traffic, also is a source of traffic congestion complicated by on-street parking, unregulated intersections, and the three-way intersection at Estes and Jewett on the eastern edge of the commercial area. The congestion will surely grow as the City and the Urban Exempt Area continue to develop. Three-way traffic lights at the three downtown intersections, at Main, Estes, and Wauna, along Jewett, may be required to provide relief.

Dock Grade Road

The City of White Salmon enjoys a unique and beautiful location. In the early days of White Salmon, the primary access was through the City of Bingen and north Jewett Boulevard, (SR 141) to the top of the bluff and the main part of the City. As mentioned in the Historical Element of this Plan, it became urgent to develop an additional access from the river area. The residents built what is now called Dock Grade Road from the bluff down to the Columbia River and what was the ferry dock across to Hood River. The road is approximately three-quarters of a mile long with grades up to 15%. It is extremely narrow, approximately 22 feet wide, with a difficult intersection with State Route 14. The road is closed during inclement weather because of the steepness of the grade, narrow roadbed, and lack of guardrails.

Residential Collectors

The City has a fairly smooth transportation pattern in most residential sections of the area. A problem of note is the intersections of Estes and Green Avenues, just north of the downtown commercial area. There is a jog in Estes Avenue that creates some confusion for a visitor to the City. A smoother transition in both directions should be provided. The second area of concern is the intersection of Snohomish and Green, where a traffic advisory sign would help.

The roads of the Urban Exempt Area have evolved over time from primitive roads through the countryside, to a road and street system to accommodate today's automobiles. Consequently, these roads and streets, for the most part, do not meet City standards and are currently owned, maintained and under the control of Klickitat County. The cost to upgrade these non-conforming roads and streets in many instances involve not only design and construction costs, but also the cost to acquire rights-of-way to conform to City standards. Therefore, as these areas are annexed and made a part of the City, it will be necessary for the City to accept them as they currently exist, require new roads and street development to meet City design standards, and upgrade the existing roads and streets over an extended period of time as funds and opportunities become available.

The traffic study prepared for the White Salmon Urbanization Study, completed June 2009, recommended an improvement to traffic controls at westbound North Main, Snowden Road and eastbound Loop Road intersection. The City and Klickitat County may want to evaluate this situation. The traffic engineer recommends a stop at Snowden Road entrance at this intersection with free movement from eastbound Loop and westbound North Main or put stops at all three roads.

Private Streets

As indicated in the Public Facilities Element, in the past the City has allowed the development of private streets to serve limited residential areas. This practice has resulted in extremely narrow roadways that are not maintained to several residential homes. The situation makes it very difficult to provide police and fire protection, as there is no place for the trucks to turn around once on the private road. The City has determined to eliminate the practice of private roads under all but the most specific sets of conditions. With the exception of Planned Unit Developments or standards outlined below, all new residential developments will have access to a dedicated and improved public road which meets City Design Standards. Planned Unit Developments using cluster type development or other innovative design may use private streets, provided the streets meet city standards for roadway width, access, and turnaround capability. Private gates with electronic devices, which allow for immediate opening of the gate by emergency vehicles, may also be used. The developer may be asked to contribute to the purchase of similar equipment for the emergency vehicle. Private streets will be allowed only when there can be no possibility of further extension of the street.

Pedestrian Walkways and Bicycle Routes

The City has not had an active requirement for providing new sidewalks in residential subdivisions – either in the City or in the Urban Exempt Area. The White Salmon Valley School District, by State law, provides bus transportation two miles outside of the school area. Since this two-mile area covers most of White Salmon and the Urban Exempt Area, there needs to be an adequate walkway system for students to go to and from the schools.

There is an existing sidewalk system from the high and middle schools to the downtown area. However, students walking from outlying areas along what is known as the "Loop", Spring Street and Cochran Estates area, are in need of sidewalks. As further development occurs, new walkways will be required to provide a full system for safe pedestrian and bicycle traffic. City street standards and guidelines have been developed to provide space for more urban sidewalks and gutters or more rural pathways along street shoulders where this may be more appropriate.

Another area of significant concern for pedestrians is the Bingen Hill, or Jewett Boulevard, access road to White Salmon. There is a sidewalk from Skyline Drive west, up to White Salmon commercial area; there is no sidewalk east, but there is a shoulder on the road, downhill to Bingen.

Existing Conditions?

Goals and Policies

The following goals and policies highlight the long-term outcomes and direction for the City of White Salmon.

GOAL T-1: To provide a safe, efficient, and economic transportation network.

Policy T-1.1: Proposed routes shall be laid out in accordance with the existing transportation network and be consistent with the goals, policies, street classification standards and land use designations of the Comprehensive Plan.

The City shall consider and adopt a street classification system with urban and rural standards (see page 35 and figure 12) of the White Salmon Urbanization Study: arterials, major collectors, minor collectors and local streets and urban alleys. These standards should be reviewed with Klickitat County to reach agreement for application in the Urban Exempt Area.

Policy T-1.2: Proposed development within or along existing or proposed transportation corridors identified on the Transportation Plan map (see Appendix) or in subsequent City transportation and/or street plans shall be encouraged to incorporate provisions for the location and construction of such routes.

Policy T-1.3: Access on major arterials shall be controlled and minimized where the primary function is through traffic movement.

Policy T-1.4: Proposed transportation corridor general locations are shown on the transportation map (see Appendix). The routes shown are not intended to be precise, but rather a general guideline for future development.

Policy T-1.5: The City shall approve development only in those instances where proposed roads and streets meet minimum city specifications.

Policy T-1.6: The City shall pursue the acquisition of rights-of-way wherever the need for routing or improvements is identified in the Comprehensive Plan.

Policy T-1.7: The City shall provide adequate signage to assist visitors in their travels.

Policy T-1.8: The City shall work with the Washington Department of Transportation to develop appropriate arterial street standards and local review procedures where Highway 14 and 141 cross through the City and its Urbanization Area.

Policy T-1.9: City shall develop and maintain communication with the Port and City of Hood River regarding the significance of the Hood River Bridge in the City's transportation system. The importance of the Park and Ride immediately adjacent to the bridge and the recently improved Washington entrance onto the bridge will continue to be considered as transportation demands evolve.

GOAL T-1: To provide pedestrian walkways and bicycle routes.

Policy T-2.1: Plan provisions shall be made for an integrated network of safe pedestrian walkways and bicycle routes.

Policy T-2.2: Before establishing pedestrian walkways and bicycle routes, the following factors shall be considered:

- a) The inclusion of the proposed walkway or route on the Comprehensive Plan Map (see Appendix).*
- b) Public safety*
- c) The cost of such facilities as compared to the need for probable use.*

Policy T-2.3 Construction of pedestrian walkways and bicycle routes shall be in conformance with the uniform design standards for trails and paths as described in the Washington State Department of Transportation Design Manual, or standards developed by the City of White Salmon.

Policy T-2.4: The City shall establish parking standards to assure that parking does not interfere with commerce, pedestrian traffic, or the aesthetics of the community.

Policy T-2.5: The City shall include adequate pedestrian walkways in the design and construction of:

- a) New bridges and replacement of existing bridges.*
- b) New railroad crossings and reconstruction of existing crossings wherever feasible and appropriate.*

Policy T-2.6: The City will continue to coordinate with County Health Department and other interested agencies in planning for Safe Routes to Schools. The School Walk and Route Guide map will be reviewed and will help inform decisions on prioritization of pedestrian improvements such as sidewalks and special street crossings.

Policy T-2.7: The City recognizes the additional benefits of safe routes to schools planning in that the provision of safe, well improved, highly visible, and pleasant routes to schools also improves bicycle and pedestrian connectivity for city residents of all ages. The City Schools are located on the Loop Road Trail so improving access to schools also improves access to this valuable bicycle and pedestrian connection linking the core of the City beyond the schools to Snowden Road and Route 141 extending to Husum.

Public Facilities and Services Element

Background

Vision

Quality public facilities, services and utilities contribute to a high quality of life. White Salmon residents value planning for public facilities to ensure they are scaled to manage growth responsibly. Vital community centers and activities connect residents young and old and encourage civic engagement. The library and schools are planned and maintained to accommodate current and future residents.

The City of White Salmon provides a number of public facilities and services to the residents of the City and the Urban Exempt Area. The City's services are typical of a small community and include fire protection, police protection, domestic water supply and distribution, sanitary sewer and to a certain extent storm water runoff systems. The following discussion details the various components of the public facilities and services available in the White Salmon area.

Fire Protection

The City of White Salmon Fire Department is an all-volunteer organization with a typical roster of 25 to 40 members serving under a paid chief. The Department has two main line pumpers, a rescue truck, a tanker, and other small pieces of equipment. Fire departments in the Mid Columbia Gorge Region and the City of Bingen Fire Department maintain mutual aid agreements. After a recent audit, an Inter-local Agreement was signed so that White Salmon, Husum and Bingen would all be toned and respond to fires called into 911 emergency services in these three areas. Also, a fire-training officer has been hired to work with the three fire departments in training and with after-action reviews.

The White Salmon Fire Department maintains a fire rating of six by the Washington Survey and Rating Bureau. This is an extremely good rating for an all-volunteer department. A new, six-bay fire station was built during the 1990's.

Medical Facilities

Skyline Hospital is a facility of a special rural health district chartered under Washington State requirements and is publicly supported in part by property tax levies. The hospital staff of 118 full-time employees, 16 part-time employees and 52 per diem employees, including medical professionals and administrative staff, serves White Salmon and surrounding communities. The hospital has an addition and remodel project of \$15.1 million, which is being funded by revenue bonds. The 24,000 square foot addition provides 17 single state-of-the-art rooms. This part of the project was opened in September of 2009. The remodel portion will include a renovation to consolidate all radiology services into an efficient imaging center.

The hospital operates and maintains the local ambulance service. Two locations are staffed 24/7, one at the hospital and the other in Dallesport. Life Flight service for the Gorge Area is located at Dallesport.

There are eight paramedics and eight EMT's, with one of each on duty around the clock in each location.

Police Protection

Since 2000, the Police Departments of Bingen and White Salmon have been combined. The Bingen-White Salmon police station is located in the lower level of the Park Center on Lincoln Street in White Salmon.

There is an Inter local Agreement between the Bingen-White Salmon councils to cover the operation of the police department. The councils have a joint police committee with two councilors from each City serving on this committee along with the mayors. The department, through an agreement with the Klickitat County Sheriff's Department, uses the Klickitat County Jail in Goldendale when the need arises.

Domestic Water System and Other Public Services

History

The White Salmon area has been provided with domestic water since the early 1900's. The water system was privately owned until the 1930's when the City of White Salmon purchased all water rights and appurtenances and took over the operation and maintenance of the system. The system has grown over the years. Wells were drilled in the late 1990's to serve as the primary source and replace the Buck Water supply. However, with the growth in the area, the City has determined that the wells have not fully met the water demand. Most recently research has been carried out to restore the supply of water from Buck Creek, the original water source for the City. The Buck Creek watershed drainage area is approximately ten to twelve square miles. The State of Washington Department of Natural Resources leases the water source to the City. Studies by the Public Works Department have confirmed that Buck Creek has the capacity to serve the City's long-term needs. The current studies are based on injecting Buck Creek water into the existing wells to enhance the supply and to utilize existing pumping and distribution facilities and equipment.

The estimated water capacity for Buck Creek in a normal year is approximately 10 cubic feet per second. The City has water rights of 4 cubic feet per second, established in 1923 and 1957.

Improvements over the years have been made to "loop" the existing water system, replacing many of the dead-end lines that existed in the system for many years. Line sizes in the White Salmon system include 6, 8, and 10-inch lines. It is noted there are still many thousands of feet of 4-inch and smaller lines in the water system. A plan to replace these lines is being prepared.

The White Salmon Urbanization Study, June 2009, (page 36) further evaluated current constraints and opportunities to continue development based on available water, sanitary sewer, and storm sewer service in four of the White Salmon urban areas: Pucker Huddle, Los Altos, Loop Road Commercial Area and Downtown/Hospital Area. Similar to improvements to the transportation improvements water system improvements will be made incrementally using a blend of public and private funding sources.

Wastewater System

The City of White Salmon's original sewer system and treatment facility was constructed in the 1930's and upgraded in the 1950's. The collection system was built to serve the core area of the City limits with a treatment facility located between the railroad south of the Dock Grade Road and the intersection with State Route 14. Over the years, as the community grew, the collection system was expanded. By 1970 it became apparent that the existing treatment facility was inadequate. The City's collection system was substantially improved in 1974 and consists primarily of 6-inch and 8-inch concrete sewer pipes with some 10-inch mains.

In 1991, studies began on the capacity and necessary expansion of the plant as required by Department of Ecology (DOE) because the plant was at 85% capacity. In 1992 DOE provided a mandated time frame in which to expand the treatment plant. White Salmon and Bingen worked together in raising funds for

the expansion from 1993 to 1995. Construction began in June 1995 on the new treatment plant, located in Bingen on Maple Street across from Stevenson Daubenspeck & Stevenson (SDS) Lumber Mill. The plant was completed in December 1996. The expansion was designed to provide a 15-20 year growth for both cities. Bingen owns and manages the plant. The plant operates within the DOE's permit requirements and has received awards in 2007 and 2008 for meeting these requirements. When the present plant reaches 85% of capacity the study process will begin again. The two cities pay equally in the operation and maintenance of the plant, however, White Salmon pays more because they have more ERUs (Equivalent Residential Unit). An inter-local agreement will be required to address the future expansion issues, maintenance and main transmission lines.

The SR #14 sewer project, in the Riverfront Planned Development District, was completed in 2007. This will accommodate the Corps of Engineers Tribal "in lieu" site, the Tribal fish processing plant, the facilities at the Chamber of Commerce, as well as other properties in the area. This system is connected to the treatment plant in Bingen.

Stormwater System

The City does have small individualized storm sewer systems running primarily east and west across the slopes of the City's topography. Each street has its own system, starting in the core area and moving two or three blocks north as well as one or two blocks south. Residential developments are required to have on site water containment.

Solid Waste

The City maintains its own garbage collection services with once-weekly service. It utilizes two collection trucks and deposits the material in the transfer station at Dallesport. It is then transferred to the landfill at Roosevelt. The City provides curbside recycle service twice monthly.

Public Streets

The City of White Salmon maintains the public streets within the City limits, which are primarily residential collectors. The major arterials, including Jewett Boulevard, are State or Klickitat County right-of-ways and are maintained by the State or the County. Coordination with the City is necessary for snow removal because the city designates where the removed snow is placed.

Public Schools

The White Salmon Valley School District manages the public schools in the White Salmon area, with District offices located in the Park Center Building. The School District serves Bingen, White Salmon, the Urban Exempt Area and outlying areas of Husum, Underwood, and Snowden. The School District consists of Whitson Elementary (grades K-4), Henkle Middle (grades 5-8), and Columbia High (grades 9-12), and the alternative school, White Salmon Academy. The district benefits from the Head Start and pre-school programs that are provided by Southwest Washington's ESD #112. Current enrollment is approximately 1,100 students and is divided among Whitson with 450, Henkle with 350 and Columbia and the Academy with 300 students.

The School District is a major employer in the area with a total of 62 certificate employees and approximately 47 classified employees. The nearest regional community college is Columbia Gorge Community College located in The Dalles and Hood River. There are two and four-year colleges and trade schools in the Portland/Vancouver Metropolitan area.

Goals and Policies

The following goals and policies highlight the long-term outcomes and direction for the City of White Salmon.

GOAL PF-1: To maintain a balance between growth and services.

Policy PF-1: The type and installation/establishment of public facilities shall be accomplished in an orderly and cost effective manner and utilized to direct urban expansion.

Policy PF-2: The development of public facilities and utilities shall be planned and coordinated with Klickitat County and other suppliers in advance of need.

Policy PF-3: The provision of public facilities and services shall be based upon financial cost and adequacy of desired levels of services.

Policy PF-4: The City shall prepare and adopt a capital improvement program as a planning tool to assure timely development of public facilities in advance of need. Identify funding sources, such as those listed in the White Salmon Urbanization Study, June 2009, (page 35) and align needed projects with most replacement/expansion funding source or tools.

Policy PF-5: The City shall maintain close coordination and joint ventures with the City of Bingen in the planning and development of public facilities and services to maximize economies of scale.

Policy PF-6: The City shall maintain, utilize, and periodically update City water and sewer plans to assure adequate levels of existing and future essential services are met.

Policy PF-7: The City shall actively participate in the planning process of other public service and utility agencies. Coordinate installation of utilities to maximize land-use potential.

Policy PF-8: The City shall maintain and update the White Salmon Municipal Code as necessary to ensure that adequate and proper consideration of public services are addressed to allow new development to proceed.

Policy PF-9: The City shall maintain the right to require off-site improvements, including street, sewer, and water system improvements, pedestrian walkways, and school improvements, if deemed necessary, at the expense of the developer.

Policy PF-10: The City shall coordinate installation of utilities to maximize land-use potential and ensure adequate inspection of utility installation and hookups. If specialized systems (e.g. step systems for wastewater) are used the system's final operating and mechanical specifications should be reviewed by the City and recorded in an appropriate manner to ensure homeowners are aware of special system needs, benefits and limitations.

Policy PF-11: The City shall encourage sustainable development practices given in Urbanization Study, June 2009.

Capital Improvements Program Element

Background

Vision

White Salmon residents value planning for public facilities to ensure they are scaled to manage growth responsibility.

The purpose of this element is to briefly outline capital improvements for the City. Capital improvement needs are developed on a long-term basis.

Domestic Water System

The 2000 to 2010 Ten Year Water System Capital Improvement Plan has had changes because the two City wells recently failed to provide adequate water. The City researched a location for a supply of potable water. After investigation, the City decided to build a water filtration plant for Buck Creek. The facility is a “slow sand filtration plant” and will provide White Salmon’s water customers with approximately 1,000 gallons per minute. As of 2009, the Master Water Plan has not been updated to reflect these decisions.

Street System

The City is responsible for the maintenance of City streets and avenues. A major problem for the City is Dock Grade Road. The State tried to improve the intersection of SR 14 with Dock Grade by adding a west bound, right turn lane from SR 14 on to Dock Grade. However, the blind spot created by vehicles turning right onto Dock Road has caused many accidents. A traffic signal and extra turn lanes were also added at the intersection of Hwy 35, north end of the Port of Hood River Bridge, and SR 14.

The City has a Six Year Street System Capital Improvement Plan for 2006-2011 which lists the improvements that have been and will be made to streets in White Salmon. The plan is available at City Hall.

Other Capital Improvement Projects

The City has ongoing capital improvement projects for various entities: police department, water department, fire department, and city pool. These projects are done on a yearly basis as the budget permits. Information on any current projects is available at City Hall.

Goals and Policies

The City has ongoing capital improvement projects for various entities: police department, water department, fire department, and city pool. These projects are done on a yearly basis as the budget permits. Information on any current projects is available at City Hall.

GOAL CIP-1: To coordinate capital improvement planning with land use planning considering timeframe, funding and improvement demand.

Policy CIP-1.1: The City shall develop a 5-year Capital Improvement Plan to schedule and fund capital improvements to meet future urbanization needs. The City shall consider and adopt a street classification system with urban and rural standards (see page 35 and figure 12) of the White Salmon Urbanization Study: arterials, major collectors, minor collectors and local streets and urban alleys. These standards should be reviewed with Klickitat County to reach agreement for application in the Urban Exempt Area.

Policy CIP-1.2: The City shall evaluate funding needs, sources and utility rates to implement the Capital Improvement Plan. Policy T-1.3: Access on major arterials shall be controlled and minimized where the primary function is through traffic movement.

DRAFT

File Attachments for Item:

3. Comprehensive Plan Update Workshop
 - a. Environmental Quality and Critical Areas Element
 - b. Economics Element
 - c. Parks and Recreation Element
 - d. History and Historic Places Element (if time allows)

Environment and Critical Areas Element

The City of White Salmon is committed to preserving and enhancing the quality of the environment and protecting critical areas for the important ecological and social functions they provide within the community.

Background

Existing Conditions

The City of White Salmon is located in the spectacular canyon known as the Columbia River Gorge where the Columbia River travels through the Cascade mountain range. The surrounding area includes sheer cliffs that overlooks Washington's north side of the Columbia River and, on the south side, Oregon's mountains and waterfalls. Because of the surrounding area's unique geological, historical, and cultural attributes, the Gorge was designated a federally protected National Scenic Area in 1986. Managed by the National Forest Service and the Columbia River Gorge Commission, the Columbia River Gorge National Scenic Area has a number of protections that preserve and enhance the various attributes of the Gorge, including historic, cultural, and natural resources, as well as scenic views.

Development and growth in the National Scenic Area is primarily concentrated in Urban Exempt Areas, including White Salmon. The broader National Scenic Area is regulated to protect and enhance cultural, natural, scenic, and recreational resources within the Gorge. The City of White Salmon is one of thirteen designated Urban Exempt Areas under the National Scenic Area. As a result, it is a primary focus area for growth and development within the Gorge and is exempt from National Scenic Area regulations. Moreover, while the National Scenic Area maintains land outside of the city much closer to its natural state; urban development is promoted within White Salmon and its adjoining, unincorporated Urban Exempt Areas.

White Salmon and the surrounding areas include a diverse mix of natural environments and systems. The Columbia River serves as the city's southern boundary and offers habitat for a variety of aquatic and riparian species. The city's Columbia River frontage is roughly a mile in length, spanning east and west of the existing Hood River-White Salmon interstate bridge. Jewett Creek runs along the eastern portion of the city, and the White Salmon River is roughly half a mile west, bordering the Urban Exempt Areas. Terrestrial habitats associated with existing vegetation are abundant, and forest and shrub land dominate large portions of the northern, western, and eastern outskirts of White Salmon. Common tree species within the city include Oregon White Oak (*Quercus garryana*), a state-protected species; Black Cottonwood (*Populus balsamifera trichocarpa*); Ponderosa Pine (*Pinus ponderosa*); and Douglas Fir (*Pseudotsuga menziesii*). The prevailing winds moving through the Gorge help curtail pollution and ensure high air quality in White Salmon. The city of White Salmon and its Urban Exempt Areas lie in a transition zone between the maritime climate west of the Cascade mountain range and the dry continental climate of the intermountain region to the east. This transition zone is characterized by mild, dry summers and cool, wet winters. The Gorge serves as an airflow conduit, equalizing air pressures between the west and east side of the Cascades. The Gorge normally experiences strong, westerly winds in the summer and cold, easterly winds in the winter. The city receives an average of 31 inches of precipitation per year, which mostly comes in the form of rainfall from October to May. In July, the average daily high temperature is 82 degrees Fahrenheit, with an average daily low temperature of 55

degrees Fahrenheit. Winter temperatures are also mild; in December, the average daily high temperature is 40 degrees Fahrenheit, with an average daily low temperature of 30 degrees Fahrenheit.

Existing Plans and Development Regulations

The City of White Salmon has adopted a number of plans and development regulations to ensure that the environment is protected and enhanced (see Table 1). These various plans and development regulations balance the need for environmental protections with other demands, such as economic development, private property rights, and public infrastructure (see Appendix X, _____).

Table 1: Existing Plans and Development Regulations

Plan or Development Regulation
<p>Title 18, Environment, White Salmon Municipal Code Including:</p> <ul style="list-style-type: none"> • Critical Area Ordinance (18.10) • Environmental Protection (SEPA Review) (18.20) • Shorelines Master Plan and Program (18.30) • Tree Ordinance (18.35)
<p>Title 15.28, Floodplain Construction Restrictions, White Salmon Municipal Code Including:</p> <ul style="list-style-type: none"> • Requirements for new development to identify flood hazard risks • Building and site requirements in flood-prone areas
<p>Title 13.08, Water Department, White Salmon Municipal Code Including:</p> <ul style="list-style-type: none"> • Pollution of water supply prohibited
<p>Title 13.01, Construction Permitting, White Salmon Municipal Code Including:</p> <ul style="list-style-type: none"> • Recommendations for landscaping and irrigation plan • Stormwater runoff control standards • Erosion and sedimentation control standards

Critical Areas

The Washington State Growth Management Act (GMA) requires that all local governments adopt regulations to protect the five “critical areas” in the state; wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas (defined below). Klickitat County and cities within it are not required to fully plan under the GMA but are required to plan for the protection of these critical areas. As a “partially planning” city under GMA, White Salmon must use best available science (BAS) to justify regulation of critical areas and guide future regulation updates. This includes identifying, designating, and protecting critical areas through a Critical Area Ordinance (CAO) (Revised Code of Washington [RCW] 36.70A). White Salmon’s CAO is included as Chapter 18.10 of the White Salmon Municipal Code and includes development standards and restrictions when building on or near a critical area. **Critical areas in White Salmon are displayed on Figures X – X.**

Wetlands

The purpose of the critical areas provisions concerning wetlands is to protect existing wetlands and maintain no net loss of their functions and values. Wetland ratings, which determine protective buffers

and other regulatory standards, are based on the Washington State Department of Ecology's (Ecology) guidance documents.

Critical Aquifer Recharge Areas

Critical aquifer recharge areas, a regulated critical area under RCW 36.70A, are not present within White Salmon and, therefore, are not regulated by its CAO.

Fish and Wildlife Habitat Conservation Areas

The purpose of regulating the use of fish and wildlife habitat conservation areas is to preserve and protect those areas with which anadromous fish, threatened and endangered species, and species of local importance have a primary association. While most of White Salmon's land areas are designated for urban growth, and while new development as well as redevelopment is encouraged by adopted land use policies, it is important that future growth and development occur in a manner that is sensitive to the natural habitat resources of the city and Urban Exempt Areas. The primary fish and wildlife habitat conservation areas within White Salmon include streams and their riparian areas and Oregon white oak woodlands. Development has presented a particular challenge for the preservation of Oregon white oak woodlands, and the City is looking to balance protection of this species with the need to provide flexibility to developers.

Frequently Flooded Areas

Frequently flooded areas can present significant hazards to health, safety, and property under inappropriate land uses. Floodplains and other areas subject to flooding perform important hydrological functions and may present a risk to persons and property. Classification of frequently flooded areas should include, at a minimum, the 100-year floodplain designations of the Federal Emergency Management Agency (FEMA). Flood maps for Klickitat County are currently in the process of being updated by FEMA. Floodplains are protected through White Salmon's floodplain construction restrictions in Chapter 15.28 of its code in compliance with FEMA requirements.

Geologically Hazardous Areas

Geologically hazardous areas can include areas susceptible to landslides, erosion, and seismic hazards from earthquakes. Steep slope areas, which are often indicative of underlying landslide or erosion hazards, are prevalent in White Salmon. Geologically hazardous areas can pose a threat to public safety and property or infrastructure damage when inappropriate development is sited in areas of hazard. Areas susceptible to one or more of the following types of hazards are designated as geologically hazardous areas.

Landslide Hazard Areas

Landslide hazards exist in areas with certain "unstable" soils and in documented areas of previous landslides, usually in unconsolidated or partially consolidated sediments. Human activities, such as diversion of water from rooftops and paved areas, improperly placed and compacted fills, dumping of debris, road and utility cuts into hillsides, excavation for building sites, and failure of retaining walls, can also increase the potential for landslides.

Erosion Hazard Areas

Erosion hazards are associated with slopes with certain surface water and geological characteristics. The most effective means of erosion control is a set of construction management practices that limit

clearing, require mitigation, limit soil disturbance to dry seasons of the year, and require revegetation and maintenance of developed sites to prevent erosion after development.

Seismic Hazard Areas

Seismic events can cause damage as result of landslides, soil liquefaction, and/or high-amplitude ground shaking. Areas underlain by soils of low density in association with shallow groundwater are liquefaction hazard areas and may include river drainages, beach areas, ponds, and lakes. The impact of seismic activity can be mitigated through regulatory requirements, including adherence to building codes that require earthquake-resistant design and construction. The International Building Code regulates the design and construction of buildings located in seismic hazard areas.

Shorelines

The Shoreline Management Act (SMA) of 1971 requires most local governments, including all counties and about 250 cities and towns, to develop and implement Shoreline Master Programs (SMPs). The SMA's overarching goal is "to prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines." The city of White Salmon has approximately 1 mile of frontage on the Columbia River, which is identified as a "shoreline of statewide significance," and as such, is required to develop and implement an SMP. The City's current SMP, effective as of December 26, 2017, serves to

1. Guide future development of the City's shorelines in accordance with local goals and in compliance of the SMA
2. Ensure that development of the shoreline will result in no net loss of ecological function
3. Provide for preservation and enhancement of shoreline ecological resources
4. Provide a fair and equitable process for applicants and the public to review and comment on shoreline development proposals

The City of White Salmon's SMP works in tandem with a variety of other federal, state, and City agencies and regulations to ensure that the shoreline of the Columbia River continues to provide its ecological functions.

Stormwater Quality

Urban areas, such as White Salmon, often have increased stormwater runoff as a result of more impervious surface relative to nonurban areas. Pavement, buildings, parking lots, and other urban development prevent or restrict natural water infiltration during and after rainfall events. Increased water runoff can carry pollutants that are potentially harmful into streams and rivers, putting both human health and wildlife health at risk. In the city of White Salmon, stormwater management is regulated by Title 13.01 of the White Salmon Municipal Code. Generally, the City's stormwater runoff control standards seek to minimize the amount of impervious surface and encourage on-site infiltration. Low-impact development techniques, such as permeable paving, raingardens, bioswales and other bioretention control methods, and preservation of on-site, native vegetation are all encouraged through the City's stormwater control standards.

White Salmon is not a permittee under the State of Washington's National Pollutant Discharge Elimination System Phase II permit because it does not operate a stormwater system that discharges to a water of the United States and it is not located in a designated Urbanized Area; defined by the U.S. Census Bureau as a land area comprising of one or more places that together have a residential

population of at least 50,000. Because White Salmon is not a National Pollutant Discharge Elimination System permittee, it is not required to regulate runoff using the state's stormwater manual. In the future, however, the City may be required or may optionally choose to regulate stormwater runoff using the state's manual to improve water quality in the community.

Air Quality

Several geographical and environmental factors affect the air quality in White Salmon. Its unique location in the Gorge, proximity to Interstate 84, and seasonal wildfires in the region all contribute to increased particulate matter and other air pollutants. Due to the city's surrounding topography, emissions from vehicle travel and other particulate matter can get boxed in around White Salmon during periods of low wind. However, east-west winds that travel through the Gorge clear out trapped particulate matter and smog. During regional wildfire events, those same winds can bring dangerous levels of wildfire smoke through the Gorge and into the city. During these primarily seasonal events, air quality in White Salmon can consistently reach levels that are unhealthy for sensitive groups, and occasionally reach levels that are unhealthy for all groups. Air quality in White Salmon is monitored by Ecology's Central Regional Office, which is responsible for monitoring air quality in White Salmon and advising both the public as well as agencies of air quality standards, health hazards, and regulations. Ecology uses regulations and other controls in accordance with the provisions of the Federal Clean Air Act.

Wildfire Risk

The city of White Salmon and its Urban Exempt Area is a prime example of a wildland-urban interface with strong potential for a catastrophic wildfire event that could destroy properties and threaten human life. The following conditions are found throughout, or in certain portions of the area. Some areas have all, or most, of these conditions.

- Steep slopes, some in excess of 60 percent,
- Strong winds in the Columbia River Gorge during much of the fire season,
- Light, "flashy" vegetation fuels consisting of brush and/or uncut grass,
- Heavy fuel loads of mature conifer and hardwood trees with brush underneath,
- Access road and street problems including single means of ingress and egress, narrow drives, and turning radius limitations
- Homes with no, or very limited, defensible space; and
- Numerous homes with combustible construction materials; i.e., shake roofs, cedar siding, wood decks.

A Community Wildfire Protection Plan was prepared for the cities of White Salmon and Bingen and the Urban Exempt Areas in 2004. The plan identifies high wildfire hazard risk areas and lists priority projects designed to reduce the level of risk throughout the planning area. In 2009, the City received a grant from the Forest Service to be used specifically to assist homeowners to create defensible space around their structures.

Climate Change

Climate change can be defined as changes in global or regional weather patterns attributed largely to increased levels of greenhouse gas (GHG) emissions in the atmosphere. GHG emissions are overwhelmingly caused by human actions. Carbon dioxide (CO₂) makes up the vast majority of GHGs,

followed by methane (CH₄), and nitrous oxide (N₂O). These gases are omitted into the atmosphere from the combustion of fossil fuels, such as coal, oil, and natural gas. According to the Environmental Protection Agency, the transportation sector was the largest emitter of GHGs in the United States, primarily from burning fossil fuels for cars, trucks, ships, planes, and trains. This was followed by electricity production, industry, and commercial and residential uses. The effects of climate change are apparent at the continental and global scale and are increasingly being felt at the regional and local level. Effects of a changing climate may lead to a greater number – and more intense – heat waves, droughts, wildfires, heavy rains, floods, and landslides, as well as rising surface water temperatures that could affect resident and migratory fish species and their habitats, threatening their long-term survival. Common strategies for reducing greenhouse gas emissions include deploying renewable energy sources such as wind and solar, enhanced energy efficiency in buildings, and the preservation of forests.

Goals and Policies

The following goals and policies seek to ensure that the social and ecological functions of environmental systems and critical areas are protected, impacts to these resources are properly mitigated to achieve no net loss of functions, and environmentally conscious development is encouraged within the city of White Salmon in conformance with the City’s adopted CAO and other applicable regulations.

GOAL E/CA-1: Protect, maintain, and improve the environmental quality of White Salmon.

Policy E/CA-1.1: Periodically review and amend subdivision, drainage, land clearing, grading, critical areas, and other land use and development regulations as needed to protect resources and the public health, safety, and welfare of White Salmon residents.

Policy E/CA-1.2: Educate the public with programs and literature on habitat enhancement and protection. Appropriate subjects include maintenance of natural vegetation, installation of artificial habitats (e.g., bird and bat boxes), green construction, proper disposal of pollutants, and proper use of fertilizers, herbicides, and pesticides.

Policy E/CA-1.3: Conserve natural resources through nonregulatory and regulatory methods that may include development regulations, ecologically sensitive design, and restoration programs.

Policy E/CA-1.4: Encourage participation in City-run community cleanup events.

Policy E/CA-1.5: Protect and improve the City’s air quality, groundwater quality and quantity, and surface water quality, while minimizing public and private costs.

Policy E/CA-1.6: Encourage low-impact development methods where appropriate. This includes clustering to retain native vegetation and use of permeable pavement, soil amendment, green roofs, green streets, and other methods.

Policy E/CA-1.7: Coordinate with Klickitat County and the Washington State Department of Natural Resources to conserve and protect groundwater resources of the city and Urban Exempt Areas.

Policy E/CA-1.8: Encourage the planting and maintenance of aesthetically attractive, native, and low-maintenance vegetation throughout the city by private individuals and volunteer organizations.

Policy E/CA-1.9: Ensure immediate restoration of land after vegetation removal and grading through phased clearing and grading, replanting standards, and other appropriate engineering and revegetation techniques.

Policy E/CA-1.10: Require all public and private properties to be clean, free of litter or debris, and in good repair.

Policy E/CA-1.11: Maintain and expand, when appropriate, the City's recycling program, including consideration of a city-wide composting program.

Policy E/CA-1.12: Consider participating in innovative environmental quality efforts, such as In-Lieu Fee Programs and Voluntary Stewardship Programs.

GOAL E/CA-2: Identify, protect, restore, and enhance White Salmon's critical areas to preserve their social and ecological functions, ensure public safety, and prevent loss of private property.

Policy E/CA-2.1: Use Best Available Science when identifying critical areas and best management practices when developing near and within critical areas and associated buffers.

Policy E/CA-2.2: Strengthen interagency coordination and cooperation with agencies who have jurisdiction over critical areas, including working with Klickitat County during annexations of land within the Urban Exempt Areas to identify and protect critical areas.

Policy E/CA-2.3: Ensure that land subject to natural disasters and hazards be designated for uses that avoid or minimize loss of life and property.

Policy E/CA-2.4: Avoid impacts to critical areas and their associated buffers when constructing public facilities. Where unavoidable, necessary public facilities should be designed to minimize impacts, restore impacted critical areas to the extent practicable, and mitigate unavoidable impacts to the critical areas and associated buffer.

Policy E/CA-2.5: Emphasize protection of riparian areas and designated wildlife habitat that are connected to other critical areas or large blocks of open space.

Policy E/CA-2.6: Accommodate deviations in critical area resource protection requirements, provided that alternative methods and designs result in improved functions and values of the critical area and its buffer through study and findings prepared by a qualified professional.

Policy E/CA-2.7: Protect threatened, endangered, sensitive, and candidate species, and their habitats, as identified by federal and state agencies.

Policy E/CA-2.8: Avoid clearing of vegetation that reduces erosion, maintains slope stability, provides wildlife and aquatic habitat, and buffers wetlands and stream corridors.

Policy E/CA-2.9: Implement design solutions in order to protect site-specific critical areas. Solutions may include planned unit developments, cluster housing, low-impact development, and density transfers.

Policy E/CA-2.10: Restrict development on unstable and steep slopes to prevent loss of private property and ensure public safety.

Policy E/CA-2.11: Minimize and mitigate soil erosion during and after construction by using best management practices.

Policy E/CA-2.12: Continue to classify and protect residences and business from frequently flooded areas.

Policy E/CA-2.13: Implement nonregulatory methods to protect critical areas, such as easements or property acquisition.

GOAL E/CA-3: Reduce hazard fuels throughout the City and its Urban Exempt Area to a level that supports fire departments to prevent injury or death to people and to reduce property damage.

Policy E/CA-3.1: Update the City’s Community Wildfire Protection Plan each year to address changing conditions.

Policy E/CA-3.2: Establish and maintain a committee to implement the Community Wildfire Protection Plan. The committee should review the Community Wildfire Protection Plan and update it yearly.

Policy E/CA-3.3: Raise community awareness of wildfire risk and what property owners can do to reduce that risk. Make wildfire risk reduction information available to homeowners. Hold “Firewise” public meetings to disseminate information and answer questions about wildfire risk reduction.

Policy E/CA-3.4: Seek grant opportunities to help residents pay for hazard fuel reduction on their property.

Policy E/CA-3.5: Periodically review and consider reasonable regulatory fire protection standards for inclusion in the development code.

GOAL E/CA-4: Address climate change by working towards reducing greenhouse gas emissions, increasing energy efficiency, and improving infrastructure resiliency in White Salmon.

Policy E/CA-4.1: Reduce the reliance on fossil fuels and incorporate renewable energy sources, when appropriate, in municipal operations.

Policy E/CA-4.2: Implement a resource-conservation approach for managing City-operated facilities that aims to reduce energy and water usage and that leads to reduced facility costs.

Policy E/CA-4.3: Develop infrastructure for, and promote the use of, transportation modes that reduce the use of fossil fuels such as biking and walking.

Policy E/CA-4.4: Encourage compact development near commercial areas to decrease sprawl and reduce vehicle miles traveled.

Policy E/CA-4.5: Develop a City building policy and procurement strategy that encourages new building design and remodels of existing buildings that minimize energy and resource consumption,

such as solar panels, insulation retrofits, and efficient air and water heating systems.

Policy E/CA-4.6: Plan and develop capital facilities that are sustainable over the long-term and environmentally sound.

Policy E/CA-4.7: Increase the resiliency of critical infrastructure through monitoring, maintenance, planning, investment, and adaptive technology.

Economic Development Element

Background

White Salmon's economy supports a relatively small labor force and economic base due to the small population of the city. However, the economy of White Salmon is closely tied with Klickitat, Skamania, and Hood River Counties and the cities of Bingen and Hood River because of the flow of goods, labor, and customers throughout the region.

Planning for a vibrant and diverse economy must begin by understanding past and current economic conditions in White Salmon and the region. Historically, logging, lumber production, and agriculture were the mainstays for the White Salmon economy. These sectors still play an important role in the community, but the economy has diversified in recent years. Recreation, tourism, health care, avionics, technology, and viticulture are becoming increasingly important industries providing jobs for White Salmon residents. Home-based businesses are becoming more prevalent, and the city has recently started to attract new businesses involved in arts and crafts production. Residential construction has been strong, providing seasonal job opportunities. Government services, the school district, and retail sales round out the economic picture for the community.

Major employers in White Salmon include Skyline Hospital and the White Salmon Valley School District. Major employers in Bingen, including SDS Lumber and Mount Adams Fruit, also provide employment opportunities for White Salmon residents. Opportunities in manufacturing and other industrial uses are limited in White Salmon but are provided nearby at the Port of Klickitat's Bingen Point Business Park and the Port of Hood River's Waterfront Business Park. White Salmon contains no industrially zoned land, but the General Commercial and Riverfront zoning districts allow for limited light industrial uses. For example, Innovative Composite Engineering operates a roughly 65,000-square-foot facility in north White Salmon dedicated to composite manufacturing for a variety of clients. Insitu, a company that designs, develops, and manufactures unmanned aerial systems (also known as "drones"), is a growing technology company on both sides of the Columbia River that is headquartered at the Bingen Point Business Park and has spread throughout the White Salmon and Bingen communities, including multiple suppliers of avionic components.

Commercial businesses are generally concentrated along Jewett Boulevard in the downtown central business district and near Skyline Hospital. Arts, crafts, food and beverage establishments, and recreation-related businesses have become more established in the city in recent years. The city currently has one hotel (Inn of the White Salmon) with a new hotel/restaurant recently opening in Bingen (The Society Hotel). There has been considerable turnover in retail sales establishments and restaurant businesses during the past 10 years. There are two other commercially zoned areas of White Salmon, the area around Skyline Hospital along Jewett Boulevard and the area in north White Salmon off of Main Avenue/Loop Road. Other commercial and industrial uses (for example, Innovative Composite Engineering) have developed in these areas but most of the land is vacant or underutilized.

White Salmon residents often cross over the bridge to Hood River for entertainment, dining, and shopping as the Hood River area offers a wider range of these options than White Salmon. In addition, Washington consumers have an incentive to shop, and businesses have an incentive to locate, in Oregon

because of the lack of sales tax in Oregon compared to a 7.5 percent tax in White Salmon. The Walmart in Hood River is an example of a retail hub that draws customers throughout the region.

Economic Data and Trends

The following information includes available industry, employment, and income data as well as population, housing, and tourism trends, for Klickitat County and White Salmon. This background information highlights the economic conditions that the city is currently experiencing and provides some indication of where the city may be headed in the future. Additional economic and demographic information is detailed in the *Urbanization Study*, authored by FCS GROUP in May 2020, and can be found in Appendix XX. As of this early 2021 plan update, the international COVID-19 pandemic is evolving, and it is unknown how the pandemic will affect White Salmon's economy in the short and long term.

Employment

Total employment within Klickitat County has been increasing steadily over the past decade, according to Washington State Employment Security Data. Between 2010 and 2018, the industrial sector added 1,339 jobs while the services sector lost 556 jobs. The retail sector gained 54 jobs, agriculture sector lost 96 jobs, and the government sector declined by 8 jobs. The total estimated employment within Klickitat County in 2019 was 7,452 workers (farm and nonfarm workers). The largest job sectors included industrial trades (including construction, manufacturing, high tech, utilities, and warehousing) with 32 percent of the job base. The government and the service sectors are the next leading categories with 24 percent and 22 percent of the job base, respectively. Agriculture, forestry, and fishing related jobs account for 17 percent of the overall job base, followed by the retail sector at 5 percent.

Employment counts are difficult to obtain for small jurisdictions in rural areas. According to the *Urbanization Study*, which used U.S. Census OnTheMap data, the total employment within White Salmon increased from 612 to 1,064 jobs between 2010 and 2017. Employment trends within White Salmon are exhibited below in **Table 1**.

Table 1: White Salmon Employment Trends

Sector	2010	2017	Change
Agriculture and Forestry	-	14	14
Industrial	104	296	192
Retail	62	78	16
Services	402	340	(62)
Government/Other	44	336	292
Total	612	1,064	452

Source: White Salmon Urbanization Study, Appendix XX

Income

According to the latest U.S. Census estimate, the 2018¹ median household income was \$54,056 for Klickitat County and \$55,677 for White Salmon. The 2018 median household income for Washington State was \$70,116. From 1999 to 2017, Klickitat County's median household income increased from \$34,457 to \$51,258 (an annual average growth rate of 2.2 percent) while the median household income

¹ 2018 American Community Survey 5-Year Estimates

for White Salmon increased from \$34,750 to \$47,418 (an annual average growth rate of 1.74 percent). Median household income for Washington State increased from \$45,610 to \$66,174 over the same time period, an annual average growth rate of 2.1 percent.

Population and Housing Trends

White Salmon is projected to grow at a faster rate than in the past. The city has traditionally experienced moderate and steady population growth. From 1980 to 2010, White Salmon grew from 1,853 residents to 2,224 residents, an increase of 20 percent (0.7 percent per year) over the 30-year period, according to the U.S. Census Bureau's decennial census. From 2010 to 2018, White Salmon has grown from 2,224 residents to 2,619, an increase of roughly 18 percent (2.2 percent per year). The Urban Exempt Area (UEA) has also seen substantial growth, primarily accommodating large-lot single-family homes. Long-term population forecasts by Washington State Office of Financial Management (OFM) assumes an increase of 4,719 people in Klickitat County from 2020 to 2040 using the high growth forecast, which is the most consistent forecast with trends established over the past decade.

Within White Salmon, the number of households increased from 763 to 889 between 1990 and 2018, an increase of 17 percent. Between this same time frame, number of dwelling units increased from 816 to 1,396, an increase of 71 percent. White Salmon's average household size also decreased from 2.46 in 2000 to 2.20 in 2018. The fact that number of dwelling units during this time frame increased at a rate much higher than year-round households, and average household size decreased is indicative of a growing second-home market.

The community has attracted many people who can both work and recreate in the area. The lifestyle in a small rural area is attractive to young couples with a desire to raise their children away from the metropolitan areas and professionals who enjoy the proximity to recreation. The relatively low property taxes and the absence of a state income tax also make White Salmon appealing to many retirees. Land prices, particularly land with views of the Columbia River Gorge and Mount Hood, have increased substantially.

Tourism and Recreation

Over the years, the Columbia River Gorge has become a major tourist and recreation destination, suggesting that the region is capitalizing on its comparative advantage in providing a range of outdoor recreation opportunities. Visitor spending continues to grow within Klickitat County. County residents and visitors enjoy access to abundant recreational activities afforded by the Columbia River, White Salmon River, Mount Adams Wilderness, Conboy Lake National Wildlife Refuge, Goldendale Observatory, Maryhill Museum, and several wineries and breweries. According to the Urbanization Study, nearly 400 additional lodging rooms could be supported in Klickitat County over the next 20 to 30 years based on forecasted growth in tourism, business, and group (for example, weddings, meetings, etc.) demand. New or expanded lodging facilities within White Salmon, along with an increase in short-term rentals, are very likely over the next decade. These lodging and rental facilities, as well as supporting uses such as restaurants, will help capture visitor spending in White Salmon.

Economic Development Partners and Plans

Partners

Ongoing coordination and collaboration with local, regional, and state partners, as well as private enterprises, will allow the City to leverage its resources to achieve mutually beneficial economic development goals. Maintaining relationships with the following public and private entities is key to achieving a diverse and vibrant economy.

- Columbia Cascade Housing Corporation
- Columbia Gorge Windsurfing Association
- Columbia Gorge Kiteboarding Association
- Gorge Technology Alliance
- Klickitat County Economic Development Department and Public Economic Development Authority (EDA)
- Mid-Columbia Economic Development District (MCEDD)
- Mid-Columbia Housing Authority
- Mount Adams Chamber of Commerce
- One Gorge (consortium of ports, cities, counties, nonprofits, and industry)
- Port of Klickitat
- Innovative Composite Engineering
- Insitu, Inc.
- Mount Adams Fruit
- SDS Lumber Company
- Skyline Hospital
- Washington Economic Development Association
- Washington Forest Protection Association
- Washington State Department of Commerce
- White Salmon Valley School District
- Washington Tourism Alliance

Regional Economic Development Plans

Existing economic development planning efforts for the region include the Columbia Gorge Economic Development Strategy 2017-2022 for Hood River, Klickitat, Sherman, Skamania, and Wasco Counties from MCEDD and Advancing Economic Prosperity in Klickitat County – 10-Year Economic Development Strategic Plan from Klickitat County Public EDA. These planning efforts present the regional economic landscape, including unique economic opportunities and challenges that the region faces. The culmination of these plans are various goals and strategies that can inform local economic development policies that address economic challenges and capitalize on economic opportunities.

Columbia Gorge Economic Development Strategy 2017-2022

Every five years, Mid-Columbia Economic Development District develops a regional comprehensive economic development strategy as a guide to understanding the economy and to develop goals, strategies, and actions to create jobs, raise income levels, and diversify the economy. The strategy highlighted the region’s primary economic vulnerabilities, including lack of industry diversification, aging infrastructure, unattainable housing, labor force constraints and workforce shortages, and economic

disparities between demographic groups. The strategy focused on the following priority goals, in order by priority, and developed action plans for each category.

- **Housing:** Plan for, maintain, and reinvest in housing, including attainable housing, to provide for current population demands and support future economic development opportunities.
- **Financial Capital and Entrepreneurial Environment:** Enhance the retention and expansion of businesses in the region, coordinating resources to diversify the economy, and create sustainable quality jobs.
- **Workforce:** Nurture, educate, attract, and maintain a regional workforce that is career-trained and work ready.
- **Infrastructure:** Plan for, maintain, and reinvest in water, wastewater, transportation, and broadband infrastructure to provide for current population demands and support future economic development opportunities.
- **Regulatory Environment:** Collaborate as a region to simplify and decentralize regulatory processes.

[Advancing Economic Prosperity in Klickitat County – 10-Year Economic Development Strategic Plan, 2017](#)
The strategic plan is intended to guide Klickitat County’s economic development efforts until 2027. The plan is organized around five goals, with supporting strategies and specific actions designed to grow the regional economy. Those goals include

- **Foundational Initiatives:** The bedrock of successful community economic development is its physical and civic infrastructure, including transportation, communications, and water/wastewater, as well as supportive government policies and positioning the community and its needs so that they are visible with the proper local, state, and federal audiences.
- **Catalyst Opportunities:** Taking advantage of short- and long-term opportunities to accelerate economic growth. Opportunities in west Klickitat County, which includes White Salmon, that were highlighted were (1) the tech industry, especially UAS, as a catalyst opportunity, (2) composite materials by leveraging the county’s existing composites industry, and (3) promoting and expanding the primary and secondary forest products industry.
- **Real Estate Development:** Includes strategies to stimulate public and private real estate investment and development, creating a buildable lands inventory, using various funding mechanisms, and increasing workforce housing.
- **Workforce Development:** Enhancing local training and job placement, cultivating and maintaining strategic partnerships, and developing workforce attraction/retention tactics. It is essential that public agencies work with the business community to identify talent needs.
- **Klickitat EDA Programs and Services:** Organizational activities such as business retention and expansion, business attraction, marketing, and entrepreneurship.

Goals and Policies

The following goals and policies strive to capitalize on and strengthen existing community assets, diversify the local economy, create a vibrant downtown commercial district, and provide stable employment opportunities and family-wage jobs. These goals and policies are not meant to be used independently of each other but are designed to be used in combination with each other for a successful economic strategy.

GOAL EC-1: Create a distinctive downtown along Jewett Boulevard that is an attractive place to walk, dine, shop, and gather.

Policy EC-1.1: Support the creation of a downtown central business district association made up of downtown merchants, policy makers, and other interested parties. A strong organizational foundation ensures that all resources (funding, volunteers, etc.) are mobilized to achieve a common vision for White Salmon's downtown.

Policy EC-1.2: Support enhanced pedestrian and bicycle improvements in the downtown core that help capture pedestrian and bicycle consumers. Downtown pedestrian and bicycle improvements should connect to other key areas of the city.

Policy EC-1.3: Support mixed-use and other housing options in the downtown core, contributing to a recognizable town center that supports local businesses.

Policy EC-1.4: Establish incentive-based design guidelines for new development that is proposed along Jewett Boulevard. Provide incentives for existing businesses to make design improvements to meet these guidelines.

Policy EC-1.5: Enhance the look and character of downtown with the inclusion of public art, including filling blank walls with murals by local artists, painted crosswalks, and establishing art near gateway locations and where human activity is desired to be concentrated.

Policy EC-1.6: Establish a community art program in supporting White Salmon as a destination in the Gorge for the creative arts and creative industries.

GOAL EC-2: Support and expand on a robust tourism industry by capitalizing on the scenic beauty and close proximity to recreational opportunities that White Salmon offers.

Policy EC-2.1: Inventory existing recreational tourism assets, such as proximity to the Columbia River, and identify gaps or opportunities that may be considered for promoting or enhancing the asset.

Policy EC-2.2: In partnership with local businesses and tourism organizations, formulate a tourism promotion strategy that highlights recreational assets to attract travelers and encourage them to spend money at local businesses.

Policy EC-2.3: Promote more tourist-related businesses, such as breweries, restaurants, bed and breakfast establishments, hotels/motels, and recreational sports equipment suppliers. Consider providing incentives for these desired uses to locate in White Salmon and market to them directly.

GOAL EC-3: Create an environment that is supportive of existing businesses and does not create unnecessary barriers for their growth.

Policy EC-3.1: Develop and maintain a comprehensive inventory of existing businesses operating in White Salmon.

Policy EC-3.2: Periodically survey local businesses to understand how the City can support their growth and success. Host business roundtables and discussions to give local businesses the opportunity to meet City staff and stimulate discussions.

Policy EC-3.3: Provide assistance to local businesses operating in White Salmon in the form of helping understand local zoning and land use requirements, Washington’s property tax system, local and state permits, licensing procedures, and inspections.

Policy EC-3.4: Review development regulations, ordinances, and approval processes to identify regulatory and process barriers to expanding existing businesses and to ensure that the City is responsive to the business community.

Policy EC-3.5: Establish streamlined permitting processes that allow for business expansions and modifications without undergoing the same level of review as new development.

GOAL EC-4: Attract, plan for, and support new businesses and industries in White Salmon.

Policy EC-4.1: Ensure the availability of an adequate supply of developable commercial land through appropriate zoning.

Policy EC-4.2: Ensure adequate infrastructure is in place or planned for to support and stimulate new businesses.

Policy EC-4.3: Facilitate and support business incubators and other methods to assist start-up businesses. Create a webpage where entrepreneurs can access information about starting a business in White Salmon.

Policy EC-4.4: Establish a marketing campaign with the Mount Adams Chamber of Commerce to promote White Salmon as a great place to operate a business, targeting specific industries that would benefit from the City’s locational advantages.

Policy EC-4.5: Leverage resources and infrastructure investments to attract new businesses that complement existing businesses and industry clusters operating in the city and region.

Policy EC-4.6: Seek catalyst opportunities in technology, hospitality, health care, fruit growing and packing, and forestry products, leveraging these existing industries in the region. Ensure that incentives and other tools are in place to enhance and attract these industries.

Policy EC-4.7: Identify sites and clusters of sites in the city that are serviceable for employment development. Identify potential public/private partnerships to promote employment, and address any zoning or regulatory barriers to ensure that jobs can be developed in these areas.

Policy EC-4.8: Continue to participate in local and regional economic development organizations, including the Klickitat County Public EDA, the Port of Klickitat County, and the MCEDD to develop existing and potential commercial and industrial properties.

Policy EC-4.9: Develop subarea plans for the area around Skyline Hospital, the Main Avenue/Loop Road intersection, and the Riverfront District. The Main Avenue/Loop Road intersection subarea plan should be developed in partnership with Klickitat County.

GOAL EC-5: Work with regional economic development partners to foster workforce development programs that support local businesses and provide residents with the training they need to work in family-wage industries.

Policy EC-5.1: Encourage apprenticeships, on-the-job training, and internships in all industry sectors. Incentivize and promote businesses that provide these programs.

Policy EC-5.2: Survey local businesses to understand employment gaps.

Policy EC-5.3: Partner with local businesses and regional community colleges to create training programs for employers in high-growth industries.

Parks and Recreation Element

Background

Vision

Through the 2040 Vision Survey, the community identified a connected parks and trail system and increased access to recreational opportunities as important components to a successful parks and recreation system. Some of the most frequent responses when asked what citizens loved about White Salmon were the natural beauty of the area, scenic views, available parks and greenspace, the local trail system, and Jewett Creek. When asked what makes White Salmon special and what the community wanted to protect and enhance, the natural beauty and access to nature and recreation were the top responses, along with the city's small-town character.

Parks and Recreation Focus Area Statement

The Parks and Recreation Element is one of four key focus areas established at the outset of White Salmon's Comprehensive Plan update. The following focus area statement, created during the community visioning process, guides the goals and policies included in the Parks and Recreation Comprehensive Plan element.

"Surrounded by natural and scenic beauty, White Salmon is at the center of a recreational wonderland. A city-protected trail system offers opportunities for hiking, mountain biking and kayaking. Residents enjoy a variety of parks, green spaces, trails and facilities. A network of neighborhood parks and playgrounds provide daily access for residents to enjoy. Sports fields, specialty parks, a community pool and recreation center promote community gathering and outdoor exercise. Natural areas provide wildlife habitat and enhance local ecosystems. Health and aesthetic benefits are derived from the ample tree canopy. Access to the Columbia Riverfront is maintained so that all can appreciate this precious and defining recreational asset."

Existing Conditions

The benefits of a vibrant parks and recreation system include positive effects on human health, welfare and well-being, habitat conservation, and cultural resource protection. Providing a variety of active and passive parks and recreation opportunities is important to the community. White Salmon offers various park and recreational facilities, meeting the diverse needs of the community while attracting visitors from outside of the community.

The City's main park, Rheingarten Park, includes a variety of sports courts and fields, a playground, and picnic tables. Rheingarten Park is also the focal point for several events and festivals, including the farmers market, music concerts, July 4th festivities, and the Spring Festival, which draws attendees from all over the Columbia River Gorge. On the east side of White Salmon, the Jewett Sports Complex provides the community baseball and softball fields, as well as soccer fields. Just north of these fields across Tohomish Street is Spoke Bike Park, which hosts a skills park for riders of varying abilities and ages, as well as a recreational mountain bike trail through the woods. For a more natural and peaceful recreational experience, Mamie and Francis Gaddis Memorial Park offers a trail system along Jewett Creek within a heavily wooded portion of town, and Pioneer Park in central White Salmon includes an historic burial ground. All of these facilities provide opportunities that the City can capitalize on.

As new park and recreational facilities are planned, it is equally important to protect and preserve natural, scenic, and cultural areas. The diverse habitat and landscape of the Columbia River Gorge National Scenic Area provides the overall setting of White Salmon's recreational environment.

The primary source of funding for parks and recreation development and maintenance has been the City's general fund, as no dedicated source of funding exists for this purpose. The City also occasionally receives grant funding from the Washington State Recreation and Conservation Office. New residents and an increased demand for these facilities will place additional demand on City resources, requiring new funding mechanisms to adequately meet the population's current and future park and recreation facility needs. The City may require park land to be set aside in new subdivisions, paid by the developer and maintained by a homeowners association, to capture the impact of new residential growth on the demand for facilities.

Inventory of Existing Facilities

White Salmon has a diverse mix of City owned and operated park and recreation facilities and facilities owned and operated by other agencies and organizations. Figure XX identifies the existing facilities in White Salmon, followed by Table 1 summarizing each facility. Additional information about these facilities can be found in the 2016 Parks, Open Space, and Recreation Comprehensive Plan Addendum (or as amended).

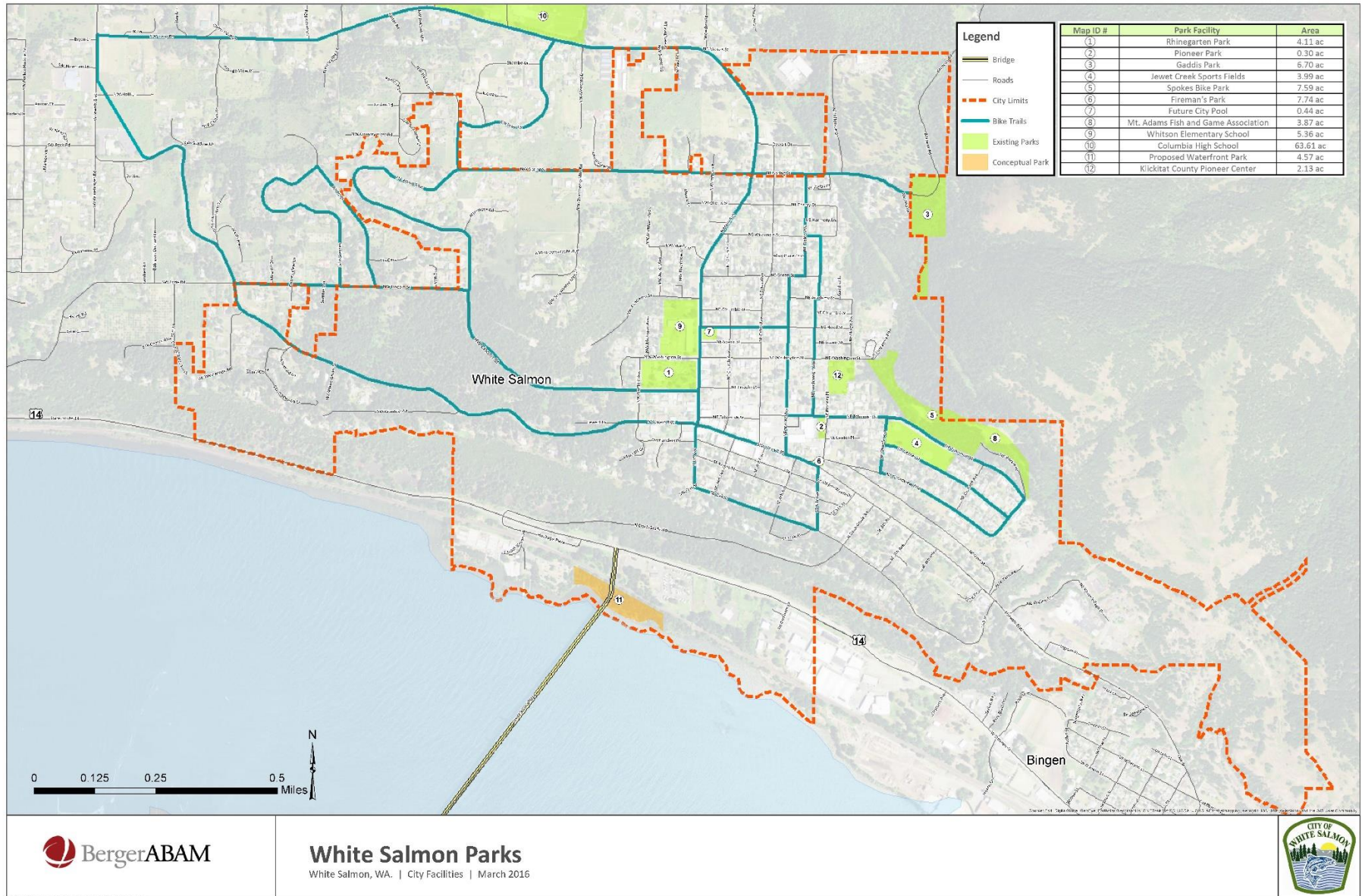


Table 1: White Salmon Parks and Recreation Facilities

Existing Facility	Description
City-owned Facility	
Rheingarten Park	This 4.11-acre community park is located at the intersection of North Main Avenue and Northwest Lincoln Street. The park is used for community activities, such as Springfest. The location has expansive views of Mount Hood and the Columbia River Gorge. Popular features of this park include tennis courts, a play structure, open space, and picnic areas.
Pioneer Park	Pioneer Park is a small (0.39-acre) park located off Northeast Tohomish Street. It provides a grassy expanse with views of Mount Hood. Central to the park is a memorial in tribute to White Salmon's first burial ground. Pioneer Park was originally a cemetery for early pioneers. While no one is currently buried at the park, the grave markers still exist. The land was operated as a cemetery until 1962, when the City designated it as a memorial park.
Mamie and Francis Gaddis Memorial Park	Mamie and Francis Gaddis Memorial Park (6.70 acres) is located in a natural setting along the eastern edge of White Salmon and adjacent to Jewett Creek. This park, dedicated in 2003, was originally named in memory of Mamie Gaddis; the name was changed to Mamie and Francis Gaddis Memorial Park in July 2004, and the park was rededicated in 2007 with the completion of a kiosk. Notable features of this park include interpretive signs that provide information on native plant species, creekside picnic tables, and a trail system.
Washington Gorge Action Program Youth Center	The Washington Gorge Action Program (WGAP) Youth Center is located just east of downtown White Salmon, on property owned by the City. WGAP initiated youth programs in 1994 and, over the past 25 years, has provided opportunities for youth to build positive relationships through healthy activities. Activities offered at the youth center include billiards, foosball, ping pong, computers, video and board games, music, books, and places to relax.
Spoke Bike Park	Spoke Bike Park is a 7.60-acre park located adjacent to Jewett Creek and across from the Sports Fields. The park is located on City land and is maintained by volunteers. The bike park hosts a series of jumps, berms, and other challenges for riders of all skills and ages.
Fireman's Park	Fireman's Park is a small gateway park located on the corner of Jewett Boulevard and Grandview Avenue. This site welcomes visitors to White Salmon and provides views of the Columbia River Gorge and Mount Hood.
Non-City-owned Facility	
Jewett Sports Complex	The Jewett Sports Complex is a 3.99-acre active recreation park. The White Salmon Community Youth organization constructed and maintains the complex, but the property is owned by the White Salmon Valley School District. The complex is used for community baseball, softball, and soccer. The Jewett family donated the property to the White Salmon Valley School in 1925.
Whitson Elementary	Whitson Elementary School is located across from Rheingarten Park. The school offers amenities such as play structures, open space, and basketball courts. The Columbia High School, Henkle Middle School, Wallace and Priscilla Stevenson Intermediate School complex is located just outside the city limits, within the county. The high school provides recreational fields for

Existing Facility	Description
	football, soccer, baseball, and track. Basketball courts, open space, and various play structures are available as well.
Mt. Adams Fish and Game Association Gun Range	The Mount Adams Fish and Game Association, which was established in 1939, owns and operates a gun range next to Jewett Creek, off Park Avenue. The Association is private, and the gun range is membership only. The range features an indoor pistol range and an outdoor 100-yard rifle range with a trap house. The gun range provides a safe place to shoot pistols, rifles, or traps for members drawn from the Columbia River Gorge area.

Outdoor Recreational Opportunities

Outdoor recreational activities abound in the White Salmon area. The Columbia River and the wild and scenic White Salmon River west of the community provide a host of water-related activities. These include fishing, boating, whitewater rafting, windsurfing, kiteboarding, stand-up paddle boarding, kayaking, and other sports. Gifford-Pinchot National Forest, the second largest national forest in the United States, lies approximately 25 miles north of White Salmon and is used by residents and visitors to the area for camping, hiking, cross-country skiing, snow shoeing, and snowmobiling. Downhill skiing is available at several ski resorts in the Mount Hood National Forest of Oregon, located 40 miles south of White Salmon.

Future Facilities and Plans

City Pool

For much of the twentieth century, the City owned and operated a public pool located on 0.43 acre next to Whitson Elementary School, at the intersection of Washington Street and Main Avenue. The City built the pool in the early 1930s to serve residents and the surrounding community and completed renovations in the early 1950s to add a bathhouse. The City developed a pool feasibility study in 2015 to determine the demand for, and location of, a new pool to replace the existing facility. Because of ongoing maintenance needs and costly repairs, the City decided to decommission the pool in 2019. The White Salmon Valley Pool Metropolitan Park District is now in charge of the pool relocation and is moving forward with the construction of a new pool near Henkle Middle School along Loop Road.

Community Center

The City is considering the construction of a new community center located across the street from Whitson Elementary School. The facility may also house the WGAP Youth Center, which would be relocated from its current location in a City-owned building built in 1950. In addition, the City Council would use the space for meetings and space would be able available for public use.

Riverfront Park

Access to and recreational opportunities along the city's riverfront are currently limited. A riverfront park is currently envisioned under the existing Hood River Bridge and surrounding shoreline, which would be nearly 13 acres in size and would accommodate in-water recreational activities. A concept plan for the park includes an ADA-accessible trail, viewpoints, picnic areas, children's nature play area, beach access, a stand-up paddle board ramp, and a natural area. During the public outreach of the 2016 Parks, Open Space, and Recreation Comprehensive Plan Addendum (or as amended), there was strong community support for this park. The Hood River-White Salmon Bridge is currently proposed to be

replaced, which may alter the conceptual design of the park. Providing public access to the park is a current challenge because of private property and the BNSF railroad right-of-way along the site's northern boundary. Klickitat County currently owns the park land, and the City is working to obtain ownership of this land. The concept plan envisions a gateway entrance at the Mount Adams Chamber of Commerce parking area and a pedestrian and bicycle bridge over the railroad tracks that would connect the gateway area to the park.

Loop Trail Plan

Regional multimodal transportation will be improved by developing the Loop Trail, an 11.5-mile pathway located in existing Washington State Department of Transportation (WSDOT), City of Bingen, White Salmon, and Klickitat County rights-of-way. Possible elements of the Loop Trail may include directional signage, visual separation between vehicles and bicycles and pedestrians, and scenic vistas. The plan will provide visitors and residents with a trail connecting publicly owned parks. The exact alignment of the trail is still being decided on by all interested parties.

Goals and Policies

The following goals and policies highlight the long-term outcomes and direction for the City of White Salmon's desired parks and recreation facilities, based on the 2019 community visioning process and the 2016 Parks, Open Space, and Recreation Comprehensive Plan Addendum (or as amended).

GOAL P&R-1: Maintain and improve access and multimodal circulation between park and recreation facilities.

Policy P&R-1.1: Improve wayfinding in parks, trails, and along roads by developing a uniform directional signage system.

Policy P&R-1.2: Continue to work with Klickitat County and WSDOT to improve safety along routes connecting to parks and recreation facilities with increased striping and enhanced pedestrian crossings.

Policy P&R-1.3: Develop trails and pathways between park sites and points of interest, including developing a trail system that connects Spokes Bike Park and Mamie and Francis Gaddis Memorial Park.

Policy P&R-1.4: Access to recreational opportunities along the Columbia River shoreline shall be required while preserving the ecological environment of the shoreline, in accordance with the City's SMP.

Policy P&R-1.5: Continue to work with the City of Bingen and Klickitat County in developing the Loop Trail to improve the regional multimodal transportation system.

Policy P&R-1.6: Partner with Klickitat County, Washington State Parks, the Columbia River Gorge NSA, White Salmon Valley Pool Metropolitan Park District, and the White Salmon Valley School District in planning and funding efforts to link the UEA parks, trails, recreation, and open space system with the City of White Salmon.

GOAL P&R-2: Maintain existing park and recreation facilities and improve existing park and recreation facilities with new or improved facilities, amenities, and uses.

Policy P&R-2.1: Parks and recreational facilities shall be maintained to be clean, attractive, accessible, and safe.

Policy P&R-2.2: Encourage low-maintenance and durable park facilities to reduce the City's long-term costs.

Policy P&R-2.3: Maintain and improve existing sports fields and courts.

Policy P&R-2.4: Improve Pioneer Park with new recreational facilities, such as benches, barbeques, children's play equipment, tree plantings, and/or a wood chip walking path, while maintaining and respecting the historic nature of the site.

Policy P&R-2.5: Provide modern bicycle racks in all park facilities to which a bicycle's frame and wheels can be locked.

Policy P&R-2.6: Support the White Salmon Valley Pool Metropolitan Park District in the construction of a new pool that accommodates current and future demand.

Policy P&R-2.7: Work with the White Salmon Valley School District in converting the Jewett Sports Complex into multiuse fields serving both baseball and soccer equally. Consider alternative uses for the complex in the winter, such as an outdoor modular ice rink.

GOAL P&R-3: Develop a riverfront park.

Policy P&R-3.1: Acquire the Columbia riverfront park land from Klickitat County.

Policy P&R-3.2: Establish public access to the park for all users, working with the current park design, the BNSF railroad, private property owners, and the future Hood River Bridge configuration.

Policy P&R-3.3: Work with the Mount Adams Chamber of Commerce to share or build additional parking at the existing Chamber of Commerce parking area to accommodate park users.

Policy P&R-3.4: Develop a pedestrian and bicycle connection between the riverfront park and the downtown commercial district.

GOAL P&R-4: Ensure adequate funding opportunities, coordination, and partnerships to meet current and future park and recreation facility demands and maintenance needs.

Policy P&R-4.1: Park and recreation planning and improvements shall be coordinated within the City and the County, and with the City of Bingen, especially to provide an integrated network of parks, open space, and pedestrian connections to and through the UEA.

Policy P&R-4.2: Recreational uses that capitalize on the City's assets shall be encouraged.

Policy P&R-4.3: All planned parks and recreation facilities shall be consistent with the City's capital facilities planning.

Policy P&R-4.4: Continue to work closely with volunteers and service organizations for park maintenance.

Policy P&R-4.5: Consider maintenance early in project planning and design to ensure that projects can be maintained cost-effectively.

Policy P&R-4.6: Address repair issues early before issues become significant and costs escalate.

Policy P&R-4.7: Maintain and update inventories of park and recreation facilities, their physical conditions, and the anticipated need for repair and replacement in the future.

Policy P&R-4.8: Reach out to local businesses, schools, and additional service organizations for maintenance workdays and sponsorship.

Policy P&R-4.9: Coordinate with private landowners regarding trail and conservation easements.

Policy P&R-4.10: Continue to support the White Salmon Valley Pool Metropolitan Park District.

Policy P&R-4.11: Explore grant opportunities from the State of Washington and other funding agencies or organizations for the development of park, recreation, and trail facilities; pursuing funding for projects with the greatest community support; and partnership opportunities.

Policy P&R-4.12: Update the City's development regulations to require useable park land as part of new subdivisions (residential or mixed-use development) of 5 acres or more to capture the impact of new residential growth on the demand for new facilities. The park land shall be built by the developer and maintained by a homeowners association or other private entity.

Policy P&R-4.13: Consider financing tools, such as tax levies or a bond, to fund specific capital projects and defer project costs over time.