

## White Salmon Planning Commission Meeting

### A G E N D A

March 24, 2021 – 5:30 PM

Via Zoom Teleconference

Meeting ID: 871 8451 6392 Passcode: 528648

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

#### Approval of Minutes

1. Approval of Meeting Minutes - March 10, 2021 (Meeting minutes will be posted Monday, March 22)

#### Public Comment – Draft Comprehensive Plan Elements

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

#### Discussion Items

3. Comprehensive Plan Update Workshop
  - a. Public Facilities and Services Element
  - b. Capital Improvement Program Element
  - c. History and Historic Places Element
  - d. Transportation Element

#### Adjournment

**File Attachments for Item:**

2. Comprehensive Plan Update Workshop
  - a. Public Facilities and Services Element
  - b. Capital Improvement Program Element
  - c. History and Historic Places Element
  - d. Transportation Element

## 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 began 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 in 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.

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### **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.*

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## 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.<sup>1</sup>



Tsagagl'alal; "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

<sup>1</sup> [https://dahp.wa.gov/sites/default/files/Field%20Guide%20to%20WA%20Arch\\_0.pdf](https://dahp.wa.gov/sites/default/files/Field%20Guide%20to%20WA%20Arch_0.pdf)

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

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.<sup>4</sup>

#### *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.<sup>5</sup> 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

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<sup>2</sup> A Field Guide to Washington State Archaeology, DAHP (2003)

[https://dahp.wa.gov/sites/default/files/Field%20Guide%20to%20WA%20Arch\\_0.pdf](https://dahp.wa.gov/sites/default/files/Field%20Guide%20to%20WA%20Arch_0.pdf)

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

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

<sup>5</sup> 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.<sup>6</sup> 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.<sup>7</sup>

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.



<sup>6</sup> 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](https://www.youtube.com/watch?v=HES_-dKUE9I)

<sup>7</sup> 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.<sup>8</sup>

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.<sup>9</sup> 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).<sup>10</sup> 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

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

<sup>9</sup> 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 \(PowerPoint Presentation\)](#)

<sup>10</sup> 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.

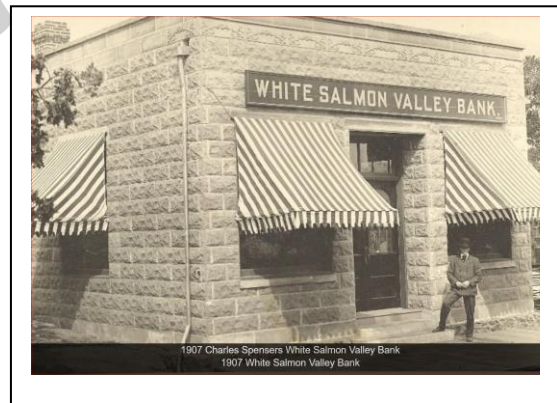
*Table II-2 Additions to the White Salmon Inventory of Historic Resources (2020)*

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*

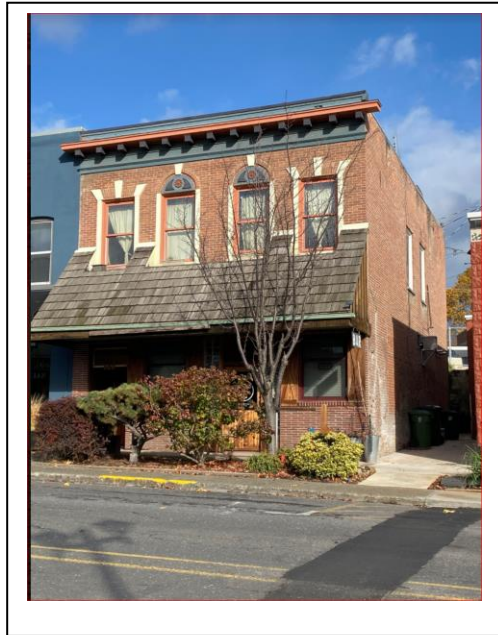
Downtown White Salmon boasts a fine collection of late nineteenth- and early twentieth-century commercial architecture. It is a mark of good stewardship that many of these buildings remain in active use and that their respective architectural character is clearly visible. Jewitt Boulevard (aka WA Highway 141) has good architectural bones between Southeast 2<sup>nd</sup> 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).<sup>11</sup>

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.<sup>12</sup> 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.<sup>13</sup>

<sup>11</sup> See RCW 43.21C and WAC 197-11.

<sup>12</sup> See SMP Section 3.4, Archaeological, Historic, and Cultural Resources.

<sup>13</sup> 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.)*

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## 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.*