

1 Introduction

The Port of Clarkston's previous Comprehensive Plan¹ was developed in 2001. Economic and political conditions have changed substantially since that time. The Port's Board of Commissioners determined that it was timely to update the Comprehensive Plan in order to provide guidance for the Port's Board of Commissioners and staff in the carrying out of the Port's mission, and, to inform the citizens of Asotin County of the Port's goals, policies and projects. This update is especially important because the Port is increasing its responsibilities for economic development efforts in Asotin County.

The following Plan provides new direction for the Port of Clarkston based upon existing and future expected business conditions, within the legal framework established by the State of Washington.

1.1 Port of Clarkston Mission

It is the mission of the Port of Clarkston to fully use its statutory authority to:

- Deliver property, facilities, and infrastructure that encourage private investment, create wealth for constituents, create family wage jobs, diversify and stabilize the local economy, and create a sustainable environment;
- Play a leadership role in ensuring that waterfronts are vibrant, active centerpieces for the communities in the locality and partner on improving other tourism and recreation opportunities;
- Preserve and better the quality of life for the citizens of Asotin County.

The Port also has several related objectives, including:

- To study and develop facilities for river transportation to deep-water ports downstream so that Asotin County can share in the industrial and economic benefits of inexpensive river transportation.

¹ *An Economic Summary and Comprehensive Plan for the Clarkston Port District was prepared by the Port of Clarkston Staff.*

- Execution of the various powers granted under RCW Chapter 53.08², to include but not be limited to the acquisition and leasing of property related to economic development, and promotion of industrial and commercial operations in Asotin County.
- To promote new and existing business and job opportunities.
- To promote inter-modal transportation of commerce.
- To promote industrial and commercial development in such a manner as to preserve and protect the general environment.

1.2 REGULATORY NEED FOR COMPREHENSIVE PLAN

Since 1911, the State of Washington has allowed local voters to create port districts to carry out a variety of economic development activities. The first public ports established in the state, such as Seattle and Grays Harbor, were dedicated to the pursuit of traditional port marine activities. In 1955, the Washington State Legislature amended the law to allow for the creation of port districts in areas lacking navigable waters or traditional harbor facilities, with the realization that port purposes could be achieved through other, similar activities, such as airports and industrial development. The law was further amended in 1984 to authorize port districts to promote trade and tourism as recognized economic development activities.

Washington's public port districts operate within a framework of laws passed by the State Legislature (the majority of relevant statutes are located in Chapter 53 of the Revised Code of Washington {RCW}). In particular, RCW 53. 20.10 states that:

"It shall be the duty of the Port Commission of any port district, before creating any improvements hereunder, to adopt a comprehensive scheme of harbor improvement in the port district, after a public hearing thereon, of which notice shall be published once a week for two consecutive weeks in a newspaper of general circulation in the port district, and no expenditure for the carrying on of any harbor improvement shall be made by the port commission other than the necessary salaries, including engineers, clerical and other office expenses of the port district, and the cost of engineering, surveying, preparation and collection of data necessary for the making and adoption of a general scheme of harbor

2 The primary purpose of a port district is to promote economic development. The Legislature has given ports broad authority to promote economic development by building and/or operating airports, railroads, industrial development enterprises, and promoting tourism, among other things.

improvements in the port district, unless and until the comprehensive scheme of harbor improvements has been so officially adopted by the port commission."

It should be noted that the word "harbor" in the statutory language is somewhat of a historical reference as it primarily relates to ports whose functions and activities were directly marine related. Further, the phrase "Comprehensive Scheme of Harbor Improvements" can be considered essentially synonymous with the term "Comprehensive Plan."

State of Washington law does not specifically define the purpose and content of a "Comprehensive Scheme of Harbor Improvements." This lack of definition has resulted in a variety of different plans because ports have been able to develop plans that directly reflect local needs, values and resources.

1.3 BACKGROUND: THE PORT OF CLARKSTON

The Port of Clarkston was created in 1958, which was 17 years before completion of the Lower Granite Dam in 1975. The dam enabled shipments of agricultural and forest products from the area. The Port of Clarkston is the farthest inland port in Washington State, located at river mile 137.8 of the Snake River, approximately 460 miles from the mouth of the Columbia River. Prior to navigable access, the Port focused on industrial development.

The Port of Clarkston's jurisdiction includes the entire county, but most of its activity is centered in the City of Clarkston adjacent to the Snake River on 120 acres of prime flat land with all infrastructure in place. However, this area has become nearly fully utilized. As a result, the Port is planning development of an additional 130 acres of land available for future development, in an area located south and west of the existing Port facilities. The Port of Clarkston is involved in marine commerce, property development (industrial and commercial) and recreation/tourism facilities.

The map in Figure 1 shows the generalized land use of the Port of Clarkston, which includes: heavy industrial, light industrial and recreational areas.

1.3.1 Heavy Industrial Area

Heavy industrial uses are located just east of the bridge. These uses include a log yard, the Port of Clarkston Dock, and industrial users located in the Clarkston Industrial Park.

1.3.2 Light Industrial Area

The Light Industrial Area, also known as the Port Commercial Zone, is intended to provide locations for the manufacturing and assembly of materials into finished products, warehousing, storage and wholesale businesses, offices limited retail and service uses which are compatible with or associated with the industrial uses allowed. Commercial areas are located east of 13th Street.

1.3.3 Recreation Areas

Recreation areas are located at the west and east ends of the Port. Clarkston's ability to promote recreational and tourist activities is enhanced by its proximity to Hells Canyon, location on the historic Lewis and Clark Trail and adjacency to Lower Granite Lake. The Port has developed several facilities to meet the needs of visitors, including:

- Hell's Canyon Marina
- Hell's Canyon Boat Launch
- Recreational Boat Dock
- Tour Boat Dock
- Granite Lake Premier RV Park
- Putting course for golfers
- Waterfront Promenade
- 6-acre Granite Lake Park

1.3.4 Land Availability

All Port property available for lease is ready to build with available utilities (water, sewer, and power). Most of the Port's land has been leased. Approximately 12 acres remains available. Figures 1 and 2 describe the existing conditions of the Port of Clarkston's properties.

The Port is planning acquisition of approximately 130 acres of industrial land located south and West of the City of Clarkston (see Figure 3).

Figure 1 – Generalized Land Use Map of the Port of Clarkston

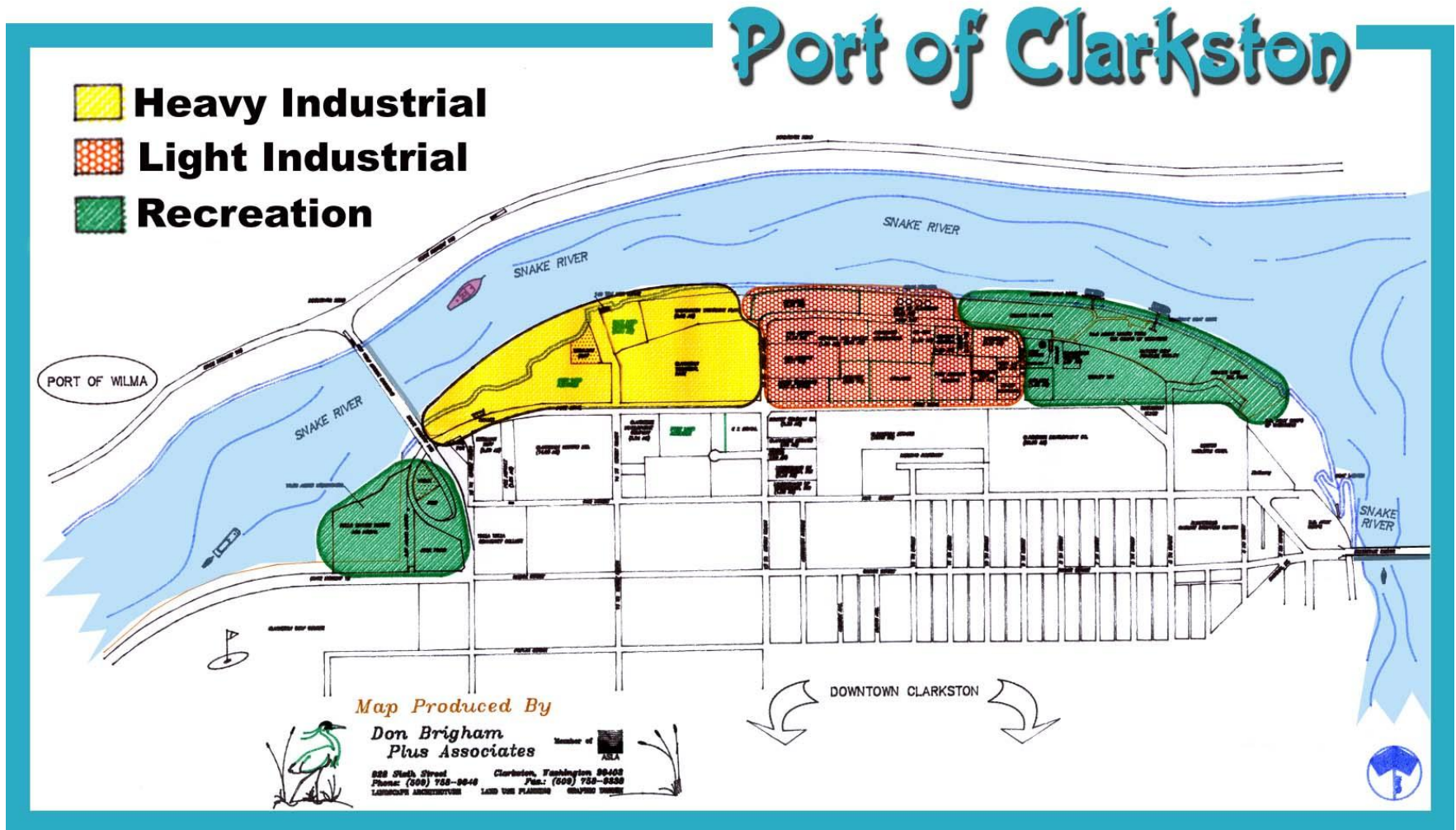


Figure 3 – Future Industrial Site Location



1.4 ACKNOWLEDGMENTS

This Comprehensive Plan is the result of efforts from the following individuals and organizations:

1.4.1 Port of Clarkston Commissioners

- Rick Davis
- Marvin Jackson
- Wayne Tippet

1.4.2 Port of Clarkston staff

- Wanda Keefer, Manager
- Jennifer Bly, Auditor
- Belinda Lierman, EC Assistant
- Steve Pearson, Building Superintendent
- Bill Smith, Project Superintendent

1.4.3 Consultant

It was determined that it would not be necessary to hire a consultant to update the Comprehensive Plan. The Port Manager and staff will be putting together the updated Comprehensive Plan.

1.4.4 Report Organization

The report is organized as follows:

1. Introduction – to describe the context of the Comprehensive Plan, and the mission and goals of the Port of Clarkston
2. Economic Trends and Forecasts – to describe the overall direction of growth within the Clarkston area and to set the context for economic development opportunities.
3. Economic Development Plan – to document the proposed plan of development at the Port of Clarkston and future industrial park site.

2 ECONOMIC TRENDS & FORECASTS

The following section provides a brief assessment of the population, income and employment trends in Asotin County and the surrounding area. This section is intended to set a framework to understand the economic development opportunities in Asotin County.

2.1 POPULATION TRENDS

2.1.1 Asotin County Trends

Asotin County’s population has grown from 20,551 persons in 2000 to 21,420 in 2008. This amounts to an average annual growth rate of 0.5%, which lagged behind the state average at 1.3%.

The growth occurred in the unincorporated areas of Asotin County, which grew 0.9% per year from 2000 to 2008, while the incorporated areas declined marginally—0.1% per year. (See Table 1)

Asotin County’s population base added about 199 people a year between 1970 and 2008, because of net natural increase of 78 persons per year and net in-migration of 121 persons per year.

Table 1 – Asotin County Historical Population Trends

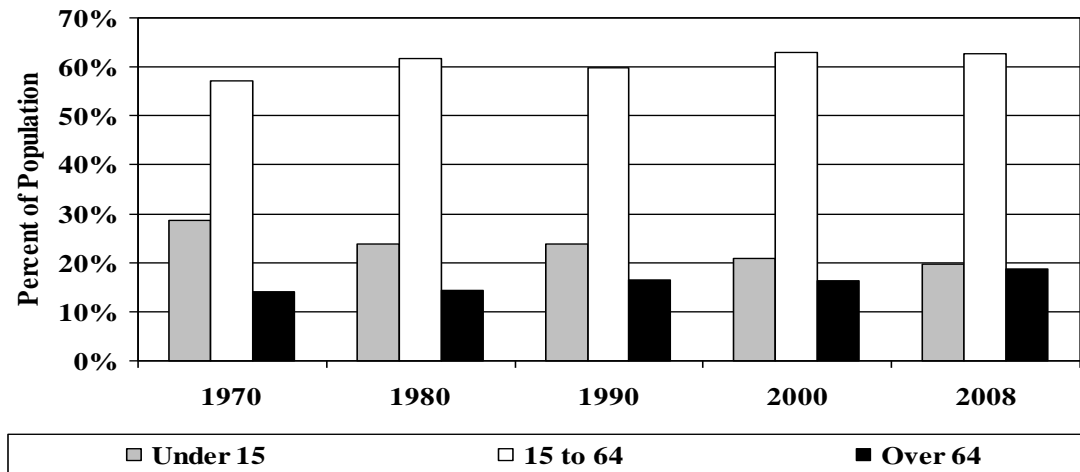
Year	Asotin	Unincorporat	Incorporat	Asotin	Clarksto
2000	20,551	12,119	8,432	1,095	7,337
2001	20,470	12,131	8,339	1,086	7,253
2002	20,517	12,193	8,324	1,099	7,225
2003	20,507	12,228	8,279	1,093	7,186
2004	20,798	12,433	8,365	1,107	7,258
2005	20,910	12,587	8,323	1,109	7,214
2006	21,051	12,759	8,292	1,114	7,178
2007	21,085	12,835	8,250	1,113	7,137
2008	21,420	13,084	8,336	1,129	7,207
Annual Growth Rate	0.50%	0.93%	-0.14%	0.37%	-0.22%

Source: U.S. Census Bureau

2.1.2 Asotin County Demographic Trends

As with other counties in Washington State, Asotin County has seen its population age. The share of the population that was over 64 years of age increased from 14% in 1970 to 19% in 2008. The share of the population that was between 15 and 64 years of age increased from 56% to 63% between 1970 and 2008. The share of the population under 15 years of age declined from 29% in 1970 to 18% in 2008.

Figure 4 – Changing Dynamics in the Age of Asotin County’s Population



The median age in Asotin County was 31.1 years in 1970, is currently around 39.2, and is expected to increase to about 40.6 years of age by 2030. This is older than the state as a whole (with a median age of 27.4 in 1970, 36.9 today, and a projected 39.4 by 2030).

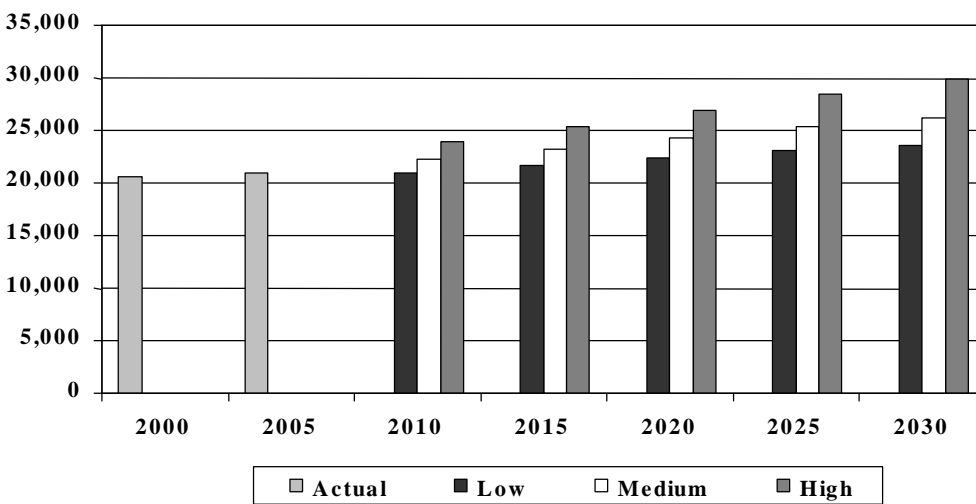
2.1.3 Asotin County Population Forecast

The Washington State Office of Financial Management (OFM) produces long-term population forecasts for all counties, with a range from low to medium to high. The most recent forecast (prepared in 2007) has been used to coordinate Growth Management Act (GMA) planning at the local level.

Asotin County’s population is expected to increase from 20,551 persons in 2000 to between 23,601 (low forecast) and 29,867 (high forecast) by the year 2030. This amounts to projected growth of between 0.5% and 1.3% per year.

Under the medium forecast, Asotin County would reach 26,222 persons, with annual growth averaging 0.8% per year, half as fast as in the 1990s. Asotin County represented 0.35% of the state’s population in 2000. This share is expected to drop slightly to 0.31% in the projected forecasts from 2000 to 2030. See Figure 2.

Figure 5 – Asotin County Population Forecasts



2.1.4 Area Population Trends & Forecasts

Asotin County is closely tied to Nez Perce County, the Idaho county whose major city Lewiston is just across the river from Clarkston. The most populated areas of the two counties are often referred to as the Lewis-Clark Valley.

Within the valley, the population of Asotin County and neighboring Nez Perce County (Idaho) reached 60,395 in 2008, growing from 57,961 in 2000. This amounted to growth of 0.5% per year. The growth in Nez Perce County (0.5% per year) has been the same as the growth in Asotin County (0.5% per year). See Table 2.

Most of the population (about 85%) in Nez Perce County is located in the incorporated areas. Lewiston, the major city in Nez Perce County, had a population of 31,764 in 2008.

The only long-term population projection available for Nez Perce County comes from Economic Modeling Solutions Inc. (EMSI), which projects the county’s population will

grow from 38,975 in 2008 to 41,500 in 2018. That’s an annual growth rate of 0.6%. EMSI projects that Asotin County’s population growth at an annual rate of 0.4% from 21,420 in 2008 to 22,300 in 2018. Together, the counties are projected to grow at an annual rate of 0.5% from 60,396 in 2008 to 63,800 in 2018.

Table 2 – Area Population Trends

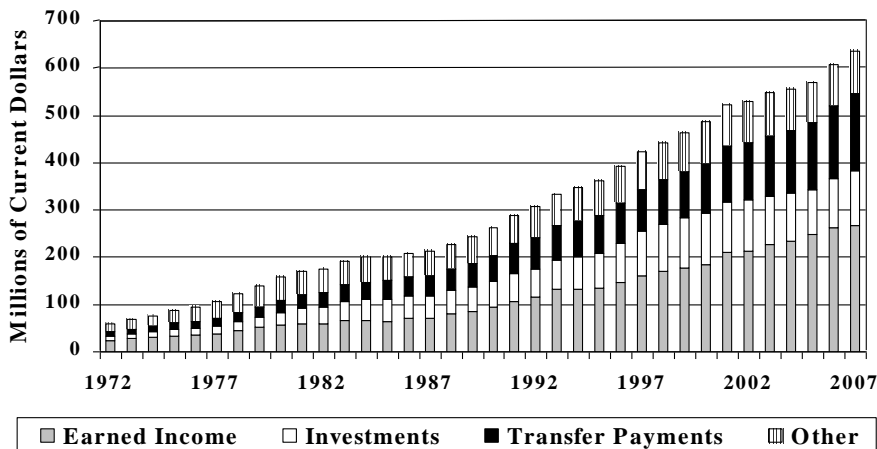
Year	Nez Perce	% Area	Asotin	% Area	Total
2000	37,410	65.8%	20,551	34.2%	57,961
2001	37,006	65.9%	20,470	34.1%	57,476
2002	37,124	66.1%	20,517	33.9%	57,641
2003	37,692	66.1%	20,507	33.9%	58,199
2004	37,792	65.7%	20,798	34.3%	58,590
2005	38,051	65.6%	20,910	34.4%	58,961
2006	38,494	65.1%	21,051	34.9%	59,545
2007	38,820	65.2%	21,085	34.8%	59,905
2008	38,975	64.8%	21,420	35.2%	60,395

Source: U.S. Census Bureau

2.2 PERSONAL INCOME BY SOURCE

Personal income is composed of earned income, investment income, and transfer payments. In Asotin County (and in the state as a whole), earned income is declining as a source of personal income. The U.S. Bureau of Economic Analysis accounts for income based upon the place of work as opposed to place of residence. This is critical in Asotin County, where nearly 20% of income is earned by Asotin County residents working outside of the county (primarily in Nez Perce County and to a lesser extent in Whitman County and other Washington counties).

Figure 3 – Asotin County Sources of Income



Earned income in Asotin County is composed of wage and income (65%), other labor (15%) and proprietor's income (19%).

There has been an increase in both investment income and transfer payments as a percentage of total personal income in Asotin County (and in the state as a whole). Transfer payments chiefly consist of retirement, disability, and Medicare benefits; unemployment insurance; income maintenance programs. In Asotin County, retirement, disability, and Medicare benefits is the primary source of transfer payments, increasing from 65% of all transfer payments in 1970 to 67% in 2007. Unemployment insurance and income maintenance plans went from 20% of all transfer payments in 1970 to 10% in 2007

2.2 EMPLOYMENT TRENDS

2.2.1 Asotin County Employment Trends

Non-farm payroll employment in Asotin County more than doubled between 1975 and 2008, growing from 2,153 workers in 1975 to 5,740 in 2008. It grew at a rate of 3.0% per year, which was three times faster than the growth rate of the population.

Asotin County has consistently accounted for 0.2% of non-farm employment the state of Washington. It is one of few rural counties, whose employment has kept pace with the growth in the state. Selected trends in employment are described below.

2.2.2 Construction

Construction in Asotin County mainly consists of employees of heavy construction firms (primarily engaged in road building and maintenance) and special trades contractors. Overall, employment in this sector grew 2.3% per year between 2002 and 2008. Construction is very sensitive to business cycles and can change rapidly (up or down) as a consequence. There were 85 firms engaged in construction, up from 79 in 2002. Payroll increased at a 4.1% per year during this period (1.3% when adjusted for inflation). Nez Perce County had 152 construction firms employing about 830 people in 2008.

Table 3 – Asotin County Construction Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
CONSTRUCTION	79	85	1.13%	396	454	2.30%	\$14,667,747	\$18,643,452	4.08%
Construction of Buildings	30	35	2.48%	76	94	3.62%	2,563,287	2,485,466	-0.51%
Heavy & Civil Engineering Cons.	8	8	-1.07%	171	136	-3.71%	7,615,250	8,280,418	1.41%
Specialty Trade Contractors	41	42	0.50%	149	224	6.99%	4,489,210	7,877,568	9.83%

Source: Washington State Employment Security Department

2.2.3 Manufacturing

The manufacturing sector in Asotin County employed 455 workers in 2008, up from 426 in 2002. It grew at an annual growth rate of 1.1%. The largest industries in the sector are transportation equipment, wood products, and furniture including cabinets. In 2008, 33 firms were engaged in manufacturing in Asotin County. They had a payroll of \$15.1 million. See Table 4. Nez Perce County had 47 manufacturers, providing 2,770 jobs, in 2008. The largest manufacturers in Nez Perce County are Clearwater Paper, a paper and wood products manufacturer that employs about 1,600 people, and ATK, an ammunition maker that employs about 1,100 people.

Table 4 – Asotin County Manufacturing Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
MANUFACTURING	32	33	0.39%	426	455	1.11%	\$12,383,533	\$15,076,226	3.33%
Furniture & Related Manufacturing	6	5	-2.99%	33	36	1.34%	697,764	924,698	4.80%
Other Manufacturing	26	28	1.24%	393	419	1.07%	11,685,769	14,151,528	3.24%

Source: Washington State Employment Security Department

2.2.4 Wholesale Trade, Transportation, Warehousing, & Utilities

The wholesale, transportation, and utilities sectors accounted for 314 jobs in 2008. The sectors' employment grew at a 15.0% rate between 2002 and 2008. In Nez Perce County, there were 104 wholesale, transportation, warehousing, and utilities firms, providing 1,630 jobs in 2008.

Table 5 – Asotin County Wholesale, Transportation, & Utilities Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
WHOLESALE, TRAN & UTILITIES	31	31	0.00%	136	314	14.99%	\$4,579,092	\$12,379,139	18.03%
Wholesale Trade	16	15	-1.07%	61	87	6.16%	2,095,029	3,635,539	9.62%
Merchant Wholesale, Durable Good	8	5	-7.53%	30	40	4.98%	1,018,245	1,327,746	4.52%
Other Wholesalers	8	10	3.79%	31	47	7.25%	1,076,784	2,307,793	13.55%
Transportation & Utilities	15	16	1.08%	75	227	20.27%	2,484,063	8,743,600	23.34%

Source: Washington State Employment Security Department

2.2.5 Retail Trade

Employment in retail trade increased from 661 employees in 2000 to 787 in 2008, growing 3.0% per year. This was six times faster than the growth rate of the population base (0.5%). Wages paid increased from nearly \$14.7 million in 2002 to \$20.5 million in 2008 at a rate of 5.7% per year (2.9% when adjusted for inflation). In September 2009, Wal-Mart opened a supercenter in Clarkston that employs 500 people—280 of whom had worked at the Lewiston Wal-Mart store that closed the day before the Clarkston supercenter opened. Nez Perce County’s 223 retailers provided 2,940 jobs in 2008.

Table 6 – Asotin County Retail Trade Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
RETAIL TRADE	48	52	1.26%	661	787	2.95%	\$14,692,445	\$20,507,603	5.72%
Motor Vehicle & Parts Dealers	9	9	-0.47%	78	82	0.92%	1,600,516	2,256,259	5.89%
Building Material & Garden Supply	6	6	0.00%	58	72	3.71%	1,149,303	1,813,261	7.90%
Food & Beverage Stores	6	8	4.91%	185	207	1.90%	3,541,606	4,105,634	2.49%
Sporting Goods, Book & Music	5	5	0.00%	22	27	3.31%	222,850	407,140	10.57%
Other Retail	22	24	1.46%	318	399	3.84%	8,178,170	11,925,309	6.49%

Source: Washington State Employment Security Department

2.2.6 Financial Activities

Financial activities include banks and other lending institutions, other financial companies, insurance and real estate companies, and companies that rent and lease real property, automobiles, equipment, DVDs, and other items. Financial activities accounted for 178 jobs in 2008, up from 171 jobs in 2002. This represented an increase of 0.7% per year. There were 32 firms engaged in this sector, with a payroll of nearly \$6.4 million. Nez Perce County had 126 financial activities firms, employing 1,520 people in 2008.

Table 7 – Asotin County Financial Activities Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
FINANCIAL ACTIVITIES	42	32	-4.31%	171	178	0.67%	\$5,958,896	\$6,358,583	1.09%
Finance & Insurance	23	17	-4.91%	143	127	-1.97%	5,690,336	5,568,722	-0.36%
Insurance Carriers & Related	12	6	10.91%	65	49	-4.47%	2,610,114	2,014,947	-4.22%
Other Finance & Insurance	11	11	0.00%	78	78	0.00%	3,080,222	3,553,775	2.41%
Real Estate & Rental & Leasing	24	21	-2.20%	78	83	0.97%	1,543,251	1,587,882	0.48%
Real Estate	19	15	-3.60%	28	51	10.54%	268,560	789,861	19.70%
Rental & Leasing Services	5	6	2.36%	50	32	-7.37%	1,274,691	798,021	-7.51%

Source: Washington State Employment Security Department

2.2.7 Professional & Business Services

Professional and business services include offices of attorneys, accountants, architects, surveyors, management consultants, and technical and scientific consultant; waste management; and janitorial, pest removal, building maintenance, and landscape services. Employment in the professional and business services sector increased from 237 jobs in 2002 to 251 jobs in 2008 at a rate of 1.0% per year. Nez Perce County had 154 professional and business services firms, providing about 1,220 jobs in 2008.

Table 8 – Asotin County Professional & Business Services Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
PROFESSIONAL & BUSINESS	48	49	0.43%	237	251	0.96%	\$4,722,294	\$5,601,771	2.89%
Professional & Technical Services	30	29	-0.42%	164	158	-0.62%	3,260,751	3,175,862	-0.44%
Business Services	18	20	1.77%	73	93	4.12%	1,461,543	2,425,909	8.81%

Source: Washington State Employment Security Department

2.2.8 Health Care & Social Assistance Services

Employment in the private-sector health care and social assistance sector increased marginally from 861 jobs in 2000 to 868 jobs in 2008. The payroll in 2008 was \$26.5 million, growing 5.1% per year (2.3% when adjusted for inflation). Nez Perce County had 140 firms in the health care and social assistance sector, providing about 3,270 jobs in 2008.

Table 10 – Asotin County Health Care & Social Assistance Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
HEALTH & SOCIAL ASSISTANCE	53	51	-0.80%	861	868	0.14%	\$19,677,470	\$26,452,362	5.05%

Source: Washington State Employment Security Department

2.2.9 Leisure & Hospitality Services

Employment in the leisure and hospitality sector—which includes bowling alleys, golf courses, and other amusement venues; motels and private campgrounds; and restaurants and bars— increased 1.2% per year from 699 jobs in 2002 to 749 jobs in 2008. Nez Perce County had 111 leisure and hospitality businesses, employing about 1,870 people in 2008.

Table 11 – Asotin County Leisure & Hospitality Services Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
LEISURE & HOSPITALITY	59	55	-1.09%	699	749	1.17%	\$8,192,680	\$10,518,685	4.25%
Arts, Entertainment, & Rec.	13	13	0.32%	166	125	-4.62%	2,244,554	1,959,904	-2.23%
Accommodation	11	9	-2.85%	105	121	2.43%	1,369,214	1,771,223	4.38%
Food Services & Drinking Places	35	33	-1.10%	428	503	2.73%	4,578,912	6,787,558	6.78%

Source: Washington State Employment Security Department

2.2.10 Government

Government employed 1,198 people in 2008, up from 1,073 people in 2002, by growing 1.9% per year. The vast majority of government employees work for local governments; the public schools employ 548, while other local governments employ 453 people. In 2008, the federal government employed 59 people and the State of Washington employed 139. In Nez Perce County, the public sector employed about 3,720 people in 2008.

Table 12 – Asotin County Government Employment

Industry	Employer Units			Employment			Wages Paid		
	2002	2008	Annual Growth	2002	2008	Annual Growth	2002	2008	Annual Growth
GOVERNMENT	37	37	0.11%	1,073	1,198	1.86%	\$30,900,310	\$38,933,720	3.93%
Federal Government	7	6	-1.87%	69	59	-2.67%	2,753,867	2,929,498	1.04%
State Government	17	18	0.96%	139	139	0.00%	3,983,446	5,133,334	4.32%
Local Government	13	13	0.00%	865	1,001	2.46%	24,162,997	30,870,888	4.17%

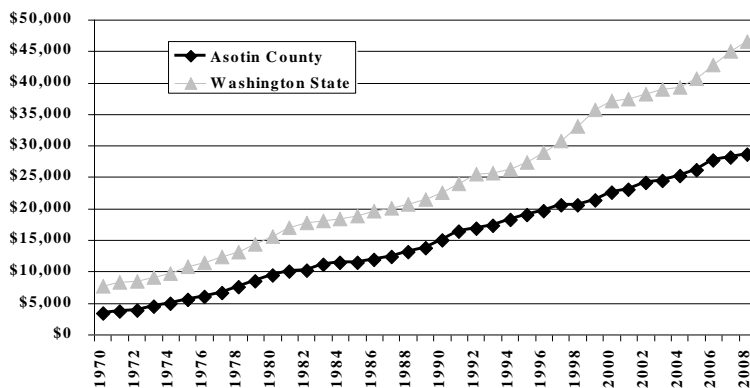
Source: Washington State Employment Security Department

2.3 Comparison of Average Annual Wages

The average annual wage in Asotin County increased from \$3,478 in 1970 to \$28,700 in 2008 at a rate of 5.7% per year. In Washington State, the average wage has increased slower at 4.7% per year. Despite its faster growth, Asotin County had a 2008 annual wage that was only 62% of the state’s annual wage. This is partly explained by a higher reliance on seasonal industries—agriculture, construction, and tourism—in Asotin County and a lower cost of living in Asotin County relative to the most populated area of the state.

Figure 4 – Comparison of Average Wages

**Asotin County
Average Covered Wage**



As shown in Table 11, family-wage jobs tend to be found in industrial sectors—such as construction, manufacturing, transportation and warehousing, and utilities—and a few service-producing sectors—including health care, professional services, financial activities, and government. Other jobs provide relatively low average wages, such as those at food services and drinking places, with an average wage of \$13,490 in 2008. This partially is explained by the seasonality of these jobs and the high ratio of part-time work. Nonetheless, the level of wages could be considered by port commissioners in evaluating between alternative proposed developments.

Table 9 – Average Annual Wages in Asotin County in 2008

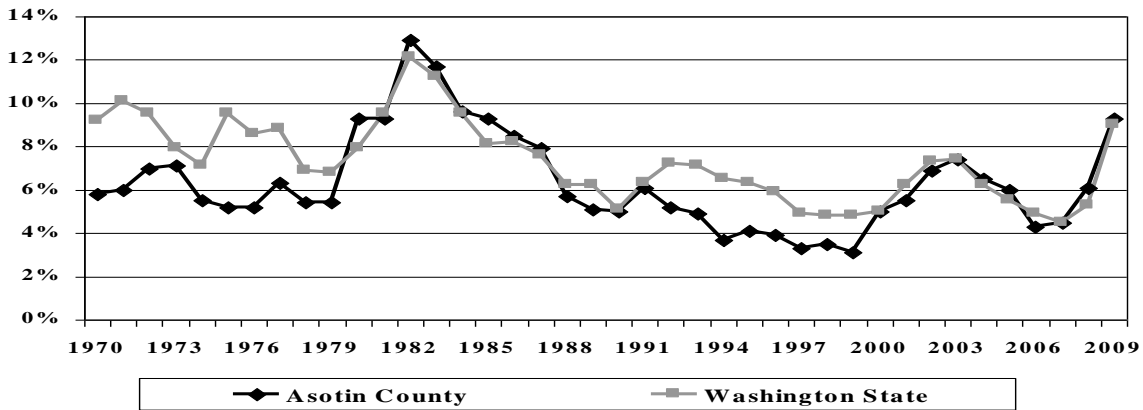
Industry	Wage	Industry	Wage
CONSTRUCTION	\$41,072	FINANCIAL ACTIVITIES	\$34,147
Construction of buildings	\$26,418	Credit intermediation & related activities	\$38,975
Heavy & civil engineering construction	\$60,737	Securities, commodity contracts, investments	\$104,937
Specialty trade contractors	\$35,246	Insurance carriers & related activities	\$40,775
		Real estate	\$15,462
MANUFACTURING	\$33,122	Rental & leasing services	\$25,267
Fabricated metal product manufacturing	\$35,076		
Machinery manufacturing	\$30,408	PROFESSIONAL & BUSINESS SERVICES	\$20,891
Transportation equipment manufacturing	\$31,130	Professional & technical services	\$20,100
Furniture & related product manufacturing	\$25,866	Business services	\$22,263
All other manufacturing	\$37,037		
		EDUCATIONAL & HEALTH SERVICES	\$30,242
WHOLESALE TRADE	\$41,628	Educational services	\$8,668
Merchant wholesalers, durable goods	\$33,056	Health care & social assistance	\$30,463
All other wholesale trade	\$48,928		
		LEISURE & HOSPITALITY	\$14,036
RETAIL TRADE	\$26,052	Arts, entertainment, & recreation	\$15,679
Motor vehicle & parts dealers	\$27,376	Accommodation	\$14,608
Building material & garden supply stores	\$25,126	Food services & drinking places	\$13,490
Food & beverage stores	\$19,818		
Health & personal care stores	\$27,428	OTHER SERVICES	\$17,237
Clothing & clothing accessories stores	\$18,084	Repair & maintenance	\$23,184
Sporting goods, hobby, book & music stores	\$15,220	Personal & laundry services	\$23,990
Miscellaneous store retailers	\$19,688	Membership associations & organization	\$19,102
All other retail trade	\$33,040	Private households	\$12,864
TRANSPORTATION & WAREHOUSING.	\$40,436	GOVERNMENT	\$32,492
		Federal Government	\$49,935
INFORMATION	\$55,130	State Government	\$36,930
		Local Government	\$30,853

Source: Washington State Employment Security Department

2.4 COUNTY UNEMPLOYMENT TRENDS

Asotin County's unemployment rate usually ran lower than the state's unemployment rate throughout the last 40 years. In the 1970s, the unemployment rate in the county averaged 6.1%. It peaked in the early 1980s at 12.9%, reeling from the national recession, which had a substantial impact on resource-based economies. During this difficult stretch, the unemployment rate mirrored that of the state. Unemployment declined rapidly during the remainder of the 1980s and averaged 5.0% from 1990 through 2007. As U.S. economic conditions slowed, the county's unemployment rate rose from 4.7% in 2007 to 8.6% in 2009. See Figure 9.

Figure 5 – Unemployment Rates



Asotin County Employment Forecast

2.4.1 Current Status

Asotin County's economic base has evolved over the course of the last century from a predominately agricultural one to one with strong trade and services components. In 1975, in what was the death knoll for much of the county's fruit orchards, work was completed on the Lower Granite Dam (near Almota in Garfield County). This was the last of the dams constructed as part of the Lower Snake River Project and the slack water or backwater from the dam eliminated local fruit orchards when property along the riverbank was submerged. However, the project also brought to fruition the Columbia-Snake River transportation system that runs 460 miles between the ports of Clarkston and Lewiston and the Pacific Ocean. This has greatly enhanced commerce in the area.

Over the long run, the county has enjoyed moderate economic growth. The county's payroll employment, for example, grew 162% from 1970 to 2008, while the state's grew 149%. Asotin County's labor force grew nearly as rapidly as the state's between 1970 and 1990, but grew only 11% while the state's grew 37% between 1990 and 2008.

Although the unemployment rate, another key economic indicator, has risen sharply in the last two years, as the national recession took a toll on Asotin County, the county's rate of 8.7% remained below both Washington State's 9.0% and the nation's 9.3%. The county's unemployment rate almost has been lower than the state's.

A peculiar aspect of the work force figures in Asotin is the vast difference between the number of residents employed and the number of jobs in the county. Labor force statistics, including the number of employed of 10,520 in 2008, are based on place of residence while the non-farm employment (5,740) is based on place of work. A very large number of Asotin County residents commute to jobs in Lewiston. There are nearly as many Asotin County residents working in Idaho as in Washington.

This odd situation can create some ambiguity in interpreting data. Per capita income, which is adjusted for residence, was \$30,198 in 2007 and ranked 18th among Washington's counties. The average annual wage, which shows the wages earned in Asotin County and therefore does not include wages earned in Idaho, was \$28,177 in 2007 and ranked 35th in the state.

All things considered, the economy in Asotin County has performed fairly well. While there is a scarcity of manufacturing jobs in the county, there are large manufacturing concerns in Lewiston that provide good, family-wage jobs to Asotin County residents. The other major sectors have grown and helped the county's economy grow.

2.5.2 State Employment Forecasts

Asotin County's economic performance will be largely impacted by what happens in the state economies of Washington and Idaho. Employment growth is expected to moderate in both states. Washington Employment Security Department projects that Washington State's non-farm payroll employment will increase 10.5% from 2.9 million in 2007 to 3.2 million in 2017, after growing 17.7% between 1997 and 2007. The Idaho Department of Labor forecasts that Idaho's non-farm payroll jobs will grow 20.1% between 2006 and 2016, after growing 30.7% between 1996 and 2006.

2.5.3 Asotin County Employment Forecasts

An economic forecast from Economic Modeling Solutions Inc. projects that employment in Asotin County will add about 570 jobs between 2008 and 2018, growing 1.0% per year—the same rate as Washington Employment Security forecasts the state's non-farm jobs will grow.

Table 10 – Asotin County Non-farm Covered Employment Forecast

Sector	2008	2018	Average Annual Growth 2008-2018
TOTAL NON-FARM	5,472	6,040	1.0%
Goods-Producing	945	1,020	0.8%
Logging & Mining	36	40	1.1%
Construction	454	450	-0.1%
Manufacturing	455	530	1.5%
Service-Providing	4,527	5,020	1.0%
Wholesale trade	87	130	4.1%
Retail trade	787	860	0.9%
Transportation & Utilities	58	60	0.3%
Financial Activities	210	220	0.5%
Professional & Business	258	320	2.2%
Educational & Health Services	877	990	1.2%
Leisure & Hospitality	749	780	0.4%
Other Services & Information	302	310	0.3%
Government	1,198	1,350	1.2%
Federal Government	59	60	0.2%
State Government	139	160	1.4%
Local Government	1,001	1,130	1.2%

Source: Economic Modeling Solutions Inc. (EMSI)

The economy in Asotin County has largely been diversified and is expected to continue to diversify. Much of the potential growth is interwoven with the economic condition of Lewiston. In general, the region has experienced slow but steady growth in recent years. However, there are a few clouds on the horizon.

One of the major external constraints for local economic growth is the possibility of breaching the dams on the Lower Snake River. Lower Granite Dam was completed in 1975, marking the last of the navigable components in Columbia/Snake River system and enabled waterborne commerce to run 460 miles between the Ports of Clarkston and Lewiston and the Pacific Ocean. It represents the furthest inland water route in the United States.

In addition to barge traffic, the reservoir behind Lower Granite dam enabled substantial recreational activities to occur including boating, rafting, and cruise ship visits, among other activities. The economy could be significantly affected by decisions about the dams.

If alternative programs to enhance salmon survival (major system improvements that include bypass and collection systems) are successful, then the threat may fade further into the horizon. The beneficial weather climate (Pacific Decadal Oscillation or PDO provides better weather conditions for salmon in the PNW) coupled with other salmon enhancement techniques (improvements to the dams to make them more fish friendly as well as habitat, hatchery and harvest modifications) could improve the chances that dam breaching will not occur.

3 ECONOMIC DEVELOPMENT PLAN

The Port of Clarkston is becoming more responsible for leading economic development efforts in Asotin County. Efforts that are undertaken in the future could impact the level of employment that can be developed in Asotin County. Strategies to enhance the local economy are presented in this chapter.

3.1 Economic Development Planning

There are several players in economic development in the region.

3.1.1 City of Clarkston's Vision for Economic Development

Clarkston's 1983 Comprehensive Plan emphasized growth management strategies to maintain its small city atmosphere while providing for high quality services to its residents. Key elements mentioned in the plan include: Joint efforts with the Port of Clarkston and the Army Corps of Engineers to encourage economic development of the Port such as expanding industrial development while enhancing tourist facilities for water-related recreation development; Improve transportation by improving the existing street system; Encourage the development of tourist and recreation opportunities to stimulate economic development opportunities. Examples include strengthening the business district, improving air quality, and providing services as a gateway to Hell's Canyon.

These goals were reaffirmed and enhanced in the City's 1999 Comprehensive Plan in the following objectives and policies:

- Land Use Objective - Concentrate industrial land uses adjacent to the Port of Clarkston with the following related policies:
- Downtown infill development of retail and other commercial land uses shall be given first priority before converting other land to commercial use,
- A tourist center and service related activities should be developed along Bridge Street. The City will work closely with the Army Corps of Engineers to provide

river oriented tourist facilities in the northeast portion of the city along the Snake River,

- The City shall work closely with the Port to provide for coordinated industrial development and tourist related activities and facilities
- Economic Development Objective – Promote coordination between the City and the Port of Clarkston to encourage economic development on port properties with the following related policies:
- The City shall establish an ongoing coordination mechanism with the Port District to contribute overall community economic development
- Economics Objective – The City will cooperate with the Palouse Economic Development Council in the preparation and implementation of the Overall Economic Development Plan. Other appropriate agencies, businesses and individuals will be involved in the process.

3.1.2 City of Lewiston's Vision for Economic Development

Lewiston's 1991 Comprehensive Plan lists its key planning objectives. These include:

- Encourage orderly and diverse growth by promoting economic, social and educational opportunities;
- Prevent urban sprawl while encouraging use of undeveloped lots;
- Encourage industrial development that utilizes local labor and products, harmonious with the local environment;
- Protect open spaces and promote environmentally sound activities;
- Pursue transportation projects that lead to economic development;
- Encourage recreational opportunities, such as use of the waterfront. This may include development of a greenbelt from the Lewiston Grain Growers to Hells Gate State Park, and development of a boat launch facility in North Lewiston;
- Protect the existing biological ecosystem of the city and promote its improvement.

3.1.3 Valley Vision

Valley Vision, a non-profit corporation, is a public-private partnership of more than 200 investor members from throughout the Lewis-Clark Valley. Its purpose is to provide retention and expansion services to local companies and to assist companies from outside the region in establishing operations or outsourcing arrangements within the Valley.

3.1.4 South East Washington Economic Development Association (SEWEDA)

South East Washington Economic Development Association (SEWEDA) is a 501(c) 3 non-profit organization established in 1985 to promote economic development and business prosperity in Asotin, Columbia, Garfield, and Whitman counties.

SEWEDA takes a 'grass roots' approach with the primary focus being, business retention, expansion, and assistance. This approach has caused a diversified economy by allowing it to grow from within. It encourages participation in economic development at the local level and maximizes local resources. It involves creating a local economic development planning committee and coordinating local business, legal and financial resources. Once the resources are coordinated, the services can be offered to new and existing local entrepreneurs. The goal is to provide financial counseling, marketing guidance, and assistance in business plan development. It enhances other programs offered by economic development organizations and professionals.

- Board Assistance
- Business Retention, Expansion, and Assistance
- Tourism Promotion
- Telecommunications
- Support the Fight Against Breaching the lower Snake River dams
- Participation in Organizations
- Transportation Programs
- ADO Program Assistance

As part of its on-going programs, the SEWEDA manages a four-county economic development district for the U.S. Department of Commerce EDA and a four-county Associate Development Organization program for the Washington State Department of Community, Trade and Economic Development (CTED), and a three-county Regional Transportation Planning Organization (RTPO) for the Washington State Department of Transportation. The Port of Clarkston is actively engaged in the programs of SEWEDA.

Recent Accomplishments

SEWEDA has helped accomplish the following projects in Asotin County in coordination with local sponsors, including the Port of Clarkston:

- Updated the Asotin County Comprehensive Plan.
- Updated the City of Asotin Comprehensive Plan.
- Updated the City of Clarkston Comprehensive Plan.
- Constructed a transient boat moorage and breakwater; upgraded the existing boat ramps and sewage pump-out stations at the Hells Canyon Marina.
- Built a 72-hour juvenile holding facility.
- Submitted a new Asotin County zoning ordinance to the taxpayers for approval/disapproval.

The following projects have been planned for the future in Asotin County (including the City of Clarkston, Asotin County and the Port of Clarkston):

Future Projects

- **Goal #1 Continue preparations for economic growth.**
- **Objective #1 Update area comprehensive plans and zoning ordinances.**
 - Programs and Projects (complete by 2010)
 - Update the Port of Clarkston Comprehensive Plan.
- **Objective #2 Improve critical local infrastructure**
 - Programs and Projects (complete by 2010)
 - Continue to press the Corps of Engineers to continue siltation dredging along the Clarkston shoreline, all the marinas and boat ramps.
 - Programs and Projects (complete by 2010)
 - Improve the public transportation system in Asotin County.
 - Construct a railroad bridge that crosses the Snake River from Whitman County to the Port of Clarkston.
 - Extend the bicycle path from Clarkston to Chief Timothy State Park, including a pedestrian overpass at Bridge and 15th Street; and extend the bike path through the City of Asotin and up the Snake River.
- **Goal #2 Create new job opportunities through economic diversification.**
- **Objective #1 Further develop the tourism industry in Asotin County with a focus on the upcoming Lewis and Clark Bicentennial Celebration (2003-2006).**
 - Programs and Projects (complete by 2005)
 - Continue to add amenities to Gateway Park: add parking spaces, picnic and play areas; plant grass and trees; and add sprinkler systems.
 - Install a tourist information radio station (short-range) in Clarkston.
 - Remodel the county courthouse and meet barrier-free access requirements.
 - Install an LED reader sign for tourism at the Clarkston Chamber of Commerce office.
 - Build an amphitheater, floating bank shell, handicap swim area and pave the parking lot of the boat ramp at Hells Canyon Marina.
 - Establish a Lewis and Clark Interpretive Center.
 - Port will construct rental buildings and associated infrastructure when feasible and needed.
 - Other Programs and Projects (complete by 2005)
 - Plan and begin development of a new industrial park
 - Plan and construct a new swimming pool/aquatic center.
 - Assist Walla Walla Community College in establishing a vocational education program and construct a building for the program in Clarkston.
 - Promote modern telecommunications infrastructure in Asotin County.
- Other Programs and Projects (complete by 2010)
 - Consider the establishment of a Foreign Trade Zone at the Port of Clarkston.

3.2 Port of Clarkston Comprehensive Plan Elements

The following sections address the main elements of the Port of Clarkston's Comprehensive Plan.

3.2.1 Community Economic Development

The Port of Clarkston has been one of the leaders of economic development activity in Asotin County and expects to continue in this role in the future. The Port serves on the boards of the Clarkston Chamber of Commerce, Metropolitan Planning Organization (MPO)

Conclusions

- There are several interdependent agencies involved in economic development in Asotin County and the Palouse Region. Effective coordination is a key component of a successful economic development plan.

Recommendations

- The Port will continue to enhance existing relationships and search for new partnerships that allow it to participate in broadening the economic base of the community and ensure the region's economic viability.
- The Port will continue to view its responsibility to community economic development very broadly, although always within the statutory authority granted Ports by the State of Washington. As a countywide and regionally oriented agency, the Port has a unique perspective and position. That perspective serves to help it view the economic impacts within the region in relation to the whole as opposed to independent, unrelated factors.
- The Port will continue to support market driven private development of light and heavy industrial, commercial office, retail and recreation land uses.
- The Port will work closely with educational institutions to maximize workforce training capabilities, focusing on custom training for employers and lifelong and distance learning.
- The Port will participate in land use planning activities, especially as it relates to transportation planning.
- The Port will continue to work with the MPO, RTPO, the County and WSDOT to increase the mobility of passengers and freight.

3.2.2 Marine Commerce

The following section presents the strategies associated with marine commerce. The Snake River annually carries approximately 4.0 million short tons of products. Approximately one-half of this cargo enters the Snake River in the Lower Granite pool (i.e., 1,987,000 short tons in 1999).

Because it is the first point of entry to the system for shippers seeking the lowest transportation costs, the Lower Granite Pool has a larger primary hinterland

(approximately 150 miles) than the other pools (typically 50 to 70 miles). Within the Lower Granite Pool, there are port facilities in Clarkston, Wilma (Port of Whitman County), and Lewiston, Idaho. Navigation at Clarkston is made possible by the Lower Granite Lock, located just downriver of Clarkston at river mile 107.5. This lock has channel dimensions as follows: length 38 feet, depth 14 feet and width 250 feet.

The largest commodity volume moving on the Snake River is wheat and barley, produced in Washington, Idaho, Oregon, Montana and more distant origins and bound for the export elevators in the Lower Columbia.

Forest products include logs, chips and paper products (i.e. most are generated at the Potlatch Mill in Lewiston). After showing some growth in the mid-1990s, these products (especially logs and chips) began to decline toward the end of the late 1990s due both to environmental harvesting restrictions and changing market patterns in the PNW.

Petroleum and chemicals, which represent the only significant up bound product, are barged from Vancouver to their terminal in Wilma by Tidewater Barge Lines. A pipeline proposed to link the Northern Puget Sound refineries with Eastern Washington threatened these products. However, the pipeline did not proceed and it is unlikely that it will be re-introduced in the near future (if ever).

Other products consist of peas and lentils exported in containers (among others). These products are grown in the Colfax area, trucked to Lewiston for container shipment to the Port of Portland and ultimately for export to the Mediterranean.

Table 11 – Snake River Historical Commerce Trends (Millions of Short Tons)

Year	Total	Farm	Wood	Petrol & Chemical	Other
1990	3.89	3.43	0.34	0.11	0.01
1991	4.22	3.62	0.43	0.17	-
1992	3.62	2.96	0.48	0.18	-
1993	3.93	3.06	0.84	0.03	-
1994	4.42	3.51	0.88	0.03	0.01
1995	4.91	3.96	0.89	0.04	0.02
1996	3.95	3.37	0.55	0.02	0.01
1997	4.30	3.67	0.58	0.01	0.04
1998	4.16	3.54	0.60	0.01	0.01
1999	3.99	3.46	0.49	0.01	0.03
Annual Growth 90-99	0.3%	0.1%	4.1%	-23.4%	13.0%

Source: U.S. Army Corps of Engineers

Grain Terminal

The Clarkston Grain Terminal Dock has a berth face of 300 feet and water depth of 12 feet. This facility has a barge-loading spout capable of 30,000 bushels per hour. The system also includes 13 steel tanks with a total capacity of 580,000 bushels. The Port's Grain Terminal is currently leased to Lewiston-Clark Grain under a long-term contract.

Port Dock

The Port Dock has been used in prior years to ship logs and containers and to unload boats. This facility has a berth face of approximately 250 feet (300 feet with mooring dolphins) and water depth of 16 feet. This facility has been used to ship and receive containers, general cargo and logs as well as recreational craft. The Port of Clarkston operated one of the largest cranes on a navigable river east of Portland at this terminal. The crane is capable of moving logs, containers, and other cargo. As a far inland seaport, many large yachts are sent up the river from Portland and loaded on trucks bound for inland states (Texas and Indiana, among other). Boats have been moved that are up to 78 feet in length and weigh more than 90,000 pounds.

Loss of marine cargo has negatively impacted the operating revenues of the Port of Clarkston and the crane has not been in regular use since 2007.

Conclusions and Recommendations for the Marine Docks

Conclusions:

- The cargo base in the Lower Snake River has been stable during the past several years after taking into account the normal cyclical fluctuations impacting agricultural and forest products.
- The Port recognizes that the supply of facilities in the Lower Granite Pool is currently adequate to meet the traffic demands (for grain, containers and other products) that currently exist.
- Under these circumstances, the Port can only grow its marine cargo base by finding a new customer (not currently served in the Pool) or attracting a user that is already currently served elsewhere in the Pool.
- The Port recognizes the importance of cooperation among the shipping community in the Lower Granite Pool.
- The two Port Docks are in sound structural condition and do not need any immediate rehabilitation.
- Shippers in Asotin County are dependent upon barge service, since there is no rail service to the County.

Recommendations:

- Accordingly, the Port will continue marketing efforts to find new customers and will stand ready to meet the needs of existing customers, if their demand or service requirements cannot be met by another port in the Pool.
- The Port will also continue diversification efforts to handle other non-cargo products (recreational boats and other like products) at the Port Dock.
- The Port will keep the marine facilities in good working order in order to be able to meet future needs with a fiscally prudent expenditure of funds, as needed.
- The Port will continue to remain actively involved in projects that impact or benefit the navigation channel (such as the Lower Snake River Juvenile Salmon Migration Feasibility Report and Environmental Impact). The Port will continue to support improving the dams rather than breaching them by being a member of organizations dedicated to improving the local economic conditions.
- The Port will also evaluate how to improve other transportation infrastructure that will help local and regional shippers. This may include evaluating the potential introduction of rail service as well as upgrading existing road systems.

3.3 Commercial and Industrial Development

The Port of Clarkston operates as a landlord with respect to property development. The Port leases the land from the U.S. Army Corps of Engineers and subleases it to developers. These developers/partners build the improvements on land leased from the Port.

There are approximately 120 acres in the Port, with approximately 108 acres fully developed and 12 acres available for development. Port commercial land is available

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for lease and ready to build, with utilities in place (water, sewer, and power). Warehousing for storage or industrial businesses is conveniently located near the Port. The Port commissioners are committed to creating jobs and expanding economic development within Asotin County.

Industrial land has absorbed relatively quickly in recent years. As a result, the Port is nearly full and is planning to acquire and develop additional property, as needed. Current negotiations are underway to acquire 160 acres of industrial land located south and east of Clarkston (e.g., generally bounded by Evans Road, 26th Street and 6th Avenue).

3.3.1 Tenants

Industrial and commercial tenants of the Port include.

Table 12 – Industrial Tenants of the Port of Clarkston

Name	Sic	Primary Line of Business	Employees	Sales
Industrial Firms				
Clearwater Seed Co.		Seed Processing & Distribution	1 to 4	Less than \$500,000
Poe Asphalt Paving Inc	1611-01	Paving Contractors	9 to 20	\$1 to 2.5 Million
Hydraulic Winch Company		Manufacturing	1 to 4	Less than \$500,000
Oak Harbor Freight Lines	4213-09	Trucking-Motor Freight	1 to 4	\$500,000 to \$1
3 B's Transportation Co	4213-09	Trucking-Motor Freight	5 to 9	\$1 to 2.5 Million
3 B's Moving & Storage	4214-01	Movers	10 to 19	\$1 to 2.5 Million
3 B's Warehouse Co	4225-05	Warehouses-Merchandise & Self	100 to 249	\$20 to 50 Million
Rousseau Co.		Manufacturer	1-4	Less than \$500,000
Heuett Construction		Construction Company	9-20	\$1 to 2.5 Million
Lewis Clark Grain Terminal		Grain Terminal	9-20	\$1 to 2.5 Million
Steelman Duff		Construction & Heavy Equipment	9-20	\$1 to 2.5 Million
Retail/Commercial Firms				
Hells Canyon Resort	4493-06	Marinas	1 to 4	Less than \$500,000
Riverport Brewery	5499-01	Health & Diet Foods-Retail	1 to 4	Less than \$500,000
Aiken's Floor Covering	5713-05	Carpet & Rug Dealers-New	5 to 9	\$1 to 2.5 Million
Roosters Landing	5812-08	Restaurants	50 to 99	\$2.5 to 5 Million
Basalt Cellars	5812-08	Winery	1-4	Less than \$500,000
Hanger Antique Emporium	5932-02	Antiques-Dealers	1 to 4	Less than \$500,000
A-L Compresses Gases		Retail Gases and Accessories	1-4	Less than \$500,000

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Applied Surfaces Technology		Carpet Installation	9-20	Less than \$500,000
Asotin County PTBA		Transportation	9-20	Less than \$500,000
EFC Equipment		Tractor Sales & Services	1-4	Less than \$500,000
Frito Lay		Distribution	9-20	\$1 to 2.5 Million
Eye Care Optical	5995-03	Contact Lenses	1 to 4	Less than \$500,000
Lewis & Clark Convention	5999-40	Wedding Supplies & Services	1 to 4	Less than \$500,000
Cook Brothers Electric		Electrical Contractors	9-20	\$1 to 2.5 Million
Quality Inn	7011-01	Hotels & Motels	50 to 99	\$1 to 2.5 Million
Hangar Old Tyme Photos	7221-01	Photographers-Portrait	1 to 4	Less than \$500,000
Port Electric Inc	7538-01	Automobile Repairing & Service	1 to 4	Less than \$500,000
Precision Cycle Works	7699-67	Motorcycles & Motor Scooters-	1 to 4	Less than \$500,000
Gateway Golf Center	7999-31	Golf Practice Ranges	1 to 4	Less than \$500,000
Eye Care Laser & Surgery	8011-01	Physicians & Surgeons	20 to 49	\$5 to 10 Million
Naslund Disposal Office		Waste Management	9-20	Less than \$500,000
Patts Valley Garden Center		Nursery	9-20	Less than \$500,000
Wooley Design Associates		Interior Design	1-4	Less than \$500,000
Qwest Communications		Telephone	9-20	\$1 to 2.5 Million
SEWEDA		Economic Development	9-20	Less than \$500,000
D & S Electric		Electrical Engineers	9-20	\$2.5 to 5 Million
Kiwi Air		Tourist Helicopter Tours	1-4	Less than \$500,000
Clarkston Rent-A-Space		Rental Spaces	1-4	\$1 to 2.5 Million
Beamers Hells Canyon		Tour Boats	9-20	\$1 to 2.5 Million
Grasslands West		Seed Distribution Center	9-20	\$1 to 2.5 Million
Schatz Distributing		Distribution Center	1-4	Less than \$500,000
Washington State Parks		State Park Office	1-4	Less than \$500,000
Washington Fish and Wildlife		Office and Shop	9-20	\$1 to 2.5 Million
Granite Lake RV Resort		RV Resort	20-49	\$1 to 2.5 Million

Source: Port of Clarkston Data 2010

3.3.2 Conclusions and Recommendations for the Commercial and Industrial Land

Conclusions:

- Restrictions on land use at the Port are imposed by the U.S. Army Corps of Engineers, because the land is adjacent to and was formed by the development of the Lower Granite Dam.
- Land has absorbed quickly in the recent past.
- In addition, there is a limited amount of fully serviced commercial and industrial properties in Asotin County.
- If additional commercial and industrial growth is to occur in Clarkston, additional lands need to be made available.
- There are also changing opportunities along the waterfront, including development of commercial office space and further expansion of recreation/tourism facilities as well as additional industrial uses.

Recommendations:

- The Port will continue to work with elected officials and the U.S. Army Corps of Engineers to remove the present restrictions in order to make the property available for future industrial development.
- The Port will evaluate ways that may make more efficient use of its properties. This could include evaluating higher and better uses on Port land, defined broadly to include revenue to the Port and economic impact in the community. It could also include evaluating the infrastructure in the Port to make certain that it continues to meet industry needs. In particular, the road that bisects the Port property may be too wide and thus take up needed space. This could be evaluated and additional land could be developed, if it makes economic sense. Alternatively, part of the road could be used for open storage, including parking for trucks, containers and other cargo and/or equipment.
- The Port will continue to monitor the supply of and demand for industrial and commercial lands in Asotin and Nez Perce Counties. In particular, as land becomes fully absorbed at the Port, consideration could be given to expanding the land base, at the existing site or alternative sites in Asotin County. The Port should monitor the status of privately held industrial land supply and acquire additional properties as supply is depleted. In particular, the Port should identify properties that cannot be feasibly developed by private sector interests but have significant long-term development potential. The Port should acquire and hold land for future development, as funding permits.
- The Port will continue to work in partnership with Asotin County to develop a 160-acre industrial site in the County, which will expand the possibilities for commercial and industrial growth.
- The Port will act in partnership with other economic development agencies and private developers to meet the needs of potential commercial and industrial users.

- The Port will identify parcels that might be suitable for further Port expansion in industrial and commercial uses. After evaluation, the Port may consider buying and developing these parcels in partnership with others, if appropriate. Negotiations are underway to acquire 160 acres of industrial land located south and east of Clarkston.
- The Port will evaluate delineating certain areas of the Port for industrial, commercial and recreation/tourism activities. The development process of the Port is heading in this direction, anyway. In particular, the Port might consider reserving the area along the waterfront next to the Park for commercial office space.

3.4 Tourism and Recreation

Asotin County has experienced strong growth in recreation and tourism. The following section evaluates the Port's role in these activities.

3.4.1 Asotin County Tourism

Travel spending reached \$19.2 million in 1999, up from \$13.8 million in 1993, which amounted to annual growth of 5.7%. Adjusting for inflation, growth registered approximately 3.2% per year. Sales were especially strong in accommodations (hotels, motels and bed & breakfasts) with growth from \$2.1 million to \$3.5 million during the period, with annual growth of 8.2%. Growth of more than 5% occurred in eating and drinking establishments, food stores, ground transportation and recreation. Growth lagged somewhat in retail sales relative to the performance in other sectors.

These travel expenditures can also be evaluated based upon where the traveler stayed. Day travel represented \$4.9 million, slightly more than 25% of total travel expenditures. The remaining 75% was by travelers staying overnight. The lion's share of travel expenditures was by people who stay in hotels, motels and B&Bs, accounting for 42% of the total. The next largest expenditure was by travelers staying at private homes (friends or family). Travelers staying at campgrounds accounted for approximately \$2 million. While relatively small, the expenditures by travelers staying at vacation homes was very strong (8.9% per year).

Traveler spending created 430 jobs in Asotin County with a payroll of \$4.8 million in 1999. See Table 17 for more details.

Table 13 – Travel Spending in Asotin County by Type of Business (\$Millions)

Business	1990	1999	Growth 93-99
Destination	\$13.8	\$19.2	5.7%
Accommodations	\$2.1	\$3.5	8.9%
Eating, Drinking	\$4.2	\$5.8	5.5%
Food Stores	\$1.1	\$1.5	5.3%
Ground Transport	\$0.8	\$1.1	5.5%
Recreation	\$2.5	\$3.4	5.3%
Retail Sales	\$3.1	\$3.9	3.9%

Source: Washington State Division of Tourism

Table 14 – Tourism Spending in Asotin County by Type of Business (\$Millions)

Lodging Choice	1990	1999	Growth 90-99
Destination Spending	\$13.8	\$19.2	5.7%
Hotel, Motel, B&B	\$4.9	\$8.1	8.7%
Private Campground	\$1.1	\$1.2	1.5%
Public Campground	\$0.8	\$0.8	0.0%
Private Home	\$3.1	\$3.8	3.5%
Vacation Home	\$0.3	\$0.5	8.9%
Day Travel	\$3.8	\$4.9	4.3%

Source: Washington State Division of Tourism

3.4.2 Conclusions and Recommendations for Recreation and Tourism

Conclusions:

- As the gateway to Hells Canyon, North America's deepest gorge, Asotin County (and the Port of Clarkston) is well placed to help market recreational and tourist opportunities. The Port has taken advantage of these opportunities by assisting development in lodging, parks, promenade, marina, and, golfing, among other uses.
- The Port has identified tourism as an important contributor to Asotin County's current and future economic development.
- The Port recognizes that tourism promotion can be of significant economic benefit to the County by generating retail and service industry activity, directly and indirectly providing jobs, increasing the local share of sales tax revenue, while requiring relatively minimal local investment in infrastructure.
- The Port intends to continue to be a major contributor to the tourism efforts in Asotin County.

Recommendations:

- The Port will continue to develop partnerships with public agencies and private firms to further develop tourism and recreation in the County.
- The Port will continue to develop its waterfront resources to promote tourism.
- The Port recognizes the quality of life in Asotin County and the Port will work with funding agencies like the Inter Agency Committee for Outdoor Recreation (IAC) and the Washington State Department of Transportation (WSDOT), among others to leverage resources for construction of recreation and tourism facilities. In addition, the Port will continue to work with the Visitor and Convention's Bureau.

Table 15 – Asotin County Tourism Impacts

Area	Details	1993	1994	1995	1996	1997	1998	1999	CAGR90-99
Travel Spending by Type of Traveler Accommodation (\$M)									
	Destination Spending	\$13.8	\$16.0	\$16.6	\$16.6	\$17.1	\$17.2	\$19.2	5.7%
	Hotel, Motel, B&B	\$4.9	\$6.8	\$6.9	\$6.7	\$6.9	\$6.8	\$8.1	8.7%
	Private Campground	\$1.1	\$0.9	\$1.0	\$1.0	\$1.0	\$1.0	\$1.2	1.5%
	Public Campground	\$0.8	\$0.7	\$0.7	\$0.7	\$0.7	\$0.7	\$0.8	0.0%
	Private Home	\$3.1	\$3.2	\$3.3	\$3.5	\$3.6	\$3.6	\$3.8	3.5%
	Vacation Home	\$0.3	\$0.3	\$0.3	\$0.4	\$0.4	\$0.4	\$0.5	8.9%
	Day Travel	\$3.8	\$4.1	\$4.3	\$4.3	\$4.5	\$4.6	\$4.9	4.3%
	County Total	\$13.8	\$16.0	\$16.6	\$16.6	\$17.1	\$17.2	\$19.2	5.7%
Travel Spending by Type of Business (\$M)									
	Destination Spending	\$13.8	\$16.0	\$16.6	\$16.6	\$17.1	\$17.2	\$19.2	5.7%
	Accommodations	\$2.1	\$2.9	\$3.0	\$2.9	\$3.0	\$3.0	\$3.5	8.9%
	Eating, Drinking	\$4.2	\$4.8	\$5.0	\$5.0	\$5.2	\$5.4	\$5.8	5.5%
	Food Stores	\$1.1	\$1.2	\$1.2	\$1.3	\$1.3	\$1.4	\$1.5	5.3%
	Ground Transport	\$0.8	\$0.9	\$0.9	\$0.9	\$1.0	\$1.0	\$1.1	5.5%
	Recreation	\$2.5	\$2.8	\$2.9	\$2.9	\$3.0	\$3.1	\$3.4	5.3%
	Retail Sales	\$3.1	\$3.5	\$3.6	\$3.7	\$3.7	\$3.4	\$3.9	3.9%
	County Total	\$13.8	\$16.0	\$16.6	\$16.6	\$17.1	\$17.2	\$19.2	5.7%
Payroll Generated by Travel Spending (\$M)									
	Total Earnings	\$3.4	\$4.0	\$4.1	\$4.1	\$4.2	\$4.3	\$4.8	5.9%
Employment Generated by Travel Spending (Jobs)									
	Accommodations	\$50.0	\$60.0	\$70.0	\$70.0	\$70.0	\$70.0	\$80.0	8.1%
	Eating, Drinking	\$140.0	\$140.	\$150.	\$140.	\$160.	\$170.	\$180.	4.3%
	Food Stores	n.d.	n.d.	n.d.	n.d.	n.d.	n.d.	n.d.	
	Ground Transport	n.d.	n.d.	n.d.	n.d.	n.d.	n.d.	n.d.	
	Recreation	\$70.0	\$80.0	\$80.0	\$100.	\$110.	\$130.	\$120.	9.4%
	Retail Sales	\$20.0	\$20.0	\$30.0	\$30.0	\$40.0	\$30.0	\$30.0	7.0%
	County Total	\$300.0	\$320.	\$350.	\$360.	\$400.	\$420.	\$430.	6.2%
Tax Revenues Generated by Travel Spending (\$M)									
	Local Taxes	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.2	12.2%
	State Taxes	\$0.9	\$1.0	\$1.0	\$1.0	\$1.1	\$1.1	\$1.2	4.9%
	Total Taxes	\$1.0	\$1.1	\$1.2	\$1.1	\$1.2	\$1.2	\$1.4	5.8%

CAGR means compound annual growth rate
 Source: Washington State Division of Tourism

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