



Port of Clarkston
**Parks and
Recreation Plan**
2022 - 2027



**PORT OF CLARKSTON
PARKS & RECREATION PLAN
2022 - 2027**



Contributions by:

Port of Clarkston Board of Commissioners

Mark Brigham, District 1, President
Jay Backus, District 2, Vice-President
Dayna Weatherly-Wilson, District 3, Secretary

Port Staff

Wanda Keefer, Executive Director
Beth Larson, Operations Manager
Debra Hegar, Administrative Assistant
John Rippleman, Maintenance Staff
Jeff Dodge, Maintenance Staff

849 Port Way
Clarkston, WA 99403
(509) 758-5272
www.portofclarkston.com

Table of Contents

| | Page |
|--|-----------|
| Section 1: Introduction | 1 |
| Section 2: Goals and Objectives | 2 |
| Section 3: Inventory | 4 |
| Section 4: Public Involvement | 5 |
| Section 5: Demand and Needs Assessment | 7 |
| Analysis of priorities | |
| Process used to develop analysis | |
| Level of Service assessment | |
| Section 6: Implementation/Capital Improvement Plan | 13 |
| Section 7: Plan Adoption | 14 |
| Appendices | |
| Appendix 3A: Inventory | |
| Appendix 4A: Sample Survey | |
| Appendix 4B: Survey Results, including comparison with 2009 results | |
| Appendix 4C: Public Notices | |
| Appendix 4D: Community Demographics | |
| Appendix 5A: Concepts relating to West Clarkston Waterfront improvements | |
| Appendix 5B: Potential Rivershore Overlay | |
| Appendix 6A: Capital Improvement Matrix | |
| Appendix 6B: Capital Funding Opportunities | |
| Appendix 7: Resolution Approving Parks & Recreation Plan | |

SECTION 1: INTRODUCTION

MISSION STATEMENT

It is the mission of the Port of Clarkston (POC) 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;
- Operate in 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.

RECREATIONAL VISION

In the context of achieving economic development goals, the Port of Clarkston also works in partnership with the community to provide appropriate public recreational amenities.

CORE VALUES

POC recognizes these core values: professionalism, transparency, visionary, sustainability, collaboration, and integrity.

OVERVIEW

The geographical jurisdiction of the Port of Clarkston (POC) is Asotin County. POC was created in 1958 to bring businesses and jobs to Asotin County. POC's primary mandate is job creation. Creating and maintaining recreational facilities, while secondary, is important as well.

Special districts, such as ports, are in a different category from cities, counties, and parks and recreation districts, which have a more comprehensive role in parks and recreation creation and maintenance. However, the development of parks and other recreational amenities (either alone or in partnership with other municipalities or the county) can complement port goals by helping build a sense of community and improve quality of life for the workforce.

This plan prioritizes projects around the opportunities that are unique to POC and which POC has authority and resources to create and maintain. If POC did not take on this substantial role, likely no other local entity would step up to fill the gap. In addition to Port-led projects, POC lends its support and partnership on other recreational amenities.

PURPOSE OF THIS PLAN

Parks and recreation services contribute to our landscape, our health, our community and our overall quality of life. Resources are needed to provide parks and recreation amenities, and because POC's resources are limited, POC must be strategic in the assignment of resources.

The purpose of this Plan is to provide a tool for existing and future public officials, staff and private citizens to plan for future recreational needs of the properties within POC's jurisdiction. Development of recreational potential by POC will result in progress on its overall mission, with primary focus on the quality-of-life

component. Recreational projects undertaken by POC will preserve and enhance the quality of life that makes Asotin County a special place to live, work, and visit.

THIS PLAN IN CONTEXT WITH OTHER PORT OF CLARKSTON PLANS

This plan has evolved from multiple plans that guide parks and recreation projects undertaken by POC. The most recent and relevant Port plans include:

- Port Comprehensive Scheme of Harbor Improvements/Comprehensive Plan 2022-2027;
- The 2010 Port of Clarkston Parks & Recreation Plan,
- The 2010 Riverfront Master Plan, and,
- The Cruise Boat Industry Needs Assessment.

In addition, these formal planning documents are supplemented by a West Waterfront Concept offered by consultants who examined the need for more cruise boat moorage, the condition of marina at 1550 Port Drive (and opportunities resulting from the expiring lease), and the need for a cultural center, restaurant, port offices and leasable space supporting tourism and recreation-relating industries.

POC's Comprehensive Scheme of Harbor Improvements for 2022 – 2027 can be found at www.portofclarkston.com/your-port/budgetsfinancials-comprehensive-plan/ along with this stand-alone updated Parks & Recreation Plan. Also on POC's website is a full copy of the Cruise Boat Industry Needs Assessment; the executive summary is included in this plan in Appendix 5A. Tourism and recreation are closely aligned; if visitors use parks and recreational amenities, it's referred to as "tourism;" if locals use the same amenities, it is "recreation."

SECTION 2: GOALS AND OBJECTIVES

In its 2010 plan, the Port of Clarkston (POC) created these objectives: Improve the quality of life within POC jurisdictional boundaries by ensuring greater public access to and from the river and providing safe, healthful recreational opportunities for all, and incorporate public recreation and open space in the planning and design of POC projects where feasible.

Major successes on new initiatives since 2010 include:

- a. Completion of the ADA trail from restrooms in Granite Lake Park to the riverfront (access goal);
- b. Completion of a temporary moorage dock at Granite Lake Park (access goal);
- c. Construction of new sidewalks along Port Way leading to Granite Lake Park (access goal);
- d. Inclusion within the 2013 final design of Turning Pointe Business Park pathways and trees for a park-like feature to the business park (design goal); and, recently,
- e. Inclusion of multiple recreational opportunities in the concept for developing the West Clarkston Waterfront (see details in Appendix 5) (addressing design goal and general park/trail lay-out).

POC continues to seek recreational, commercial, and tourism facilities on the riverfront and at Turning Pointe Business Park for the benefit of the general public, local residents and area visitors. This includes an expansion of trails, recreational boating, kayaking, stand-up paddleboarding, swimming beaches, fishing opportunities and more.

Goal 1: Maintain, improve, and where possible leverage local resources to expand recreational amenities currently available through POC.

Policies, Objectives and Measurements associated with Goal 1:

1. Continue work in developing the west waterfront, thereby seeking solutions to limited cruise boat mooring capacity and poor marina facilities.

2. Grow opportunities for non-motorized water interaction, such as kayaking, stand-up paddleboards and wind-surfing.
3. Seek additional opportunities to develop people-friendly parks/green spaces, such as improvements to Turning Pointe Business Parks system of pathways.

Goal 2: Create an active vibrant riverfront and energize riverfront development through development and collaborative initiatives that meet land use planning goals and balance public access and enjoyment with economic/industrial development.

Policies, Objectives and Measurements associated with Goal 2:

1. Continue working with the City of Clarkston and Asotin County on appropriate land uses to maximize commercial recreational business opportunities, restaurant, and retail opportunities.
2. Encourage discussions of mixed use where new structures might be combined residential/commercial buildings.
3. Explore expansion of public gathering opportunities in outdoor open public space (beyond the small, existing amphitheater in Granite Lake Park).

Goal 3: Improve riverfront access examining all components of transportation: walkability, ADA accessibility, bicycle access, vehicular access and parking, and public transportation.

Policies, Objectives and Measurements associated with Goal 3:

1. Examine new amenities or facilities from all transportation access angles.
2. Re-evaluate access to existing amenities and make improvements where needed.
3. Seek ways to find safer accommodations for cyclists (shared, marked bike lanes) and identify safety features such as bulb-outs at pedestrian crossings where feasible.
4. Seek to assure the working waterfront is accessible for large vessel/heavy haul trucks, considering dedicated routes as necessary.
5. Review existing seating types and arrangements (benches, gazebos) and seek expansion opportunities.

Goal 4: Maintain, and where feasible, expand existing trail-related facilities on Port property and coordinate with local/regional partners to improve trail connectivity and access to the riverfront, its recreational amenities, and its natural areas.

Policies, Objectives and Measurements associated with Goal 4:

1. Capitalize on the ongoing initiative to incorporate public recreation and open space in the planning and design of Port projects where feasible with projects underway, such taking to the next stage of development the park-like feature within Turning Pointe Business Park.
2. Seek options for trail continuity from the marina south of Red Wolf Bridge on the west waterfront to the Clearwater Snake National Recreation Trail where the U.S. Army Corps of Engineers has responsibility on the east waterfront near the Highway 12 bridge.

Goal 5: As is feasible and sustainable within expanding recreational opportunities, integrate and showcase the local heritage to include culture, traditions, marine activity, agriculture industry and more into the recreational experience

Policies, Objectives and Measurements associated with Goal 5:

1. Consider historical inspirations when choosing materials, designing details, approving site layouts, and selecting public art.
2. Plan for interpretive signs within Granite Lake Park and along new trails.
3. Partner with the local museums and library for temporary exhibits.
4. Consider this element in Riverfest and/or other Port-sponsored festivals.

Goal 6: Maintain, to the extent possible, views of the riverfront

Policies, Objectives and Measurements associated with Goal 6:

1. Carefully choose plants, trees and their locations.
2. Impact placement, and where needed, provide transparency to buildings to minimize blocking water views.
3. Provide views from key places, outdoor spaces, and key access points (potentially at City street ends).

SECTION 3: INVENTORY

In Appendix 3A is a comprehensive inventory of facilities, lands, programs, and amenities within the full service area of Asotin County. This also reflects the condition of the amenities.

Below is a discussion of those assets (presently in existence or planned) on which the Port of Clarkston (POC) can most effectuate change.

Public Facilities: Parks/Trails

| Facility | Type Recreation | Owner/Operator | Acreage | Condition |
|------------------------------|---|-----------------------|-----------|-------------------|
| Granite Lake Park | Open space, restrooms, covered picnic tables, paths, recreational dock, interpretive garden | POC leases from Corps | 6.7 acres | Good |
| Turning Pointe Business Park | gravel trail (with gaps where bridges are needed) | Port of Clarkston | 10 acres | under development |

Quasi-Public Facilities (Privately-owned, public pays to use)

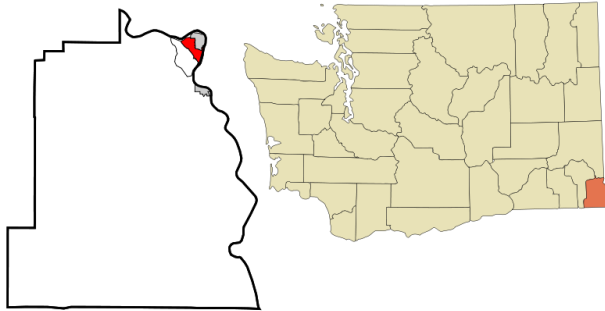
| Facility | Type Recreation | Owner/Maintainer | Acreage | Condition |
|----------------------|--|--|--------------------------------|-----------|
| Dave's Golf | Driving range, putting course | Army Corps leased to POC which leases to private party | 4.2 acres | Good |
| Granite Lake RV Park | RV rental parking | Corps leases to POC which leases to private party | 8.1 acres | Good |
| Hells Canyon Marina | Boat launch, long & short term boat moorage, fuel, pump station clean-out, tenant building | Corps leases to POC which leases to private party | 15.3 acres (in & out of water) | Poor |

SECTION 4: PUBLIC INVOLVEMENT

BACKGROUND -- COMMUNITY PROFILE

General Information:

Asotin County¹ is located in the farthest southeast corner of the State of Washington and shares a boundary with Idaho on the east side and with Oregon on the south side.

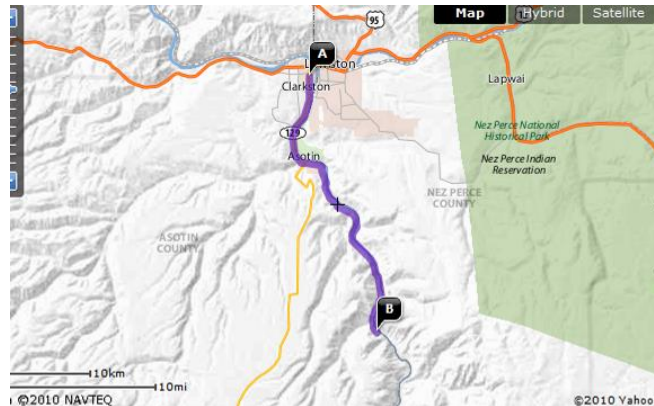


The entire eastern and half of the northern boundaries of Asotin County are defined by the Snake River. What is unusual about Clarkston is that it provides year-round urban access to the Snake River. Access to most of the Snake River is difficult. The major roadway, Highway 12, touches the Snake River where it empties into the Columbia River at Burbank, WA, but going east does not again connect with the Snake River until Chief Timothy Island near Clarkston. Secondary roads, primarily serving wheat farmers, make touchpoints on the river, but recreational amenities are even more limited than they were in 2010 on the Snake River, with the decommissioning of Canyon Ferry RV Park and boat launch. Outside of Asotin County, some recreational amenities exist along the Snake, but they are in remote, unpopulated locations.



The Snake River takes a turn at the northeast corner of Asotin County and then continues for 18 miles south, providing recreationists with river access first along Highway 129 to Asotin, and then along Snake River Road. Roads in Asotin County provide access points to Hells Canyon National Recreation Area. The canyon is so rugged that beyond the boat launch at Heller Bar primary access to the designated recreation area is by boat. Heller Bar is the last access point in Washington state.

¹ The Port of Clarkston's jurisdictional boundary is identical to the geographical boundaries of Asotin County.



The population of the county in 2020 was 22,820 residents; growth was just over 1,000 residents in the 10-year period between 2010 and 2020. Asotin County “opted out” of Washington State’s Growth Management Act (GMA).

Demographic data relating to residents of Asotin County is located in Appendix 4D.

A Culture of Being On or In the Water:

POC’s key recreational impact area is near the confluence of the Snake and Clearwater Rivers. This area is referred to as the “Jet Boat Capital of the World.” A higher concentration of recreational boat manufacturing employees can be found in the immediate area than elsewhere in the United States. Not all boats being constructed now have jet engines that run in just a few inches of water; many have common outboard motors, particularly those intended for foreign markets.

The jet boats evolved to manage the highly ranked white water south of the urbanized area and going into Oregon identified as “Hells Canyon National Recreation Area.” It is North America’s deepest gorge. As discussed above, its accessibility by land is limited and most people seeking access do so by boat.

Before slackwater came to the Lewis-Clark Valley, there were hundreds of privately owned boat launches and boat docks in the urbanized area of Lewiston, ID, Clarkston and Asotin, WA. With slackwater in the 1970s came removal of all of the private launches and docks and the creation of three marinas. One is in Idaho and is managed by the Idaho Department of Parks. The one within the City of Asotin has been decommissioned for more than 20 years. The remaining one is on Corps owned property leased by POC and is subleased to an operator. The current operator has chosen to defer maintenance, presenting facility viability and safety challenges, but the sublease will soon expire. This creates opportunities for improving recreational moorage.

In addition to boating being in the constituent’s DNA, it’s important to realize that Clarkston is 733’ above sea level. The same conditions that give the name “Hells Canyon” to the feature to the south keep temperatures warm in the winter, and hot to very hot in the summer. Water skiers in wet suits are on the Snake River as early as March. In the hot summer months of June, July and August, temperatures can exceed 100° for nearly 20 days during the three-month period, and many of those days are back to back. From the beginning of human settlement in this area, people have needed to recreate on or near the water as a matter of survival, especially if they do not have air conditioning. Contact with the water was essential to cooling needed during very hot temperatures.

PLANNING PROCESS

Overview: In its first stand-alone parks and recreation plan completed in 2010, POC tapped its Planning and Architectural Committee to guide the development of this Plan. During that planning process, a survey for gathering public feedback was created. This 2022 version of the POC's Parks and Recreation Plan is an update of the 2010 plan. Public opinion gathering for this update was to evaluate whether and how opinions might have changed as to improvements still needed today. The survey also asked open-ended questions relating to the aging marina on land POC leases from the U.S. Army Corps of Engineers.

Public Involvement: The general public was invited to participate through the following:

1. On-line and written surveys:
 - a. On-line surveys were distributed using POC's website, with invitations issued through announcements in the Chamber newsletters and also in tenant invoices distributed by POC.
 - b. Over 7,000 written surveys stuffed into water bills distributed by Asotin County PUD December 2020 and January 2021; respondents then returned the completed surveys when they paid their bills.
2. Public hearings: Participation at either of the two advertised public hearings conducted by Port officials on June 10, 2021 and November 18, 2021.
3. Draft concepts were posted under a draft Parks & Recreation Plan October 2021 (leading up to the 2nd public hearing).
4. On August 9, September 7, and September 13, POC presentations on the parks and recreation plan, and particularly the west Clarkston waterfront improvements were made to the following groups: City of Clarkston Planning and Zoning Commission, Asotin County Planning & Zoning Council Meeting, Asotin County Commission, respectively. All of these governmental entities provided public notice of their meetings, specifically naming the waterfront concept as a topic of discussion.
5. The final draft plan for public input prior to final approval by POC Commission was made available online and at the local library February 14, 2022.
6. On-going Feedback: POC invites feedback from the general public on an on-going basis. The three-member Board of Commissioners meets at least once a month. The meetings are publicized and open to the public. A standing meeting agenda item is "Comments from the Public."

A full copy of the analytical report, comments during the public meetings, and a report listing anonymous comments from the written survey, along with exact survey questions, are included in Appendix 4B. Copies of public notices and news articles are included in Appendix 4C.

Even with the conclusion of this 2022 – 2027 Parks and Recreation plan, the collaboration process and public feedback loop is not concluded. Planned meetings with the City of Clarkston Planning and Zoning Commission will soon occur relating to a "Rivershore overlay" which is a land use designation. Also, the stage has been set with the City of Clarkston for any annexation needed to help implement the projects.

SECTION 5: DEMAND AND NEEDS ASSESSMENT

INTRODUCTION:

The purpose of the analysis in this section is to better understand the need for recreational facilities in the community--capturing both current and future needs--and to determine the Port of Clarkston's (POC's) potential role in developing new facilities and/or maintaining existing facilities.

There is no exact science for determining the level of need for parks and recreation services. Some service gaps were identified by Asotin County and are discussed below. POC's role in satisfying the demand and meeting the community's needs are limited because those activities must take place within the Port District mandates for Washington State, defined in Chapter 53 of the Revised Code of Washington.

As a result, the survey (sample copy in Appendix 4A) was designed to gather information on projects for which POC would have significant responsibility. Feedback was not limited however, to just those questions, because survey respondents were encouraged to make comments in open-ended questions, and they did so (copies of comments in Appendix 4B).

The survey was very similar to the survey of 2009. POC received 529 responses to the 2009 survey and 704 responses to the online and hard copy surveys issued Dec. 2020 – March 2021.

BACKGROUND:

Since this plan is an update from previous plans, it is helpful to know what some of the key projects were previously, those projects on which forward process was made, and the gaps which presumably still exist.

Projects completed since 2010:

- Expanded pedestrian lighting in Granite Lake Park (CIP #2 in 2010 POC P&R plan)
- Pathway from Restrooms in Granite Lake Park to river's edge, at a new transient boat dock (CIP #1a and 1b in POC P&R 2010 plan)
- Sidewalks on the north side of Port Way (CIP #3 in 2010 POC P&R plan)
- Incorporate park-like elements into the commercial off-the-water industrial development project (Turning Pointe Business Park), including graveled trail with some gaps (CIP #4 in POC P&R 2010 plan)

Please note: only these four projects were included in the 2010 Port of Clarkston Parks and Recreation Plan Capital Improvement Plan and each one of them has had some forward progress or been completed. Tables showing other gaps where amenities had previously been identified as being adequate are shown below under "Level of Service" in this plan section.

MOST RECENT SURVEY FEEDBACK:

The following describes conclusions and actual scoring of projects. Appendix 4B provides significant details regarding the results of the survey.

Summary of Conclusions:

- Respondents scored Questions 1 - 7 in descending order². The item with the least amount of support was not recreational but a larger planning issue (residential development near the riverfront).
- Projects listed on the survey broke out into two categories:
 - Those near the waterfront (which included park, path lighting, greater/better access) scored consistently high (and higher than in 2009, where there was an equivalent survey question).
 - The project off-the-waterfront—a park and trail/pathway at Turning Pointe Business Park--while still approved by respondents less well than the on-the-water projects. The overall score, though, was a little higher than in 2009, and it appeared that support was stronger for the respondents living closer to the Business Park. Anecdotal evidence exists for increasing use of the partly completed trail. That is not surprising, as the major gap identified in 2010 of

² This feedback is helpful because POC had listed its highest priority projects first. Thus, public responses indicated support for each in the same order of priority assigned by POC.

needing outdoor recreational features in the Clarkston Heights, had not been addressed in intervening years. (Please note: Turning Pointe was completed in 2014, just over 4 years after the last version of POC's Parks & Recreation Plan; thus incorporating a feature was the primary point of discussion in the 2010 P&R plan.)

- 91.74% of the respondents reside in Asotin County (a decrease from 2009 survey results).
- Nearly 72% of the respondents engage in active (recreational) activities while near the Clarkston riverfront.
- Of those engaging in active activities, walking is most popular, followed by bicycling.
- Extending sidewalks and bike paths had less support in 2021 than in 2009; however, POC had made investments in new sidewalks along Port Way in the interim. Also, the City of Clarkston has been improving its sidewalks.
- It is clear from the surveys that the work is not done. Even where forward progress was made, some need still exists. (Please see responses to open-ended questions.)

SPECIFIC FEEDBACK RELATING TO WEST CLARKSTON WATERFRONT:

POC has provided moorage to the cruise boat industry since 1984. It currently operates an existing cruise boat facility in the northeast waterfront area at the confluence of the Snake and Clearwater Rivers (marked in red in Figure 1 below).

The Snake River takes roughly a 90° turn at that location and sediment drops out on the inside of the curve as shown in the aerial photo from the early 1980s. A need is to relocate cruise boat moorage--since vessels require a draft of no fewer than 9 feet, and some need as much as 12.5'—to an area further to the west where deposition is less significant. This is demonstrated by color variations in *Figure 2* (depth surveys in 2021). Where red, orange and yellow coloration occurs, sediment build-up is worst. Blue indicates rivers depths at the greatest levels.

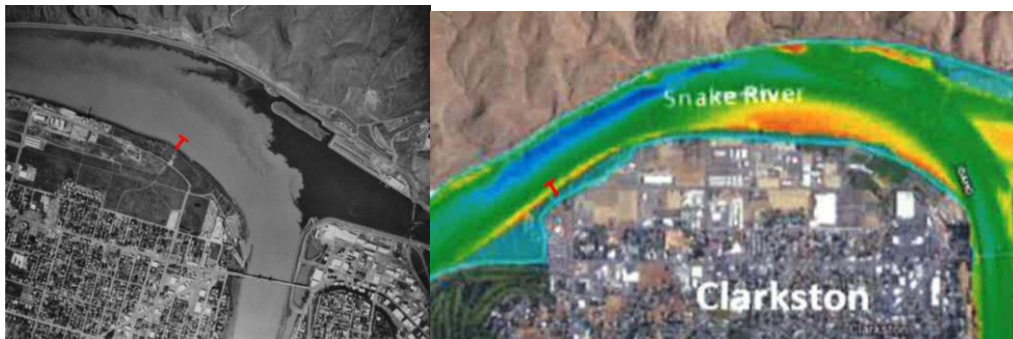


Figure 1. Confluence of Snake & Clearwater Rivers *Figure 2. Proposed Relocation of Cruise Terminal*

POC has provided 100% of cruise boat industry moorage for over a decade; since 1984, stops at other docks were minimal as the one alternative did not have utility services or easy access for other support/deliveries. POC was one of the leads for: a) an Economic Impact Study and b) a Needs Assessment for the Cruise Boat Industry, completed in 2020 and 2021. Impact of this tourism initiative hosted by POC was recognized as contributing \$4 million to the local economy in 2019.

The Needs Assessment referenced above was completed in 2021. It was determined that by 2022, the projected growth in the cruise boat industry in this valley would increase by 76% (see page 2 of Needs Assessment Executive Summary in Appendix 5A). There was a stutter-step in projected growth due to the pandemic, and POC estimates that the pandemic will reduce, somewhat, the number of calls in 2022. Even so, a record number of visits is expected in 2022, since 2021 passenger counts were not far from 2019 counts, even with restricted capacity on cruise vessels due to the pandemic. Facilities for moorage at the

confluence of the Snake and Clearwater will not meet future capacity needs, once the pandemic impacts wane.

POC has a comprehensive plan for relocating moorage for all cruise boats to a new location along the western waterfront that is captured in Concept #3 (see Appendix 5B). Concept #3 was developed to identify the layout of the relocated cruise boat facilities, while solving for an aging marina. It also furthers City of Clarkston/Asotin County waterfront development goals. It will also increase public and commercial access to the waterfront. (Please note: access to the water was the highest ranking initiative listed in the 2021 survey and scored on average 4.55 points out of 5 possible.)

POC has sought comments on the cruise dock relocation and its potential relocation with recreational moorage through a series of public meetings, public hearings, and presentations publicly, at the County Planning & Zoning Commission, to the County Board of Commissioners and to the City of Clarkston Planning and Zoning Commission. As discussed in Section 4: Public Involvement, the Clarkston Planning and Zoning Commission is considering the “rivershore overlay” for land use as shown in Appendix 5C.

In January 2022, the Port submitted a request for funding from the U.S. Dept. of Commerce, Economic Development for design/engineering and permitting for a relocated cruise ship dock and private moorage on the western Clarkston waterfront, near the Red Wolf Bridge. This project anticipates a Nez Perce cultural center near the new gangway, effectively utilizing existing buildings on the riverfront. The project will significantly reduce the need for sediment removal along the shoreline in Clarkston.

LEVEL OF SERVICE

Level of service (LOS) is a term that describes the amount and quality of park and recreation facilities that are needed to serve the community at a desired and measurable standard. Determining LOS is a way to quantify local needs and desires for parks and recreation facilities while also providing a benchmark for monitoring progress and comparing with other communities. A community can decide to lower, raise, or maintain existing LOS for each type of capital facility.

Formerly, the accepted National Recreation and Park Association (NRPA) practice was to adopt a uniform national standard expressed in total parkland acreage per 1,000 of the population. Over the years, agencies in urban settings have struggled with this approach, in large part due to the high density of US cities and corresponding amount of acreage needed over time to achieve the recommended standard in areas where cost of land is high.

Cities and other jurisdictions may choose to evaluate their offerings by comparing their facilities to other cities of similar size. Special purpose districts, such as ports, are in a different category, as port districts are created for the purpose of economic development and do not provide the same level of recreational services³ and amenities to their constituents. The development of parks and other recreational amenities can complement port goals by helping build a sense of community and improve quality of life for the workforce. The opportunities available to ports are unique to the characteristics of each special purpose district, and thus, comparing like Ports will not yield a similar benefit.

In the creation of this plan, local needs and desires were gleaned from various sources discussed elsewhere in this plan, in order to complete a Level of Service rating.

As a starting point, deficiencies in past Parks and Recreation Plans for Asotin County and for POC were summarized. The tables on the next page capture key projects, changes in underserved areas since they were last identified, and the extent to which POC can potentially impact needs. The items on which POC

³ Ports in Washington generally focus on building infrastructure. Recreational programming would be unusual.

can have impact are in red. The level of service score assigned to those with potential Port impacts were based on quantity, quality and distribution, as defined below.

The “quantity” evaluation factored in number of facilities and whether or not they support active recreation. Facility use and capacity were not data available to us, although in the case of the recreational moorage at Hells Canyon Marina, very few boats are regularly observed as mooring there, due to deferred maintenance on the docks as well as lack of dredging. Under the category, “quality” POC’s own assessment and public satisfaction received through the parks and recreation survey helped inform the level of service. Under “distribution,” examination of the population living a distance from amenities was a factor, along with existence or lack thereof of formal access routes near recreational amenities.

Facility Deficiencies from Asotin County's 2007 Parks & Rec Plan & Progress Made

| Facility/amenity | Status at Time of Plan | Change since 2010 plan | Active Recreation | Still needed | POC engagement needed | Port priority - current plan | Level of Service |
|----------------------------|-------------------------------|--|-------------------|--------------|-----------------------|------------------------------|------------------|
| Soccer fields | Insufficient Quantity | No change | Yes | Yes | No | No | C- |
| Neighborhood park & trails | Inadequate distribution | Design & partial completion of business park trail | Yes | Yes | Yes | Yes, Turning Pointe trail | D |
| Skateboard park | Poor Quality | Decommissioned | Yes | Yes | No | No | F |
| Playground | Poor Quality | No change | Yes | Yes | Perhaps | Not at this time | n/a |
| Improve aquatic center | Deferred capital improvements | Improvements made | Yes and No | No | No | No | A |

Facility Deficiencies from 2010 Port of Clarkston's Parks & Rec Plan & Progress Made

| Facility/amenity | Status at Time of Plan | Change since 2010 plan | Active Outdoor Recreation | Still needed | POC engagement needed | POC priority - current plan | Level of Service |
|--------------------------------|---|---|---------------------------|--------------|-----------------------|-----------------------------|------------------|
| Neighborhood park & trails | Insufficient quantity; poor distribution | Sidewalk improvements but poor distribution | Yes | Yes | Yes | Yes, Turning Pointe trail | D |
| Boat launch | Quantity inadequate; poor quality | Dangerously poor condition | Yes | Yes | Yes | Yes | F |
| Long & short term boat moorage | Inadequate short-term; Poor quality long-term | Dangerously poor condition | Yes | Yes | Yes | Yes | F |
| Softball fields | Found adequate in 2010 | More focus on girls sports | Yes | Yes | No | No | D+ |
| Soccer fields | Insufficient Quantity | No change | Yes | Yes | No | No | C- |

Understanding gaps within the broader community helps POC prioritize opportunities. For instance, recreational opportunities in the Clarkston Heights are limited. Understanding the gaps also helps identify partnerships that need to be built to address needs, such as barriers to waterfront access. Partnership with the City of Clarkston, for instance, may result in collaborative access to transportation resources to address ADA and other challenges relating to access. Therefore, the exercise of examining level of service needs to occur in conjunction with the analysis by the two incorporated cities and the county.

SUMMARY OF ANALYSIS:

As a result of this analysis, the Port of Clarkston (POC) has prioritized the following recreational projects. Each assures POC is uniquely suited in leading attainable results. Key areas where POC can make an impact is to:

- a. Design, engineer, and permit docks, recreational moorage, swimming beach, and other improvements as shown in Concept #3, Appendix 5B.
- b. Continue to operate and maintain Granite Lake Park on the waterfront, which it constructed in 1998 as an extension of the Clearwater Snake National Recreation Trail,
- c. Identify and develop additional water-related recreational opportunities by harnessing assets POC owns or controls,
- d. Identify and expand recreational opportunities at the west Clarkston marina, along with creating safer recreational moorage,
- e. Identify, collaborate on, and solve for barriers for access to the waterfront, including enhancing community walkability, and,
- f. Create within the business park more park-like recreational features such as enhancing the existing gravel trail and constructing bridges to connect trail components at the port-owned Turning Pointe Business Park. This includes plantings and irrigation, as well as bridging gaps in and asphaltting the trail.

SECTION 6: Implementation and Capital Improvement Program

Agency/Dept.: Port of Clarkston
 Address: 849 Port Way
 City, Zip Code: Clarkston, WA 99403
 Phone: 509-758-5272

Date of Adoption: Feb. 24, 2022
 Resolution Number: 2022-06
 Completed by: Wanda Keefer
 Title: Executive Director

| Project Name | Fund Source | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|--|--|---------|---------|--------|-----------|-----------|--------|
| West Clarkston Design/Engineering & Permitting | EDA (appl submitted); POC General Fund | 210,000 | 265,000 | 58,000 | 55,000 | | |
| Cruise Dock construction | ALEA, BIG, Industrial Development District; Port General Fund | | | 50,000 | 3,000,000 | 6,000,000 | |
| Recreational boat moorage planning & permitting | Boating Facilities Program, Port General Fund | | 45,000 | 92,000 | | | |
| Recreational boat moorage construction | Boating Facilities Program, Port General Fund, ALEA, BIG, LWCF | | | 45,000 | 1,000,000 | 40,000 | 55,000 |
| Construct waterfront amenities to enhance swimming, kayaking, paddleboarding | ALEA, LWCF, Industrial Development District | | | | 50,000 | | |
| Additional lighting and pathway improvements, Granite Lake Park | WWRP; Port General Fund | | | 48,000 | 59,000 | 94,000 | |
| Construct a recreational trail at Port's business park & plant trees | WWRP, Port General Fund | | 45,000 | 95,000 | 10,000 | | |

SECTION 7: PLAN ADOPTION

On February 24, 2022, Commissioners for the Port of Clarkston met to do a final review and to approve POC of Clarkston's 2022 through 2027 Parks and Recreation Plan. The Resolution adopting this plan is located in Appendix 7.

List of Appendices

Appendix 3A: Inventory

Appendix 4A: Sample Survey

Appendix 4B: Survey Results, including comparison with 2009 results

Appendix 4C: Public Notices

Appendix 4D: Community Demographics

Appendix 5A: Concept #3 relating to West Clarkston Waterfront improvements

Appendix 5B: Potential Rivershore Overlay

Appendix 6A: Capital Improvement Matrix

Appendix 6B: Capital Funding Opportunities

Appendix 7: Resolution Approving Parks & Recreation Plan

Appendix 3A --Inventory of Existing County-wide Facilities

Public Facilities: Parks/Trails

| Facility | Type Recreation | Owner/Operator | Acreage | Condition |
|--|--|-------------------------------------|-----------|-------------------|
| Asotin City Park | park, gazebo, horseshoe pit, overnight RV camping, nearby restrooms, cook shack | City of Asotin | 7 acres | Good |
| Beachview | Open space, 3 covered picnic areas, tables, grills, water fountains, children's playground, skate park, volleyball court, 1/2 basketball court, lights | Clarkston | 6.2 acres | Good |
| Chestnut Beach | Restrooms, lights, swim beach, picnic area, view benches | Army Corps of Engineers | 2 acres | Good |
| Swallows Nest | Open areas, rest rooms, bike/hike path, volleyball court, gazebo, picnic tables/grills, lagoon, boat ramp, phones | Army Corps of Engineers | 84 acres | Good |
| Vernon | Open space, picnic tables, restrooms, play equipment | Clarkston | 2.2 acres | Good |
| Foster | Open space, playground equipment, restrooms | Clarkston | .76 acres | Good |
| Arnold | Open space, playground equipment, ballfield, 2 tennis courts | Clarkston | 2.8 acres | Fair |
| Gateway | Open space, picnic tables | Clarkston | .3 acres | Good |
| Granite Lake | Open space, restrooms, covered picnic tables, paths, recreational dock, interpretive garden | Port of Clarkston leases from Corps | 6.7 acres | Good |
| Asotin Creek | Open space, picnic shelters, gazebo, playground equipment, restrooms, horseshoe courts | City of Asotin leases from Corps | 1.9 acres | Good |
| Justice Memorial | Open space | Clarkston | .3 acres | Good |
| Clearwater Snake National Recreation Trail | Open space, bike/hike paths | Army Corps of Engineers | 26 miles | Good |
| Chief Looking Glass | Open space, picnic tables, basketball court, volleyball, 2 tennis courts, defunct marina & boat launch (sedimentation issues) | City of Asotin, leased from Corps | 5 acres | Poor |
| Headgate Park | Open Space | Asotin County | 5.6 acres | Good |
| Chief Timothy Park | Open space, RV parking, boat launch, beach, picnic shelters, restrooms | Private lease from Corps | 282 acres | Good |
| Turning Pointe Business Park | gravel trail | Port of Clarkston | 10 acres | under development |
| Field Springs State Park | Skiing, sledding, picnic areas | WA State Parks | 800 acres | Good |

Public Facilities: Miscellaneous

| Facility | Type Recreation | Owner/Maintainer | Acreage | Condition |
|---|--|--------------------------|------------|-----------|
| Asotin County Aquatic Center | Indoor/outdoor pools, weight room, meeting rooms | Asotin County | 7 acres | Very good |
| Asotin Community Center | | City of Asotin | | |
| Boat Launch | Open space, boat launch | Management | 7.5 acres | Fair |
| Greenbelt Ramp | Open space, picnic tables, boat launch | Army Corps of Engineers | 2.8 acres | Poor |
| Buffalo Eddy Interpretive Site | Petroglyphs, walking path | National Park Service | 4.4 acres | Good |
| Asotin County Library | Meeting room, computers, lending library, readings | Asotin County | .4 acres | Good |
| Asotin County Branch Library | Lending library | Asotin County | 1 acre | Good |
| Asotin County Little League Ball fields | 4 baseball fields, 1 T-ball field | Non-profit Little League | 12 acres | Very good |
| Asotin County Fairgrounds | Exhibit buildings, rodeo arena | Asotin County | 15.2 acres | Poor |

Quasi-Public Facilities (Privately-owned, public pays to use)

| Facility | Type Recreation | Owner/Maintainer | Acreage | Condition |
|---|--|---|--------------------------------|-----------|
| Clarkston Golf & Country Club | 18-hole golf course, swim pool, pro shop, putting green | Clarkston Golf & County Club | 56.2 acres | Good |
| Quail Ridge Golf Course | 18-hole golf course | Private ownership | 114 acres | Good |
| Dave's Golf | Driving range, putting course | Army Corps leased to Port which leases to private party | 4.2 acres | Good |
| Bridge Street Connection | Bowling lanes, mini-golf course, casino, café, arcade | Private ownership | 6.2 acres | Fair |
| Pautler Senior Center | Lunch programs, meeting rooms, tax help | Membership | .4 acres | Good |
| Asotin County Gerontology Center | Varied programs | Membership | .2 acres | Good |
| Grange Hall | Rental: auditorium, kitchen, computer room, meeting room, restrooms. | Clarkston Heights Grange | 1.2 acres | Fair |
| Valley Boys & Girls Club (18 yrs & under) | Gym, game room, computer lab, playground | Boys & Girls Clubs | 5 acres | Good |
| Granite Lake RV Park | RV rental parking | Corps leases to Port which leases to private party | 8.1 acres | Good |
| Bridge Street RV Park | RV rental parking | Private ownership | unknown | Good |
| Hells Canyon RV Park | RV rental parking, swimming pool, laundry amenities | Private ownership | 5 acres | Good |
| Hells Canyon Marina | Boat launch, long & short term boat moorage, fuel, pump station clean-out, tenant building | Corps leases to Port which leases to private party | 15.3 acres (in & out of water) | Poor |



Port of Clarkston Recreation & Parks Planning Survey

Please return this completed form a) with your utility payment, or b) send or bring it to the Port of Clarkston, 849 Port Way, Clarkston, WA 99403, or complete it online at: www.portofclarkston.com

The Port of Clarkston manages recreational amenities as part of its economic development activities. You can help your port evaluate projects and priorities by providing input below (see map on reverse).

Please rank the following by circling a number from 1 to 5, with **5** the **highest degree of interest or agreement** and **1** being the **lowest degree of interest or agreement**:

- | | AGREE | DISAGREE | | | |
|---|-------|----------|---|---|---|
| | 5 | 4 | 3 | 2 | 1 |
| 1. The Port of Clarkston should plan, provide, and maintain public access to the Snake River by land and water, through parking, pedestrian/bicycle trails, marina/moorage facilities, and developing people-friendly green spaces. | 5 | 4 | 3 | 2 | 1 |
| 2. In its long-range master planning, the Port of Clarkston should give public access and enjoyment as much consideration as economic/industrial development. | 5 | 4 | 3 | 2 | 1 |

The Port of Clarkston Commissioners should:

- | | | | | | |
|--|---|---|---|---|---|
| 3. Make continued improvements to the public park adjacent to the port office (Granite Lake Park) including but not limited to playground equipment, interpretive panels, path upgrades, landscaping and increased lighting throughout the park. | 5 | 4 | 3 | 2 | 1 |
| 4. Create within roadways plantings/boulevards. | 5 | 4 | 3 | 2 | 1 |
| 5. Extend sidewalks and bike paths in North Clarkston by designating, painting, and signing an appropriate lane along or on the port roadways. | 5 | 4 | 3 | 2 | 1 |
| 6. Design and construct a recreational trail within the port's new sustainable business park off Evans Road. | 5 | 4 | 3 | 2 | 1 |
| 7. Encourage condo/apartment living near the riverfront in Clarkston. | 5 | 4 | 3 | 2 | 1 |

Please tell us about yourself:

8. I enjoy visiting the historic Port area in north Clarkston to do the following (check all that apply):

| | | |
|---------------|-----------------------------|--------------------|
| Walk _____ | Patronize Restaurants _____ | Other (list) _____ |
| Bicycle _____ | Go Antiquing _____ | _____ |
| Fish _____ | Visit Winery/Brewery _____ | _____ |
| Boat _____ | Shop Costco/Walmart _____ | _____ |

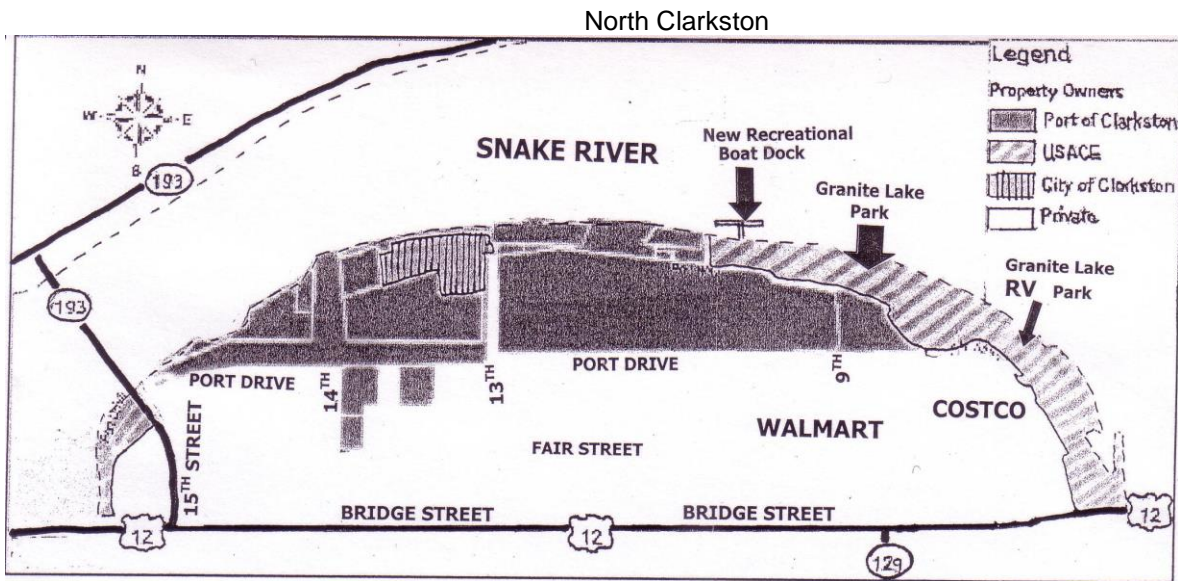
9. I live in: (pick one)

_____ Asotin County _____ Nez Perce County _____ Other

(please continue survey on other side)

10. Are you familiar with the Riverfront Master Plan for land north of Bridge Street in Clarkston? _____ Yes _____ No

(copy at <https://portofclarkston.com/your-port/budgetsfinancials-comprehensive-plan/>)



COMMENTS:

Your opportunity to provide input on the marina at 1550 Port Drive

Please list your ideas and/or concerns relating to the Marina near Red Wolf Bridge. Please share your comments regarding the Port of Clarkston's role in restoring/operating that amenity:

If you would like to follow up with us on your comments, please provide your name, phone number, and/or email. Your thoughts and ideas are important to us—thank you for sharing them.

To learn more about your port, please go to: www.portofclarkston.com or call us at 509-758-5272.

APPENDIX 4B1 – TALLY OF RESPONSES COMPARED TO 2009 RESPONSES



Port of Clarkston Recreation & Parks Planning Survey

Please return this completed form a) with your utility payment, or b) send or bring it to the Port of Clarkston, 849 Port Way, Clarkston, WA 99403, or complete it online at: www.portofclarkston.com

The Port of Clarkston manages recreational amenities as part of its economic development activities. You can help your port evaluate projects and priorities by providing input below (see map on reverse).

Please rank the following by circling a number from 1 to 5, with 5 the highest degree of interest or agreement and 1 being the lowest degree of interest or agreement:

| | AGREE | | DISAGREE | | | |
|---|-------|---|----------|---|---|-----------------------------|
| 1. The Port of Clarkston should plan, provide, and maintain public access to the Snake River by land and water, through parking, pedestrian/bicycle trails, marina/moorage facilities, and developing people-friendly green spaces. | 5 | 4 | 3 | 2 | 1 | 2022 Results 4.55 |
| | | | | | | 2009 = 4.35 |
| 2. In its long-range master planning, the Port of Clarkston should give public access and enjoyment as much consideration as economic/industrial development. | 5 | 4 | 3 | 2 | 1 | 4.27 |
| | | | | | | 2009 = 4.05 |

The Port of Clarkston Commissioners should:

| | | | | | | |
|--|---|---|---|---|---|-------------------|
| 3. Make continued improvements to the public park adjacent to the port office (Granite Lake Park) including but not limited to playground equipment, interpretive panels, path upgrades, landscaping and increased lighting throughout the park. | 5 | 4 | 3 | 2 | 1 | 4.05 |
| | | | | | | 2009 = 3.75 |
| 4. Create within roadways plantings/boulevards. | 5 | 4 | 3 | 2 | 1 | 3.72 |
| | | | | | | no equiv. in 2009 |
| 5. Extend sidewalks and bike paths in North Clarkston by designating, painting, and signing an appropriate lane along or on the port roadways. | 5 | 4 | 3 | 2 | 1 | 3.54 |
| | | | | | | 2009 = 3.75 |
| 6. Design and construct a recreational trail within the port's new sustainable business park off Evans Road. | 5 | 4 | 3 | 2 | 1 | 3.44 |
| | | | | | | 2009 = 3.23 |
| 7. Encourage condo/apartment living near the riverfront in Clarkston. | 5 | 4 | 3 | 2 | 1 | 2.85 |
| | | | | | | 2009 = 2.78 |

Please tell us about yourself:

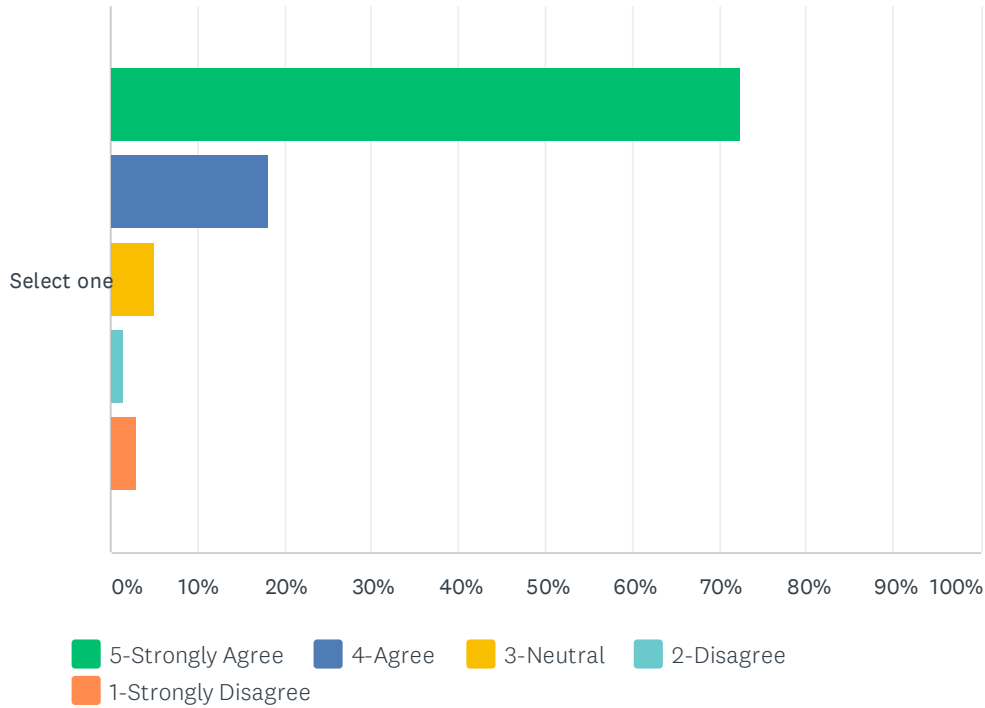
8. I enjoy visiting the historic Port area in north Clarkston to do the following (check all that apply):
- | | | |
|----------------------|-------------------------------------|---|
| Walk <u>71.82%</u> | Patronize Restaurants <u>79.85%</u> | Other (list) <u>golf (driving range & shopping)</u> |
| Bicycle <u>36.5%</u> | Go Antiquing <u>35.77%</u> | <u>garden center shopping</u> |
| Fish <u>29.93%</u> | Visit Winery/Brewery <u>41.46%</u> | <u>picnic/ yoga/ bird watching at G.L. Park</u> |
| Boat <u>36.64%</u> | Shop Costco/Walmart <u>90.51%</u> | <u>photography</u> |
9. I live in: (pick one)
91.74% Asotin County 5.27% Nez Perce County 2.99% Other

(please continue survey on other side)

Only 17% aware of 2010 River Front Master Plan

Q1 Please rank the following by checking the scale from the highest degree of interest or agreement all the way to the lowest degree of interest or agreement: The Port of Clarkston should plan, provide and maintain public access to the Snake River by land and water, through parking, pedestrian/bicycle trails, marina/moorage facilities and developing people-friendly parks/green spaces.

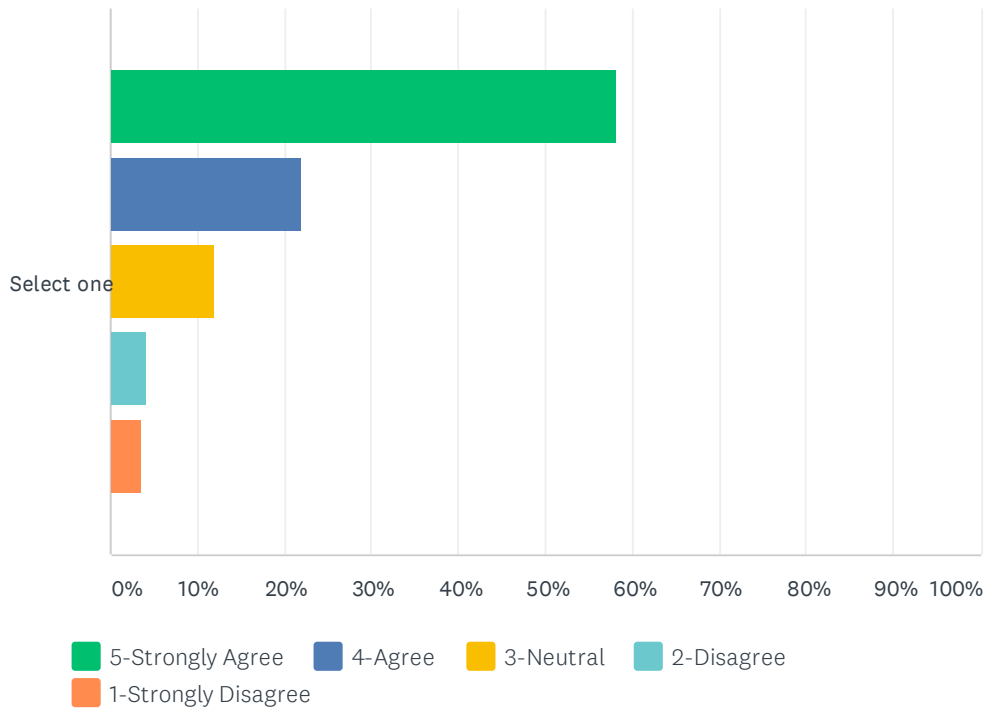
Answered: 704 Skipped: 5



| | 5-STRONGLY AGREE | 4-AGREE | 3-NEUTRAL | 2-DISAGREE | 1-STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|------------------|---------------|-------------|-------------|---------------------|-------|------------------|
| Select one | 72.30% 509 | 18.18% 128 | 5.11% 36 | 1.56% 11 | 2.84% 20 | 704 | 4.56 |

Q2 The Port should balance public access and enjoyment with economic/industrial development in its long-range planning.

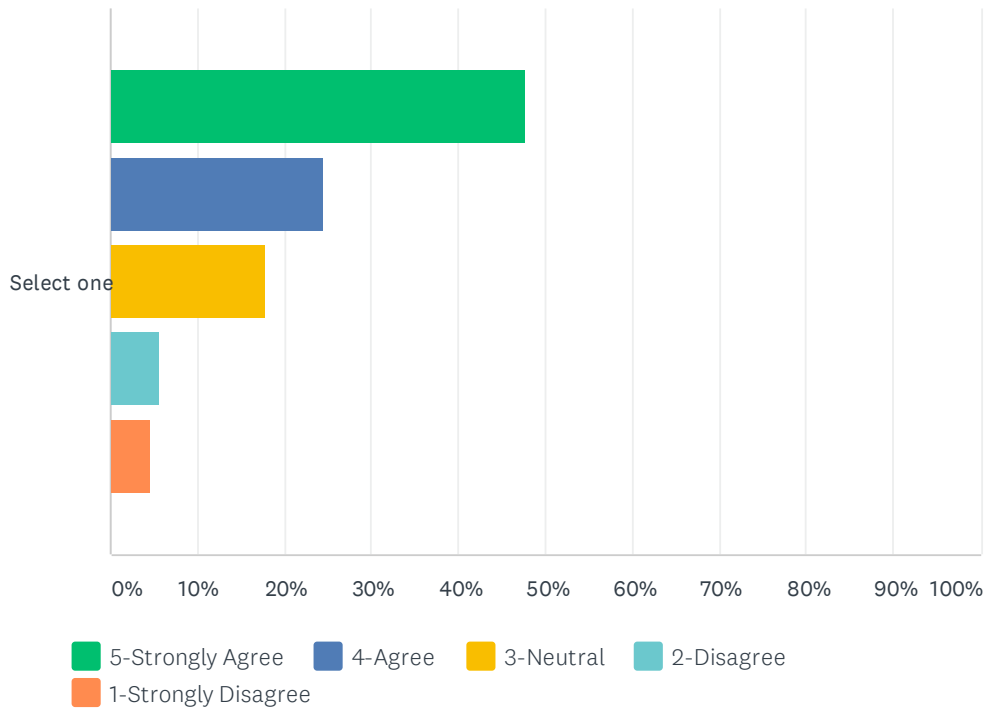
Answered: 703 Skipped: 6



| | 5-STRONGLY AGREE | 4-AGREE | 3-NEUTRAL | 2-DISAGREE | 1-STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|------------------|---------------|--------------|-------------|---------------------|-------|------------------|
| Select one | 58.18% 409 | 22.05% 155 | 11.95% 84 | 4.27% 30 | 3.56% 25 | 703 | 4.27 |

Q3 The Port of Clarkston Commissioners should pursue the following: Continue to improve Granite Lake public park adjacent to the port office (NOT Granite Lake RV Park) including but not limited to interpretive panels, path upgrades, landscaping and lighting throughout the park.

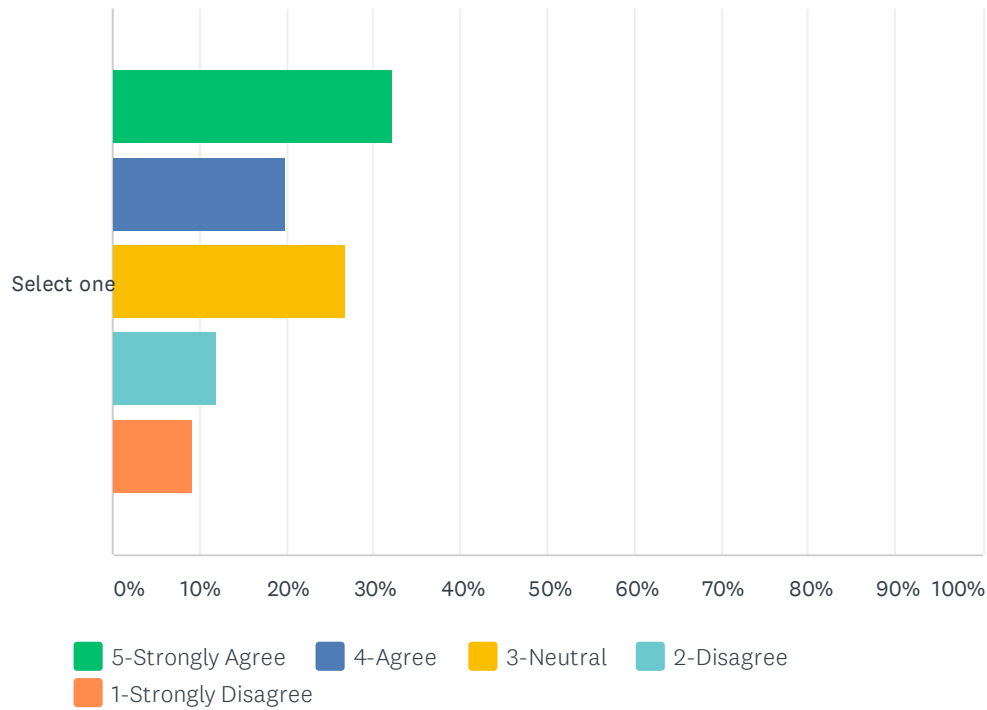
Answered: 699 Skipped: 10



| | 5-STRONGLY AGREE | 4-AGREE | 3-NEUTRAL | 2-DISAGREE | 1-STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|------------------|---------------|---------------|-------------|---------------------|-------|------------------|
| Select one | 47.64% 333 | 24.46% 171 | 17.74% 124 | 5.58% 39 | 4.58% 32 | 699 | 4.05 |

Q4 Extend sidewalks and bike paths in North Clarkston by designating, painting, and signing an appropriate lane along or on the port roadways.

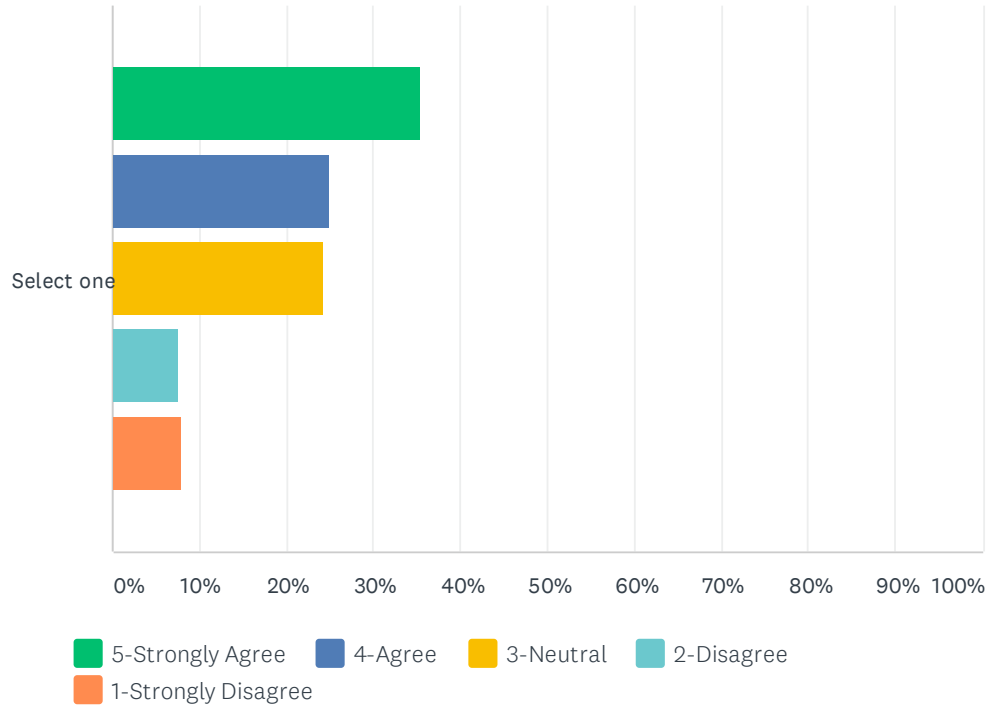
Answered: 691 Skipped: 18



| | 5-STRONGLY AGREE | 4-AGREE | 3-NEUTRAL | 2-DISAGREE | 1-STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|------------------|---------------|---------------|--------------|---------------------|-------|------------------|
| Select one | 32.27% 223 | 19.97% 138 | 26.77% 185 | 11.87% 82 | 9.12% 63 | 691 | 3.54 |

Q5 Create within roadways plantings/boulevards.

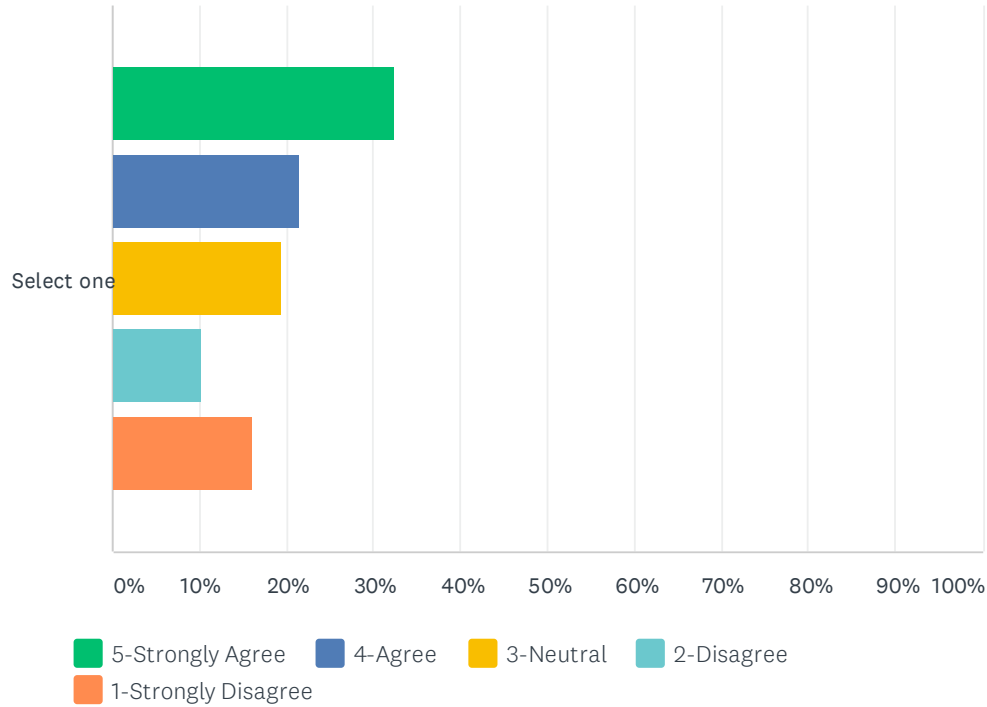
Answered: 694 Skipped: 15



| | 5-STRONGLY AGREE | 4-AGREE | 3-NEUTRAL | 2-DISAGREE | 1-STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|------------------|---------------|---------------|-------------|---------------------|-------|------------------|
| Select one | 35.45% 246 | 24.93% 173 | 24.21% 168 | 7.49% 52 | 7.93% 55 | 694 | 3.72 |

Q6 Design and construct a recreational trail within the port's new sustainable business park off Evans Road.

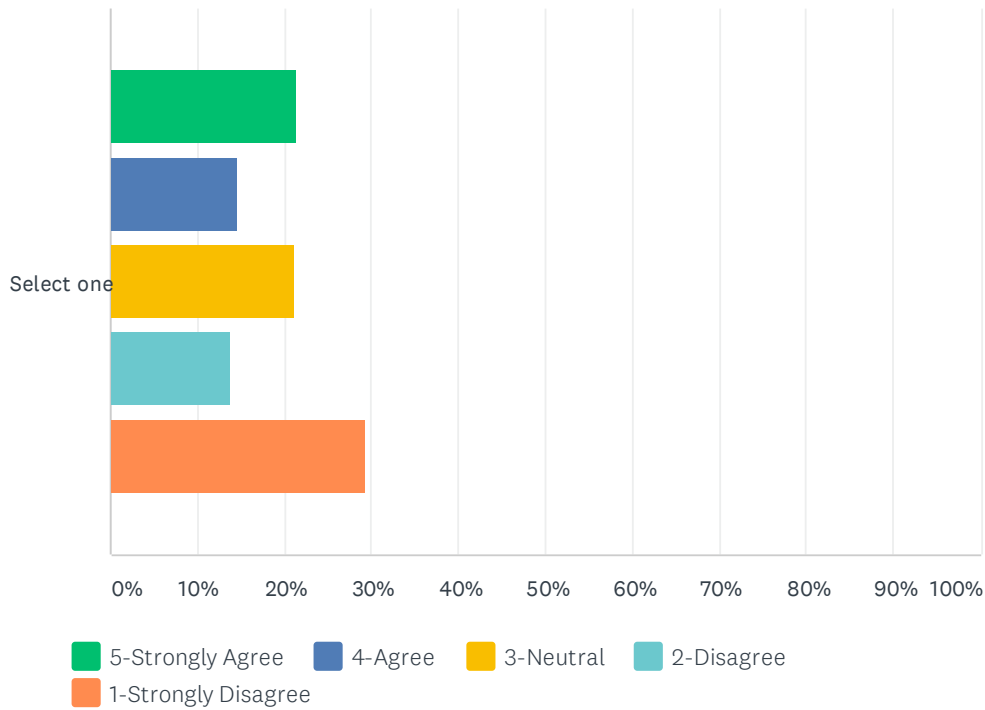
Answered: 687 Skipped: 22



| | 5-STRONGLY AGREE | 4-AGREE | 3-NEUTRAL | 2-DISAGREE | 1-STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|------------------|---------------|---------------|--------------|---------------------|-------|------------------|
| Select one | 32.46% 223 | 21.54% 148 | 19.51% 134 | 10.33% 71 | 16.16% 111 | 687 | 3.44 |

Q7 As part of revitalizing portions of Clarkston riverfront, encourage residential development near the riverfront.

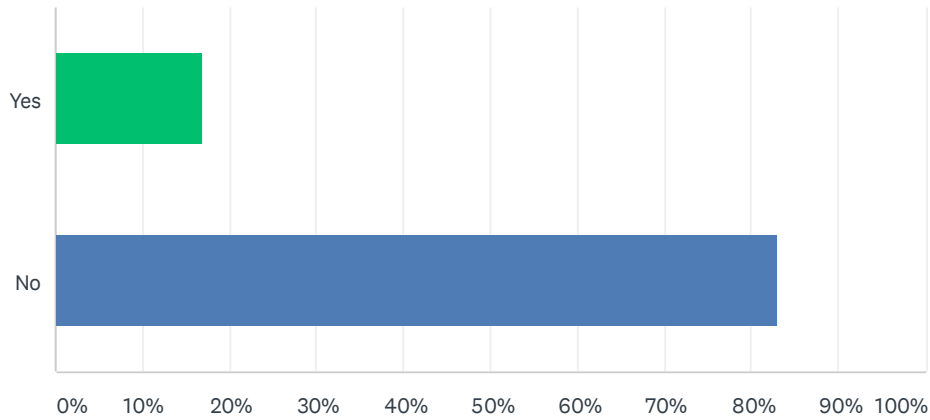
Answered: 687 Skipped: 22



| | 5-STRONGLY AGREE | 4-AGREE | 3-NEUTRAL | 2-DISAGREE | 1-STRONGLY DISAGREE | TOTAL | WEIGHTED AVERAGE |
|------------|------------------|---------------|---------------|--------------|---------------------|-------|------------------|
| Select one | 21.25% 146 | 14.56% 100 | 21.11% 145 | 13.83% 95 | 29.26% 201 | 687 | 2.85 |

Q8 Are you familiar with the Riverfront Master Plan for land north of Bridge Street in Clarkston? (copy at <https://portofclarkston.com/your-port/budgetsfinancials-comprehensive-plan/>)

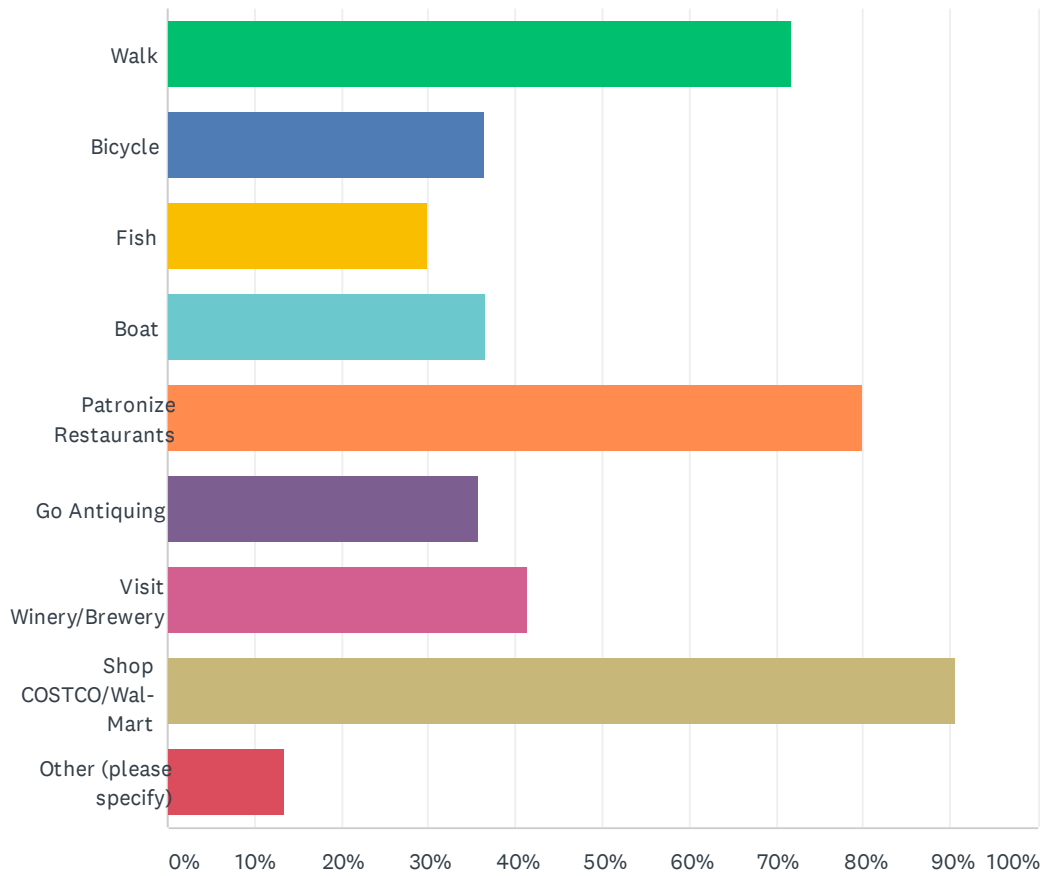
Answered: 571 Skipped: 138



| ANSWER CHOICES | RESPONSES |
|------------------------|------------|
| Yes | 16.99% 97 |
| No | 83.01% 474 |
| Total Respondents: 571 | |

Q9 PLEASE TELL US ABOUT YOURSELF:I enjoy visiting the historic Port area of Clarkston to do the following: (check all that apply)

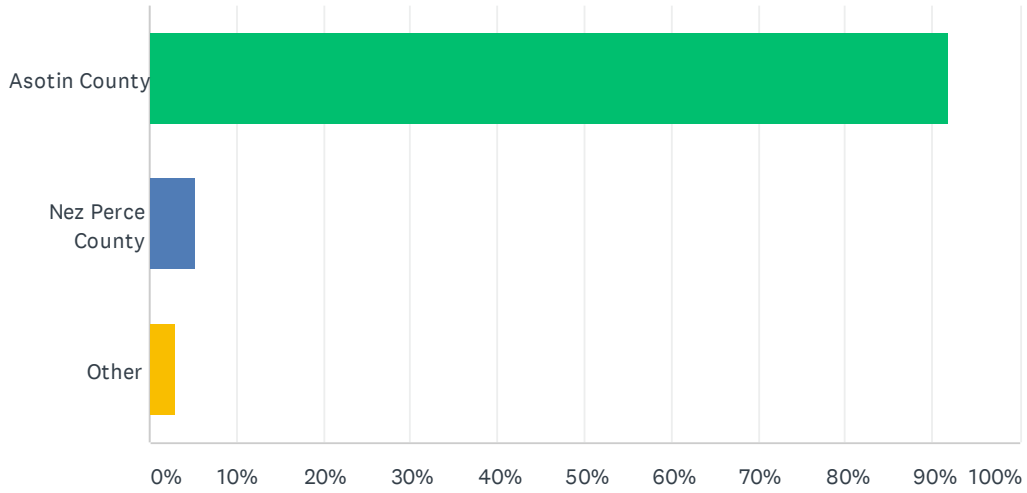
Answered: 685 Skipped: 24



| ANSWER CHOICES | RESPONSES |
|------------------------|------------|
| Walk | 71.82% 492 |
| Bicycle | 36.50% 250 |
| Fish | 29.93% 205 |
| Boat | 36.64% 251 |
| Patronize Restaurants | 79.85% 547 |
| Go Antiquing | 35.77% 245 |
| Visit Winery/Brewery | 41.46% 284 |
| Shop COSTCO/Wal-Mart | 90.51% 620 |
| Other (please specify) | 13.43% 92 |
| Total Respondents: 685 | |

Q10 I Live In (Pick One)

Answered: 702 Skipped: 7



| ANSWER CHOICES | RESPONSES | |
|------------------|-----------|------------|
| Asotin County | 91.74% | 644 |
| Nez Perce County | 5.27% | 37 |
| Other | 2.99% | 21 |
| TOTAL | | 702 |

Q11 WE WOULD APPRECIATE INPUT ON THE MARINA AT 1550 PORT DRIVE. Please list your ideas and/or concerns relating to the Marina near the Red Wolf Bridget. We are interested in your thoughts regarding the Port of Clarkston's role in restoring/operating that amenity. If you would like to follow-up with us on your comments, please provide your name, phone number, and/or email. Your thoughts and ideas are important to us -- thank you for sharing them.

Answered: 101 Skipped: 608

Q12 COMMENT Take this Opportunity to Shape the Port of Clarkston's Future. Please list your ideas, concerns, or interests for the Port of Clarkston's future:

Answered: 252 Skipped: 457

Port of Clarkston Parks and Recreation Planning Survey 2021

COMMENTS: Take this Opportunity to Shape the Port of Clarkston's Future. Please list your ideas, concerns, or interests for the Port of Clarkston's future:

Answered: 248

Skipped: 448

Total survey respondents 696

| Respo ndent s | Response Date | Responses |
|---------------------|-------------------------|---|
| 1 | Feb 04 2021 02:29 PM | #3 increase lighting. #4 yes, especially Port Way. #6 yes I would live near there and would use it. Please develop a day use area for families to picnic and access to waterfront. |
| 2 | Feb 01 2021 01:57 PM | An interactive - ideas so people can play, gazeebos BBQ pits, I think public access should be accessible to all of us not just people & RV's. Walking along the river bank is awesome and around everywhere. Wish it could look like it did in the 80's, Lots of history. Maybe some activities like horse shoes, badmitten, volleyball. Have some exhibit for the public to see how our river and land was before the dams. |
| 3 | Jan 28 2021 02:16 PM | Oppose the jail. |
| 4 | Jan 27 2021 11:39 AM | #1-2 why not both? Poor Questions. #3 got enough now - underutilized. #4 enough enough! #5Crap good now-it's deserted down there. #6pretty far from the Port. #7 you can encourage it but don't go overboard. The riverfont is a showcase! It's wonderful. Yes, encourage the arrival of cruise ships and tourist access but you have a lot going on now. Maintain but I already pay a huge, and I mean huge financial outlays to the city and county. |
| 5 | Jan 27 2021 11:21 AM | A community center with a focus on kids, indoor and outdoor area, a diversified fitness path with a variety of exercise areas, an obstacle course with a yearly competition, a true private marina area with filling station, a master gardener run green house that focuses on a community vegetable food bank. |
| 6 | Jan 27 2021 11:17 AM | no private use - apartments or condo, etc. |
| 7 | Jan 27 2021 11:14 AM | The marina has so much potential. The docks need a major overhauling, and the waterway needs dredged. It would be great to see a restaurant back in that space. |
| 8 | Jan 27 2021 10:24 AM | CLARKSTON AND ASOTIN CO. NEED THAT MARINA, IT NEEDS TO BE KEPT UP, DREDGED AND IMPROVED. THE BUILDING THERE SHOULD BE UPDATED IF NEEDED AN WOULD LOVE TO SEE A NEW RESTAURANT PUT IN THERE. |
| 9 | Jan 27 2021 10:20 AM | no jail house in the port area |
| 10 | Jan 27 2021 10:14 AM | There should be a marina there for public use. Boat launching and moorage. It would be a good place for a restaurant there again too. |
| 11 | Jan 27 2021 09:30 AM | BECAUSE THE ECONOMY IS GOING TO CRASH FINANCIALLY IN THE NEXT 4 YEARS, YOU SHOULD CONSIDER TRYING TO NOT RAISE THE PORT DISTRICT TAXES AT THIS TIME. THIS PANDEMIC IS NOT OVER AND PROBABLY NEVER WILL STOP. |
| 12 | 09:26 AM | necessary |
| 13 | Jan 27 2021 09:24 AM | Clarkston is blessed with a beautiful coastline on 2 sides. The green area should be maintained in park fashion through it's entire course. The Red Wolf Marina/boat ramp should be dredged, a sea wall installed for rough water, way better ramps and docks, it's across the hiway from great golf. This could be a destination for tri cities boaters. The area is precious and should be maintained and treated that way. Waste water dump is needs to be extended farther into the channel. A responsible full time business should be a the marina providing services and 24 hour security. IF YOU FIX IT THEY WILL COME! |
| 14 | Jan 27 2021 09:01 AM | #1 keep our taxes down. #6 No more taxes. #7 NEVER.I DO NOT WANT MY PROPERTY TAXES GOING UP FOR ANY KIND OF RECREATION. |
| 15 | Jan 26 2021 11:46 AM | #6 This should not have been made - period! So far is not sustainable! Spending taxpayer money on this project when the rest of the port property hadn't been leased out was ridiculous, bad place for it, port should b e self sustaining after this many years! Someone needs to do something with it make it usable and affordable to moor boats, lower lease rents for property so land doesn't just sit there, it needs to make money so the port can be self sustaining. We as taxpayers shouldn't have to be footing the bill for the port anymore. Why aren't more businesses in the port area? Must mean the lease rents are too high, lower them and get money to come from the property not the taxpayers. Almost would have been more useful at this point in time to leave it as an airport. |
| 16 | 10:50 AM | I would like to see something offered to the youth in this town |
| 17 | Jan 25 2021 10:21 AM | We have one of the best waterfronts available, but it is not used except for industrial use. bringing in recreation and business capitalizing on tourism and recreation should be a priority. Please stopo industrial warehouses, start promoting the ability to use the waterfront - eg, cruise ship departs to the parking lot of a hotel, those tourists are given no opportunity to support our community. promote tourism and utilizing our incredible outdoor resource, the snake river |
| 18 | Jan 25 2021 09:54 AM | Much of the waterfront area is vacant at this time. Some kind of private development should be encouraged. I know the Corps of Engineers has a lot to say about what is allowed, but some Port-Corps-private cooperation would be a benefit for the valley |

| | | |
|----|-------------------------|---|
| 19 | Jan 22 2021 09:42 AM | #1 Including considering partnering w private party to operate them. #3-6 All of these I would be in favor of if there was/is plan and funds available \$ set aside to maintain upgrade when needed. I am not in support of not planning ahead and taking care of our community facilities, I would be interested in knowing the plan the Port has for these projects. The marina has gradually disintegrated over the lifetime it's been there. The repairs that have been made appear to be the bare minimum to patch things together. It's sad to have such a great potential in our community and watch it decay. when this facility was initiated, was there provisions and standards set to maintain the facility? Is the Port ultimately responsible for the condition it is in? Where does the money to maintain the facility come from? How much money is there saved to restore the facility? |
| 20 | Jan 21 2021 12:54 AM | Outdoor activities, waterfront boat acces,s restaurants. A boat park, cabins for overnight. The port and the river is really a waste the way it is. |
| 21 | Jan 20 2021 09:40 PM | Needs to have a thriving restaurant and store front to create tourism if had a abandoned warehouse feeling now |
| 22 | Jan 20 2021 02:37 PM | no jail should be constructed along the river. No mini storage should be allowed. Both are blights on beautiful property. Bring in a restaurant to the old Roosters Landing. Create a retail village and trolley transportation next to the riverboat landing. |
| 23 | Jan 20 2021 02:28 PM | <u>Call Port Commissioner Marvin Jackson, I will listen.</u> |
| 24 | Jan 20 2021 02:25 PM | we really miss having a good restaurant there, it was a place where LC residents could go and appreciate the waterways of our valley, to see boats, fishing, families, etc. |
| 25 | Jan 20 2021 02:00 PM | The parking is limited and the main building is basically empty. It could have a lot of activity if it were used for waterfront purposes. Even a place to sit and watch the sunset. |
| 26 | Jan 20 2021 01:57 PM | Public safety should be addressed with ample lighting and cameras. Notification of cameras in use and public safety rules such as not alcohol/weed, weapons, etc should be posted to discourage criminal activity. In the future we will also need to look at upgrading stormwater management to further protect the snake river. Make improvements but also encourage natural wildlife to thrive. |
| 27 | Jan 20 2021 01:49 PM | the prison/jail needs to be closer to the courthouse because of travel time and gas vehicle expense, too much tourist activity near the river, why spoil one of our assets?!?!?!? |
| 28 | 01:47 PM | start by cleaning the garbage off of Red Wolf Bridge and the path leading up to it near WWCC. |
| 29 | Jan 20 2021 01:41 PM | create more launch area for boats, dredge area. Have restrooms that are nice for public use all year long. |
| 30 | Jan 20 2021 01:36 PM | Do what you all want, you will anyway, what does it matter? |
| 31 | Jan 20 2021 01:33 PM | more flowers esp those that come back each year |
| 32 | 01:27 PM | exercise stations and equipment and benches that are high for seniors with bad knees. |
| 33 | Jan 20 2021 01:25 PM | For improvements, since according to map that area is USACE land, let's look at getting federal grants and lease terms to improve infrastructure and maintenance of buildings. Maybe we can reach to Nez Perce Tribe to help develop land use in coordination with golf course. |
| 34 | Jan 20 2021 01:19 PM | need to make a more appealing area for cruise boats and tourists. The first things they see right now is pretty____? We need to make a good impression on tourists. We want them to return or tell other people about our cool community. |
| 35 | Jan 20 2021 01:15 PM | do not allow county jail in this zone. proposed jail location is unsafe |
| 36 | Jan 20 2021 01:01 PM | Ha Ha Funny, I hate too big, open small business and restaurants for people with anxiety |
| 37 | Jan 20 2021 12:53 PM | #1-7 Corp of engineers. [marina operator], his responsibility |
| 38 | Jan 20 2021 12:48 PM | I think this needs to be kept in good condition and public have access |
| 39 | Jan 20 2021 12:07 PM | Please see above...also, you might include a natural area....we have many interesting birds in the area and birding money is clean money |
| 40 | Jan 19 2021 08:05 PM | Hire the pooperscoopers and bring more events to our ports |

| | | |
|----|-------------------------|---|
| 41 | Jan 19 2021 02:52 PM | <p>The Waterfront of this valley is a huge asset that is not being utilized. WHAT IS NEEDED on the water in this valley: - Restaurants; -Entertainment; -Residential; -Retail</p> <p>Retail will benefit from from the Restaurants, Entertainment and local Residential as retail alone will not bring people out of their homes but Restaurants and Entertainment will. People tend to order online unless already out for another reason. Put in an outdoor concert space on the waterfront that people can walk, ride, drive or boat to.</p> <p>A permanent food truck pavilion with permanent outdoor seating that is partially covered with outdoor heaters for winter, next to or part of the outdoor concert space.</p> <p>Within that food truck space there will be space for a few local wineries and breweries.</p> <p>An Outdoor Winter/Summer Skate Ribbon/Rink/Cafe similar to the skate Ribbon at Riverside Park in Spokane.</p> <p>Dockside Boat,Jet ski, Kayak and Stand up paddle board rental with fishing supply sales, either in the marina on on new docks built off the restaurant/food truck pavilion area.</p> <p>What's NOT Needed on the water in this valley: - A Jail; - More industrial</p> <p>These few ideas will also be viable and sustainable during a pandemic type scenario such as we are in now as all is outdoor.</p> |
| 42 | Jan 19 2021 01:05 PM | Need to bring in more business |
| 43 | Jan 19 2021 01:02 PM | now more than ever we need to continue to grow as a city and offer amenities that provide outdoor activities that enhance opportunities for visitors and locals, then will potentially be a sweet village like atmosphere, shops, shows, 1 or 2 hotel condo type places to stay, river trips, fishing competition. What will happen to Heller Bar, I see potential time tool, please major clean up at Swallows Nest? |
| 44 | Jan 19 2021 12:54 PM | help maintain the dock infrastructure, build breakwater to protect the marina. This is a well used launch by citizens of Asotin County |
| 45 | Jan 19 2021 12:50 PM | I have not heard but it sounds great! |
| 46 | Jan 18 2021 09:15 PM | I would like to see the Port use it's influence to engage the proper authority or individual(s) capable of developing an enforcement campaign aimed towards the cleanup and removal of the unsightly junk visually located across the river from the Port on the north side of highway 128. |
| 47 | Jan 18 2021 04:36 PM | If looking to add recreational facilities/activities, there are no public pickleball courts in Clarkston/Asotin County so this would be a great addition to the Port of Clarkston property. If you build it, they will come! |
| 48 | Jan 17 2021 10:58 PM | It's really hard to find a good place to access the river for paddleboarding. It would be great to have access areas or trails. |
| 49 | Jan 16 2021 11:31 AM | We would love to see more development that supports recreation and community connection. These kinds of changes support an improvement in the quality of life for all. |
| 50 | Jan 15 2021 11:41 AM | More on the water docks and waterfront |
| 51 | Jan 15 2021 06:47 AM | Again, we really need a small shop and garden space and small park for bird watching and fishing. More pedestrian paths. I have family and friends that come to visit and if they want to find unique to the area shops and walking, I have to go to Lewiston Main Street and levees. I would prefer to keep them in Clarkston to spend their money. |
| 52 | Jan 14 2021 03:48 PM | please dredge the two boat launch areas on the north side of clarkston they are almost un usable able people like to use them... also, it would be great to have a fish cleaning station like they have at dworshak res here by the blue bridge |
| 53 | Jan 14 2021 11:18 AM | create a loop bike/walking path from Red Wolf Bridge along Rte193 to Lewiston bridge or is that part of the Riverfront Master Plan? |
| 54 | Jan 14 2021 10:34 AM | Parks and rec have done a GREAT job! keep up the good work! |
| 55 | Jan 14 2021 10:32 AM | We feel restoring the restaurant at the marina is of great benefit to this area. It is a high uisably area to visitors coming into Clarkston. First impressions are important to success of economic results here. |
| 56 | Jan 14 2021 09:51 AM | people walking across the road to get to the river, put a crosswalk with blinking lights when someone is crossing, at night that road is dark. |
| 57 | Jan 14 2021 09:49 AM | should keep and maintain the facility if possible |
| 58 | Jan 14 2021 09:30 AM | this needs revitalized and utilized. Why is it just sitting there? Solicit new business for there - restaurant shops lift the stupid c---restrictions!! |
| 59 | Jan 14 2021 09:27 AM | I would like the riverfront to remain public/recreational land NOT increase the population us land ration by adding condos and apartments. The river access and bike paths were a major plus to us when we considered moving here in 2005 to accept the position at LCSC. |
| 60 | Jan 14 2021 09:23 AM | make handicap access platforms for fishing to handicap people only, for ease of access to fish in the Snake River, and away from boat launch areas. |
| 61 | Jan 14 2021 09:21 AM | these questions look like new taxes/tax hikes/hidden m&o's etc. we are on a fixed budget and cannot afford anymore tax increases please- |
| 62 | Jan 13 2021 03:26 PM | driving west from Walmart toward Red Wolf at night dangerous, need guardrail across from Poe office at bend in road, someone could drive off, excellent spot for jail |
| 63 | Jan 13 2021 03:23 PM | absolutely no jail in Clarkston Heights off Evans Rd! |
| 64 | Jan 13 2021 03:11 PM | please do not ruin the beauty of the riverfront with condos |

| | | |
|----|-------------------------|---|
| 65 | Jan 13 2021 03:10 PM | need to get an occupant into the [marina] building |
| 66 | Jan 13 2021 03:09 PM | #4 and #7 made own 0 as in negative from the one, disagree |
| 67 | Jan 13 2021 02:59 PM | why are the gates locked for parking car? |
| 68 | Jan 13 2021 02:58 PM | I don't know where the new jail is planned but am concerned about how it would fit with public recreational use and access to the river. I do not own a boat so moorage is not of interest. |
| 69 | Jan 13 2021 02:53 PM | #1 no on the marina/moorage #2what else am I getting from my tax dollars. the site on Evans Rd has been a complete waste of taxpayer dollars when talking grants- those come from taxpayers |
| 70 | Jan 13 2021 02:39 PM | doesn't the cost of dredging make the marina not real cost effective? |
| 71 | Jan 13 2021 02:38 PM | would like restaurant to reopen |
| 72 | Jan 13 2021 02:37 PM | dreadful waste of a completed well located restaurant space |
| 73 | Jan 13 2021 02:31 PM | fix the docks, dredge, lower price of building to sell to appropriate business that caters to the public, example boat, fishing swimming rental shop, tackle shop, chicken n jojo's stand or ice cream |
| 74 | Jan 13 2021 02:17 PM | I have not explored the areas this survey covered except the shopping and Holiday Inn, live west of town proper, have plenty of hiking, biking, horseback riding areas |
| 75 | Jan 13 2021 02:07 PM | condos or apartments would reduce access to people not living on the water |
| 76 | Jan 13 2021 02:04 PM | remove towering weeds along the pathways. Granite Lake Park also the dead trees between Beamers dock and the tour dock, what an EYESORE! |
| 77 | Jan 13 2021 01:53 PM | Not selling land for a Jail to be built on pre commercial riverfront property. This land should be developed by restaurants and retail or parks. |
| 78 | Jan 13 2021 01:19 PM | The marina is where we launch frequently in the summer. It is dilapidated and covered in goose poop and quite unsafe, especially the moorage docks. It would be nice to have a more useable boat launch/moorage dock in the future. Thank you for doing the survey and considering this. |
| 79 | Jan 13 2021 01:15 PM | The river parks are great |
| 80 | Jan 13 2021 12:57 PM | useable beach access and launch for canoes and kayaks. Extend bike path/walking path connecting the Granite Lake Park to this area |
| 81 | Jan 13 2021 12:45 PM | It needs dredged |
| 82 | Jan 13 2021 12:38 PM | all improvements are welcome |
| 83 | Jan 13 2021 12:36 PM | [contact info only provided] |
| 84 | Jan 13 2021 12:25 PM | The port of Clarkston should survey people directly using the marina to include pedestrians and boaters |
| 85 | Jan 13 2021 12:09 PM | #6 not unless another retail or heavy traffic business is added. #7 no, it was considered and came to be a business idea that fizzled in the area where public consultants and I don't think economics have changed since then. Thought that was private land near the port area. Where possible try to attract business that can help the port be financially fit for the longer term with potential to remove the levy/tax for the port of Clarkston from property tax bills. Also taking into consideration continuing good stewardship of the land and ability of citizens to access the ribbon of Corps of Engineers take/shoreline. |
| 86 | Jan 13 2021 12:04 PM | I feel docks and other places be maintained and or added for more access to public fishing and recreation |
| 87 | Jan 13 2021 12:02 PM | Continued improvements a must! I like the improvements made thus far - please continue! |
| 88 | Jan 13 2021 11:59 AM | no new or more taxes. just more things to tax for |
| 89 | Jan 13 2021 11:39 AM | get dredged and usable with restaurant again. Also county needs are a sidewalk from Highland to new bridge, yes I know this isn't port land but still a concern |
| 90 | Jan 13 2021 11:34 AM | why isn't this in the paper? Not everyone has web or internet. I believe in cleaning up and fixing areas up but it has not been done in the past and I am concerned of follow thru, Clarkston City is looking like a dump town, when I see the City can be cleaned up then I will back a new adventure. |
| 91 | Jan 13 2021 11:24 AM | I would like the existing pavement of the walk ways kept up for smooth walking surfaces |
| 92 | Jan 13 2021 11:22 AM | extend bike path west from granite lake park to 193 Red Wolf Bridge, keep puncture weeds under control! Especially along Granite Lake RV Park and make kayak and canoe friendly launch at marina |
| 93 | Jan 13 2021 11:20 AM | more docks and restaurants |
| 94 | Jan 13 2021 11:19 AM | please find a way to upgrade/maintain the marina and boat launch - through port budget and/or grants possibly purchase to obtain control |

| | | |
|-----|-------------------------|---|
| 95 | Jan 13 2021 11:18 AM | get control and enhance the benefit of that location for recreation, in a positive approach. Area east of 13th St. increase effort for tourist, commercial retail and work with existing businesses to enhance and promote those type of businesses. |
| 96 | Jan 13 2021 11:16 AM | #7 should be -10, Could use signage warning of possible cross traffic from the parking area. Why no question re jail on Port & 14th=NO too close to the apartments and college, when are we going to get rid of the aging crane, it's an eyesore! |
| 97 | Jan 13 2021 11:12 AM | Please keep our PUBLIC places PUBLIC, clean it up and make it more useful and inviting again- |
| 98 | Jan 13 2021 10:47 AM | provide handicapped access on trails, paths, sidewalks. Consider a geological museum, planetarium, aquarium, theater performance area with indoor/outdoor facilities and of course and old Roosters style restaurant. Maybe exploration type of facility like San Francisco. Children's laboratory, maybe an ethnic foods mall that has fast food and groceries like in Bellingham. |
| 99 | Jan 12 2021 06:14 PM | Would love an indoor/outdoor Pickleball facility. There are over 200 local Pickleball club members. |
| 100 | Jan 12 2021 03:17 PM | THOUGHT THIS MARINA WAS OWNED BY [marina operator], SHOULD HE BE RESTORING IT? |
| 101 | Jan 12 2021 03:11 PM | DO EVERYTHING POSSIBLE TO KEEP THE JAIL FROM RELOCATING TO THE PORT |
| 102 | Jan 12 2021 03:09 PM | refresh the historical signs in the park |
| 103 | Jan 12 2021 03:08 PM | when will this be self sustaining? That was the original promise! |
| 104 | Jan 12 2021 02:19 PM | would like to see the marina restaurant reopen. aware it is privately owned. I know the property purchased for the prison was not Port property but felt the plan to locate the prison on that property is a poor one. |
| 105 | Jan 12 2021 02:17 PM | please upgrade marina and get a restaurant in there |
| 106 | Jan 12 2021 02:07 PM | marina would be nice |
| 107 | Jan 12 2021 01:46 PM | I am so EXCITED about all these proposed projects. I have felt for a long time hat Clarkston is an amazing beautiful place and if we utilize the river and create good outdoor spaces we can make it even better :) |
| 108 | Jan 12 2021 01:44 PM | expenses must be kept at a minimum |
| 109 | Jan 12 2021 01:41 PM | unless there is a cost affordable way to keep the silt out of the marina this area needs to be used for other purposes |
| 110 | Jan 12 2021 01:29 PM | I feel there is a need or demand for an attractive functional marina. The current one is a disgrace. I feel the port could make money on a marina if they invested in the infastructure. |
| 111 | Jan 12 2021 01:15 PM | we don't have any |
| 112 | Jan 12 2021 01:14 PM | reopen the restaurant with someone who can deal with [marina operator], a challenge. Clean up and beautify with plantings |
| 113 | Jan 12 2021 01:11 PM | refigure and fix the restoring at the Red Wolf Bridge Marina and not add more |
| 114 | Jan 12 2021 01:09 PM | Haven't thought much about that area because I'm not using that area. Some recreation areas, beach, fishing, boating etc might be tied into rec programs and classes or Walla Walla Community college located in this area? |
| 115 | Jan 12 2021 01:05 PM | my concerns about continued expansion of the port area is loss of wildlife and damage to an already vulnerable ecosystem. As I have enjoyed the marina area for many years but there has been a lack of commitment by anyone to maintain this historical area. I think it should be restored and encourage new small businesses. Keep BIG industry out!! |
| 116 | Jan 12 2021 12:55 PM | the marina needs to be dredged to remove silt. i think the owners need help with that. Maybe port of Clarkston can have some input with the Corp of engineers on getting the marina dredged |
| 117 | Jan 12 2021 12:53 PM | port should not be supported by tax payer money should support itself at this time |
| 118 | Jan 12 2021 12:51 PM | please do something about the trashy places(homes) Fair St more ADA ramps & compliance |
| 119 | Jan 12 2021 12:49 PM | like the marina there, also restaurant and hate to see vacant and/or in disrepair |
| 120 | Jan 12 2021 12:45 PM | comment on #3 PUNT! |
| 121 | Jan 12 2021 12:44 PM | keep all public access to river and parks |
| 122 | Jan 12 2021 12:41 PM | [marina operator] should maintain he's the owner |
| 123 | Jan 12 2021 12:36 PM | Please be sure to find a way to connect (pedestrian, etc. - non-vehicle) the port area to the Clarkston Golf Course now owned by the tribe - a "win win" scenario! |
| 124 | Jan 12 2021 12:32 PM | should build a marina and charge reasonable moorage for private boat owners |

| | | |
|-----|-------------------------|--|
| 125 | Jan 12 2021 12:29 PM | maybe homeless people and younger individuals hanging around doing their recreational activities should be more limited or more descreat |
| 126 | Jan 12 2021 12:25 PM | it would be great if this could be connected to the recreation trails overseen by the Army Corps of Engineers. The benefits to the local community would be great! |
| 127 | Jan 12 2021 12:21 PM | many people use the boat launch but parking and the ramps are not well maintained |
| 128 | Jan 12 2021 11:18 AM | Reach out to bring more business in the area!! |
| 129 | Jan 12 2021 08:51 AM | marina needs a new breakwater, dredging out exits pieling and dock bumper strips and dock repair. brushing on bank cut down, boards replaced or a brand new marina! Murphys marina in CDA once have a bid price at [marina operators] request. |
| 130 | Jan 12 2021 08:46 AM | #3 interpretive panels, depends on interpretation of what. Condo living, no section 8, upscale yes. Might consider a trip to Idaho Falls and their river front work, our river front has become a magnet for homeless/derelict transients Q - what is historic about clarkston port area? |
| 131 | Jan 12 2021 08:35 AM | there needs to be a boat launch near port dr. |
| 132 | Jan 12 2021 08:34 AM | reopen the restaurant and provide food deliveries to boats on the water |
| 133 | Jan 12 2021 08:33 AM | No on Evans Rd, it's a long way from the Port. Sure, whatever it takes to help out the owner/previous owner to get more \$ to build another getto park near the aquatic center |
| 134 | Jan 12 2021 08:29 AM | balance in all things. ? on living near the riverfront?? Consider roundabouts at main intersections with port dr, 14th and 13th, until then maybe cautionary yellow lights? |
| 135 | Jan 12 2021 08:24 AM | I would like to see a bigger boat launch with more truck & boat trailer parking. A fish cleaning station would be helpful as there are none in the valley. I also think this should be free, no charge boat launch and parking area. |
| 136 | Jan 12 2021 08:19 AM | no jail in the area! |
| 137 | Jan 12 2021 08:18 AM | coordinate improvements with USACE for a park area extending to the west to Chief Timothy camping. |
| 138 | Jan 12 2021 08:15 AM | more trees along the road |
| 139 | Jan 12 2021 08:13 AM | Amenities is nice but the cost falls for short any benefits. Natural access was far better for recreation than the expensive upgrades the taxes for lighted signs, road thermometers etc. is pure stupid. |
| 140 | Jan 12 2021 08:09 AM | if there is to be a marina, it should be well maintained, attractive and have the look of a professional...the building and area has continued to decline since Roosters changed locations. |
| 141 | Jan 12 2021 08:07 AM | It's a waste that the old roosters [restaurant] isn't being used. |
| 142 | Jan 12 2021 08:06 AM | somehow I just feel like we should address shelter and food for the homeless before we address most of these questions listed. |
| 143 | Jan 12 2021 08:04 AM | I do not enjoy visiting the Port, it's a business park. Don't care about master plan, that is between you and your business patrons who occupy it. |
| 144 | Jan 11 2021 09:48 PM | Condos or Apartments near water front!! Businesses also!! |
| 145 | Jan 11 2021 09:27 PM | When we have tourists coming into town by boat there should be an attractive entrance into town and a port that is tourist friendly. Potentially a setup that gives visitors a taste of Clarkston and easy transportation to local venues that cater to this group. |
| 146 | Jan 11 2021 03:33 PM | The port district should either take over the marina and boat ramp or have a reputable person or business operate them. The condition they have been allowed to degrade into has become a disgrace to the whole community. |
| 147 | Jan 11 2021 03:31 PM | leave it alone, it is just fine the way it is currently used. |
| 148 | Jan 11 2021 03:18 PM | marina maintenance should be 1st priority, dredge still making all or portions unusable. the river puts money in developers pocket but lessons and restricts use by the paying public. Serve the public! |
| 149 | Jan 11 2021 03:13 PM | support/maintain marina |
| 150 | Jan 11 2021 03:09 PM | Revenue generation has to be the priority. Turning point not a current priority. Are condos or apartments even possible by the riverfront? I think the best opportunity is to partner with the tribe. The best possible outcome of course would be for the city, county to join the port, tribe and corps. |
| 151 | Jan 11 2021 03:00 PM | Don't you think our taxes are high enough? Are you aware of the pandemic and the people out of work? This is the last thing that should be considered. |
| 152 | Jan 11 2021 02:57 PM | are any parts of the building currently being leased our? need to compare the income generated and maintenance cost against what income would be lost if leased to someone else. I am sure there are many more factors to consider, dredging the boat area, etc. |
| 153 | Jan 11 2021 02:55 PM | Keep up the good work you are doing. Born and raised in asotin county, boated, fished swam before high water and dams were here, keep up the good work. |

| | | |
|-----|-------------------------|--|
| 154 | Jan 11 2021 02:48 PM | The marina needs dredged, too shallow. Docks and west jetty are disparate need of repair. The port should restore the facility or sell to a private investment group or individual. The port needs to develop business opportunities at turning point so I can begin work on deer height housing development, they should go hand in hand. |
| 155 | Jan 11 2021 02:44 PM | Marina upgraded and dredged. A nice couple of restaurants should occupy that area current owner removed. The whole river needs to co-exist. Enough special interest groups. Prime ground needs no jail. |
| 156 | Jan 11 2021 02:37 PM | It would be nice if there were 2 docks and a bigger access area |
| 157 | Jan 11 2021 02:36 PM | The walking trail has been developed beautifully, however lighting is imperative for feeling safe while walking in the winter darkness, please light the walking paths. Thank you |
| 158 | Jan 11 2021 02:34 PM | It needs a high quality restaurant and an event center big enough for large events |
| 159 | Jan 11 2021 02:31 PM | I think the Port should take over the lease and construct a marina like Boyer Park in Whitman County that the Port operates. The vacant building that [the marina operator] has tried to lease could better serve the area if he would lower his lease asking price. The new jail going in is a benefit. |
| 160 | Jan 11 2021 02:04 PM | I'm not a boat person but if it is the Port's property is should be responsible for it's maintenance |
| 161 | Jan 11 2021 02:02 PM | Dredge the boat ramp it's a safety issue! We are a boating community this is embarrassing. it would be nice to have a dog park like the one in north Lewiston |
| 162 | Jan 11 2021 01:40 PM | wider pathways with separate bike lane cleaner safer bathrooms, more patrols |
| 163 | Jan 11 2021 01:35 PM | In Wenatchee they converted an old mill site to a large indoor market area with craft shops, antiques, brewery, etc. That is a large draw to tourists and locals. It is a destination point and it stays busy with outdoor vendors there as well. |
| 164 | Jan 11 2021 01:33 PM | I have trouble getting my boat in and out of the launch site, needs to be dredged. |
| 165 | Jan 11 2021 01:31 PM | Would like to see bike path from old Roosters to new Roosters with a few benches |
| 166 | Jan 11 2021 01:28 PM | Having a waterfront restaurant at the marina would be a positive addition to our area. It was enjoyable to drive out to Roosters when at the Marina |
| 167 | Jan 11 2021 01:27 PM | The marina should be maintained and upgraded. The building should have a restaurant/bar. This is an obvious site where a business should flourish. Now it is just a silted in eyesore |
| 168 | Jan 11 2021 01:25 PM | I never use it. Under the grain shute is only 10' deep N Lew Port is 15' |
| 169 | Jan 11 2021 01:23 PM | It would be great to see trail access along the water clear from the dock area by the RV park on Hwy 12 clear around to connect to the current corps of engineers path and parkway, that goes all the way to Asotin. |
| 170 | Jan 11 2021 01:19 PM | upgrade the marina, doze the former Roosters and build upscale sophisticated condos/townhomes. There is too much industrial garbage along the waterfront, these scars on the landscape and the ugly doghouses being erected by the Aquatic Center do a terrific job of defining Clarkston. The City had the potential to be a destination point. The movers and shakers screwed up that opportunity long long ago. |
| 171 | Jan 11 2021 01:11 PM | The marina near Red Wolf Bridge is a very important part of the recreation seen for the area and needs to be first class in appearance and maintenance. I am not sure that the Port of Clarkston is the best one to manage the facility but it needs to have more oversight to make sure the facility is maintained and operated properly |
| 172 | Jan 11 2021 01:08 PM | I would like to see more boat mooring for cruise boats and provide more retail shopping along the waterfront. Maybe a boardwalk all along the waterfront. |
| 173 | Jan 11 2021 01:05 PM | stay private |
| 174 | Jan 11 2021 01:02 PM | It's all going to cost a lot of money, equates into lots of taxes. Washington state and Asotin county don't need anymore **** taxes. |
| 175 | Jan 11 2021 12:56 PM | It's a great area and I loved watching the boats from the old Roosters Landing [restaurant]. We like to sup & kayak so maybe the area could accommodate those lazier sports w/o competition from larger boats. Thanks for all you do! |
| 176 | Jan 11 2021 12:53 PM | Private business is our future not government |
| 177 | Jan 11 2021 12:52 PM | Maybe you should build a bike park since you tore out the old one at Beachview Park. You left the kids with nothing. |
| 178 | Jan 11 2021 12:50 PM | Yes, take it over and make it spectacular! It's hard enough to get to the river in places, don't lock it up with private property. |
| 179 | Jan 11 2021 12:17 PM | I am all for the jail down there, not in the heights. |
| 180 | Jan 11 2021 06:01 AM | Would like to see this area improved and encourage retail spaces including more bistro-type services, boutiques, walking/biking path. Clarkston is missing out on capitalizing the river views that draw so many people to the area. |
| 181 | Jan 10 2021 03:04 PM | Include residential units and pathways. Areas for outdoor gatherings. REALLY need better access from trail under interstate bridge to go up bank and actually cross the bridge to Lewiston. Now it's a goat trail and is terribly unsafe. No easy option for folks getting off tour boats who want to stroll across the bridge. Poor signage as well. |

| | | |
|-----|-------------------------|--|
| 182 | Jan 08 2021 04:11 PM | I would like to see better bike and pedestrian travel by the river and think the river offers a lot of possibilities. I would like to see something inspired by something like the river walk in San Antonio -- recreation, shopping and dining -- instead of big box stores, warehouses and industry. I know the latter are important for economic development, but thing we are underutilizing the river for purposes of recreation and tourism. I think a better balance could be struck. Also, some beautification is definitely needed. The whole area looks like a truck stop and it is one of the first things many people see when they come to Clarkston. |
| 183 | Jan 08 2021 03:25 PM | public funds should not be used to improve private property value and or access. It would be nice to see some life in that part of the Port |
| 184 | Jan 08 2021 01:08 PM | I would love to see more access to the riverfront in the valley. Not necessarily owned and operated through the Port but rather activities that would invite tourism. Less industrial, no residential, and more access for those of us that live here and visitors. We are not utilizing the potential of the river(s) to our financial advantage and recreational/tourism advantage. |
| 185 | Jan 07 2021 03:47 PM | Not enough space here, restoring and operating current [marina] tenant should be held accountable for a large portion of this cost. |
| 186 | Jan 07 2021 03:44 PM | Improving boat ramps and marina area would be nice, it seems pretty rundown. |
| 187 | Jan 07 2021 03:43 PM | marina needs to be dredged. I pay to use Hells Gate. I should not be paying taxes for free boat ramps etc. in Clarkston and charge for boat ramps and docks |
| 188 | Jan 07 2021 03:41 PM | I would like to see that open and would love to have a restaurant too. |
| 189 | Jan 07 2021 03:39 PM | I don't think the port should budget a lot of tax dollars to restore or operate the marina. I think it's needed but let the adjacent owners help the maintenance. |
| 190 | Jan 07 2021 03:37 PM | more recreation and relaxing less industrial, more general use and access to waterfront areas. extend trail system to marina |
| 191 | Jan 07 2021 03:31 PM | How much will my tax bill go up? |
| 192 | Jan 07 2021 03:26 PM | It was wonderful to take out of town guests to the restaurant when it was open & family loved the RV Park and access to launch ramp. |
| 193 | Jan 07 2021 03:21 PM | I would like to see more people living in that beautiful area, including low income housing. |
| 194 | Jan 07 2021 03:04 PM | extend the bicycle path along the water to the marina. Could it be used as a port of call for cruise boats enabling more retail and food opportunities at the site? |
| 195 | Jan 07 2021 02:21 PM | It seems to me that the marina is being operated ok. I do wish someone would reopen the restaurant. |
| 196 | Jan 07 2021 02:17 PM | Let the Port pay their own bills and not raise our taxes |
| 197 | Jan 07 2021 02:10 PM | build, extend paved trail from Granite Lake Park to Red Wolf Bridge. Seek assistance from local volunteer organizations, running clubs, bicycle clubs. This is much more used area than Turning Point. Rivers edge should be available to the public, not locked up by business or apartment/condos. |
| 198 | Jan 07 2021 01:59 PM | not sure |
| 199 | Jan 07 2021 01:57 PM | dredge marina and access maintain docks, open restaurant and shops, fueling station for boats, gas and diesel, port should operate marina, travel lift for boat repairs. |
| 200 | Jan 07 2021 01:52 PM | make or develop areas for viewing pelicans, develop swimming park, develop skyline across the river. Along the river should remain in natural state. Condos and apartments should not be considered and I would like to see the impact statement on the environment as well as economic, should be a place for reflection of natural beauty. |
| 201 | Jan 07 2021 01:48 PM | consider pickleball courts |
| 202 | 01:34 PM | extend trail past Granite Lake Park, consider a performing arts facility in the old Roosters. |
| 203 | Jan 07 2021 01:29 PM | I am in favor of developing the riverfront for more activities and meeting places for people. I especially would like condo/apartments built. |
| 204 | Jan 07 2021 01:26 PM | I am unaware of the issue regarding the marina other than it requires dredging at times |
| 205 | Jan 07 2021 01:12 PM | Any improvements should be made with the concern of the public, it's accessibility, and making it an attraction for future growth and development for the city itself. |
| 206 | Jan 07 2021 01:09 PM | The more attractive and user friendly you make the area the higher likely-hood of attracting desirable tenants. There should be a long-term ROI. If you believe in it, invest in it. It will help attract desirable retirees, etc. |
| 207 | Jan 07 2021 01:04 PM | I believe we should balance both recreational and economic consideration for the port district, while being very cognisant of our citizens financial standing and maintaining a level of taxes and fees that take all of that into consideration. |

| | | |
|-----|-------------------------|---|
| 208 | Jan 07 2021 05:07 AM | I recommend more for visitors and residents of the valley. Strongly want a fishing pier so seniors and people can fish without risking injury climbing on rocks. Highest on my list is the eliminating of transients and homeless living in that area. I walk early mornings and see people relieving themselves in the bushes, drinking, drugs, and many times having to go around people sleeping in the area in plain sight. The workers are aware and say its not their job. Panhandling out side of stores and intersections absolutely should be addressed. A very stain on that area of town plus it attracts drugs and criminal activity. Walmart is getting shoplifted like crazy. |
| 209 | Jan 06 2021 08:44 AM | I don't know...who wants to visit pole buildings no matter how elegant they may be inside. And if aesthetic improvements can be made, it would be a very bad idea to have a jail in the area. |
| 210 | Jan 06 2021 06:04 AM | It would be nice to have a playground and swim area. Also a disc golf course. |
| 211 | Jan 05 2021 11:49 PM | Recruit more business in all port areas Focus on river tourism and invest in a nice place for cruise lines to dock instead of a rusty old crane, maybe a small strip mall and rent out spaces to local vendors and businesses. |
| 212 | Jan 05 2021 09:32 PM | It is not easy ... but with good leadership it can happen. Good Luck! |
| 213 | Jan 05 2021 09:26 PM | Put in a sports complex for petes sake. Do the research. I bet you can't find 1 single community that has seen a negative impact from this type development |
| 214 | Jan 05 2021 03:17 PM | It is my hope that the Port of Clarkston focuses its resources in continued development of the best riverfront property in the LC valley. This property is the first thing people see when they arrive on cruise ships, and I am 100% in favor of moving development away from industrial. Any development that focuses on recreational and economic opportunities (possibly residential?) should be given top priority. I hope we can move to beautify the riverfront property and make it the envy of our valley. |
| 215 | Jan 05 2021 02:00 PM | More boat launches |
| 216 | Jan 04 2021 09:12 PM | The port has done a great job diversifying their interests with fiber and Turning Point. Please continue to value areas such as recreation as a key component of the ports mission. The cruise ships may end up being the future of the port, and having an attractive entryway with leisure opportunities would go a long ways. Yet the port district can still continue to operate as a traditional port with terminals, warehouses, and even a law and justice center in the area. |
| 217 | Jan 03 2021 10:22 PM | Please eliminate the homeless population along the levy to make the community feel safer and be cleaner. There are a lot of homeless that sleep in the parks along the river. |
| 218 | Jan 03 2021 07:24 PM | I think the area adjacent to the river should be reserved for recreation, restaurants and housing. Industrial areas can be located away from the river. Unless they use the port for river transportation, they are unsightly areas |
| 219 | Jan 03 2021 06:21 PM | still unsure what role the Port has in improvements to any of the facilities. I suggest, if it is in the Port's jurisdiction, that they look at the tennis facilities in Asotin county and consider converting to pickleball courts. There are two parks with tennis, courts: Arnold Park has one court and Chief Looking Glass in Asotin. |
| 220 | Jan 03 2021 06:00 PM | I gave question #7 a "4" only if the residential construction is upscale condo/apartment living, not single dwelling houses. |
| 221 | Jan 03 2021 04:12 PM | more events for the public like concerts, flea markets, art shows, etc. |
| 222 | Jan 03 2021 10:53 AM | I would love to see amphitheater for live events after COVID19. |
| 223 | Jan 03 2021 08:42 AM | more restaurants, motels, recreational use. less industrial |
| 224 | Jan 03 2021 05:07 AM | See above |
| 225 | 04:58 AM | Needs a restaurant with boat docking that you can see your boat as the old Roosters did. |
| 226 | Jan 02 2021 07:46 PM | The Port of Clarkston should develop something like Riverstone in Coeur d' Alene, where you have commercial shops or parking on the ground floor and condos above. |
| 227 | Jan 02 2021 03:29 PM | Our area needs a nice age 55+ development. Maybe multi-story large condo units with clubhouse. On/near the water would be ideal. |
| 228 | Jan 02 2021 09:02 AM | Since Lewiston is evidently unable to take advantage of any riverfront, Clarkston has a unique opportunity in the valley. With proper development and promotion the Port of Clarkston can be the destination for recreation, leisure, retail shopping and events |
| 229 | Jan 02 2021 07:34 AM | I think I said enough |
| 230 | Jan 01 2021 05:11 PM | Extend path from Granite Park to Marina at 1550 Port Drive. Develop riverfront boutique retail near the old Steelman Duff shop and residential living above like Kendall Yards in Spokane. |
| 231 | Jan 01 2021 11:32 AM | Can we please stop making the riverfront an industrial area. The heart of our community for residents as well as visitors should be the river |
| 232 | Dec 31 2020 01:31 PM | Do something with shoreline areas between red wolf bridge and the crane dock. It's turning into a homeless camp and a place for lowlifes to congregate. |

| | | |
|-----|-------------------------|---|
| 233 | Dec 30 2020 01:00 PM | If you really want to do something when it comes to bicycle riding you need to address all the puncture weed/goat heads as some call it. Reset speed limit to 35 miles an hour. |
| 234 | Dec 29 2020 10:10 PM | Pickleball courts!!! |
| 235 | Dec 29 2020 06:35 PM | Please develop a wheelchair accessible playground for children. |
| 236 | Dec 29 2020 01:59 PM | Pickleball courts in or near park |
| 237 | Dec 28 2020 01:17 PM | Tourist attractive commercial development needs to be planned and balanced against industrial shipping property. |
| 238 | Dec 28 2020 08:24 AM | The Army Corps needs to be encouraged to better maintain the boat ramp near Costco. It needs to be dredged soon. |
| 239 | Dec 27 2020 08:05 PM | We need more public swimming areas like [Chestnut Beach]. |
| 240 | Dec 27 2020 09:54 AM | The Port of Clarkston should also work with other entities pvt., Asotin County, WDOT, Nez Perce Tribe, COE and WDFW to extend the pathway along the river and streets to the Golf Course Pond west of the Red Wolf Golf Club. Under no circumstances should the Port of Clarkston develop residential housing including condos along the Snake River. |
| 241 | Dec 26 2020 05:27 PM | I dont know enough about it to offer much. Just, use it. Its beautiful. Make space for the port, boat launches, swimming, events, etc. |
| 242 | Dec 24 2020 05:45 PM | Beautiful area ,your improvements are welcome. Residential should be kept back away from river. Not blocking the public. |
| 243 | Dec 24 2020 02:10 PM | More connections to biking for visitors |
| 244 | Dec 24 2020 11:59 AM | Thanks for reaching out and asking for input. |
| 245 | Dec 23 2020 02:15 PM | I love the idea of condos on the river. I could not find this survey on port website. |
| 246 | 02:10 PM | I would [simply] like to see more businesses in the area using existing and/or new facilities. |
| 247 | Dec 23 2020 02:03 PM | Just because you can be a taxing entity, you do not have carte blanc to expand your footprint and add more foo-foo expenses, rather than doing your primary mission, which is to be a port. |
| 248 | Dec 23 2020 01:56 PM | Trees labeled are educational. The areas along the river have become parking for homeless. Areas along the river should be landscaped with better access to river. Improved lighting would be great. |

6-10-2021 Comments from Public Hearing on draft Parks & Recreation Plan (P&RP)

Attendees: Mary Kate Myers, Port of Lewiston; Michelle Peters, Visit LC Valley; Dovie Willey & Dawn Smith from SEWEDA; Chris Seubert, Chuck Whitman, and Brian Shinn, County Commissioners; Elaine Williams, Tribune

The public hearing opened with comments by Wanda Keefer, Port Manager, who set the stage with an explanation of the need for an update to the P&RP from 2010. In 2010, the Port of Clarkston completed its Parks & Recreation Plan. Just prior to completion of that plan, the Port had wrapped up a riverfront master plan. Since Port's typically have a role in recreation on and near the water, the two were very much related.

Ms. Keefer described background and context for the present planning project. She reviewed with attendees the results of 710 survey responses from the public submitted in December & January 2021. The survey repeated six of the seven questions¹ from 2009 surveys. Interest in greater public access was overwhelmingly indicated and trending upward from 2009. On the other hand, interest in private residences near the river was declining. Since 90% of responses agreed or strongly agreed that public access from land and water to the Rivershore was important, the Port decided to include within the draft P&RP a section that would be an update to the Riverfront Master Plan. Contents were captured in the Rivershore Supplement.

Ms. Keefer explained creation and implementation of this Rivershore District would require assistance from both the City and County. She said preserving potential river access was important for a lot of different reasons. Cruise dock relocation (west of the 14th Street dock doesn't shoal as much as other areas closer to the confluence), the Port owns the land in that location, much of the property there is not presently leased, it's not taken up as an old landfill, a waste water treatment facility or severely restricted in use like Corps-owned property. However, this location was both in and out of the city limits. She commended those representing the county for attending and participating in the discussion. Preliminary research was that the County portion was already zoned to be compatible with these concepts, as it was light commercial with a recreational emphasis.

Discussion evolved relating to the portion within the City limits and that the land was zoned heavy industrial. Ms. Keefer explained that the Port's Riverfront planning in 2009-10 resulted in the Port's development of alternative heavy industrial property in the county, at Turning Pointe Business Park, so that primarily water dependent commercial enterprises would be allowed to locate near the riverfront—even if they were not heavy industrial.

Conceptually, she explained, the "Rivershore District" does not dictate land uses (the Port respects the City's and County's roles in determining land uses), but rather sets areas 650' from the river, along with access points both existing and planned that are 1,300 feet from the access point, along roadways aside for branding, a sense of arrival and complementary access like sidewalks, lighting and parking. The zones that extended 1,300 feet from the access points were 200' from the centerline of the roadway, so they can include pedestrian access. Input was encouraged as to these distances and uses. She said that the Tri-Cities 2012 plan yielded examples relevant to our community.

¹ The 7th area was no longer relevant as it related to a recreation easement which the Port had decided not to renew.

A Rivershore District, as conceptualized in the draft plan, would not dictate land uses, cause higher taxes, or otherwise be a detriment to businesses already located there. Clearly, there is need for parking, wayfinding, sidewalks, branding or a sense of arrival TO and FROM the riverfront if access is to be improved. But the District could not follow property boundary dictates, or some of the opportunity would be gone.

Feedback:

One attendee was silent, one did not comment as she was a reporter, one was interested in land uses along the riverfront that did not relate to siting of the new jail, and the remaining five attendees had comments and questions not relevant to a P&RP but siting the new Asotin County jail.² Comments relating to the jail are not part of this record, but can be obtained by request from the Port of Clarkston.

One of the County commissioners asked whether 710 survey responses were adequate for defining priorities.³ He was also interested to know which members of the public were being directly consulted or serving on an Advisory committee.

One person was interested in whether other parts of the 2010 Rivershore Master Plan goals would still be in place, especially the “mixed use” concept on p. 28 of the 2010 plan, which involved retail/commercial on lower levels and residential housing on upper floors. Response: This would be a City zoning determination. The same attendee added that more RV Parks, especially on the river, were needed and that the ones that exist today are overflowing.

Commissioner Wayne Tippett reminded attendees that everything before them was draft; if they had specific suggestions relating to the lines drawn for the Rivershore District or on other subjects, we were convened specifically to hear them.

Port Commissioner Marvin Jackson expressed a desire for the Port to work closely with the county and city for mutual benefit.

Port Commissioner Mark Brigham: I really appreciate how approachable Chuck Whitman was when he and I talked a month ago about the jail location. We are understanding various perspectives, catching up with it all. Thank you for your help.

Port Commissioner Wayne Tippett: It’s good to get your opinions. Likely, we need to do some revision and meet and plan. Thank you for coming. We are stronger together.

² The Port was surprised by this continued interest in siting the jail because the previous month the City Planning & Zoning Council voted overwhelmingly to reject, and the Clarkston City Council accepted that recommendation on a 7-0 vote.

³ This count was up from the 539 responses received in 2009 and the Port found that number to adequately represent constituent opinions.

TRIBUNE PUBLISHING COMPANY, INC.
The Lewiston Tribune
505 C St., P.O.Box 957
Lewiston, Idaho 83501
(208) 743-9411

| | | | |
|-------------|-----------------------|-------------|---------------|
| Date: | <u>05/30/2021</u> | INVOICE NO. | <u>163563</u> |
| Account No. | <u>771500</u> | | |
| Description | <u>163563 PORT OF</u> | | |
| Times | <u>1</u> | Lines | <u>28</u> |
| | | Tab. lines | |
| | | \$ | <u>21.28</u> |

**LEGAL ADVERTISING
INVOICE**

Sold To: PORT OF CLARKSTON
849 PORT WAY
CLARKSTON WA 99403

PO# Keefer, Wanda

NOTICE: This is a invoice of Purchase made by you. Statement will be rendered the first of the month
Please Retain This Invoice as Your Statement Will Refer to Invoice by No. Only.

163563

**PORT OF CLARKSTON
NOTICE OF PUBLIC
HEARING**

NOTICE IS HEREBY GIVEN, that Commissioners for the Port of Clarkston Commissioners will be holding a Public Hearing on the update to the Port's Parks and Recreation/Riverfront Plan. The hearing will be held on June 10, 2021, at 1:05 p.m. during the Port of Clarkston Commission meeting at the Port Office, 849 Port Way, Clarkston WA which will start at 1:00 p.m. Any person may appear and comment on said proposed updates to the draft Plan, a copy of which is available at www.portofclarkston.com. DATED THIS 27th DAY OF May, 2021.

Wanda Keefer
Port Manager

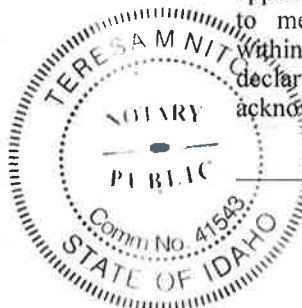
AFFIDAVIT OF PUBLICATION

Hollie K Vance, being duly sworn, deposes and says, I am the Legal Clerk of the Tribune Publishing Company, a corporation organized and existing under and by virtue of the laws of the State of Idaho and under and by virtue of the laws of the State of Washington, publishers of the Lewiston Tribune, a newspaper of general circulation published at Lewiston, Nez Perce County, Idaho; That the said Lewiston Tribune is an established newspaper and has been published regularly and issued regularly at least once a day for more than 105 consecutive years next immediately preceding the first publication of this notice, and has been so published uninterrupted for said period; that the 163563 PORT OF attached hereto and which is made a part of this affidavit was published in the said Lewiston Tribune, 1 time(s). Publication being on 05/30, or once a WEEK for 1 consecutive WEEK, the first publication thereof being on the 05/30/2021, and the last publication thereof being on the 05/30/2021, and said 163563 PORT OF was so published in the regular and entire issue of said newspaper and was not in a supplement thereof and was so published in every issue and number of the said paper, during the period and times of publication as set forth above.

Hollie K Vance

State of Idaho
S.S.
County of Nez Perce

On this 31 day of may in the year of 2021, before me, a Notary Public, personally appeared Hollie K Vance, known or identified to me to be the person whose name subscribed to the within instrument, and being by me first duly sworn, declared that the statements therein are true; and acknowledged to me that he executed the same.



[Signature]
Notary Public in and for the State of Idaho,
residing at Lewiston, therein
Commission Expires 1/23/22

Lewiston Tribune
P.O.Box 957
Lewiston, Idaho 83501
Phone: 743-9411

LEGAL ADVERTISING INVOICE

Sold To: PORT OF CLARKSTON
849 PORT WAY
CLARKSTON WA 99403

PO# Keefer, Wanda

NOTICE: This is a invoice of Purchase made by you. Statement will be rendered the first of the month
Please Retain This Invoice as Your Statement Will Refer to Invoice by No. Only.

AFFIDAVIT OF PUBLICATION

166236
PORT OF CLARKSTON
NOTICE
OF PUBLIC HEARING
NOTICE IS HEREBY GIVEN, that the Port of Clarkston Commissioners will be holding a Public Hearing on: a) the update to the Port's Comprehensive Scheme of Harbor Improvements for 2022-2027; b) its 2022 Budget; c) its 2021 Supplemental Budget; and d) its Parks and Recreation Plan. The hearing will be held November 18, 2021 at 1:05 p.m. during the regular Port of Clarkston Commission meeting at 849 Port Way, Clarkston WA which will start at 1:00 p.m.
These documents will be available for examination at said location October 31, 2021. They are also available at www.portofclarkston.com.
DATED THIS 26th DAY OF October, 2021.
Wanda Keefer
Executive Director

SKELLAM, being duly sworn, deposes and says, I am the Legal Clerk of the Tribune Publishing Company, a corporation organized and existing under and by virtue of the laws of the State of Idaho and under and by virtue of the laws of the State of Washington, publishers of the Lewiston Tribune, a newspaper of general circulation published at Lewiston, Nez Perce County, Idaho; That the said Lewiston Tribune is an established newspaper and has been published regularly and issued regularly at least once a day for more than 105 consecutive years next immediately preceding the first publication of this notice, and has been so published uninterrupted for said period; that the 166236 PORT OF attached hereto and which is made a part of this affidavit was published in the said Lewiston Tribune, 2 time(s). Publication being on 10/31, or once a week for 2 consecutive weeks the first publication thereof being on the 10/31/2021, and the last publication thereof being on the 11/07/2021, and said 166236 PORT OF was so published in the regular and entire issue of said newspaper and was not in a supplement thereof and was so published in every issue and number of the said paper, during the period and times of publication as set forth above.

Skellam

State of Idaho
S.S.
County of Nez Perce

On this 8 day of Nov in the year of 2021, before me, a Notary Public, personally appeared SKELLAM, known or identified to me to be the person whose name subscribed to the within instrument, and being by me first duly sworn, declared that the statements therein are true, and acknowledged to me that he executed the same.



Notary Public in and for the State of Idaho,
residing at Lewiston, therein
Commission Expires 1/23/22

Public Service Announcement

From: Port of Clarkston

For Release: ASAP

Contact info: Wanda Keefer, Port of Clarkston – 509-758-5272

Website location: www.portofclarkston.com/your-port/budgetsfinancials-comprehensive-plan/

Date: February 11, 2022

The Port of Clarkston seeks comments on a final draft of its 2022 – 2027 Parks & Recreation Plan. It can be found at www.portofclarkston.com/your-port/budgetsfinancials-comprehensive-plan/ or at the Asotin County Library 417 Sycamore Street, Clarkston, WA 99403.

The Port requests feedback on this draft document by 2 p.m. Thursday, February 24, 2022. Comments can be emailed to office@portofclarkston.com, faxed to 509-758-1746, or submitted by phone at 509-758-5272.

###

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021

Asotin County, Washington

By Ajsa Suljic, regional labor economist, WA Employment Security Department

Updated October 2021

Regional context

Asotin County, established in 1883, is in the farthest southeastern corner of Washington, bounded on the east by Idaho and on the south by Oregon. Garfield County makes up its western border and part of its northern border as well. The balance of its northern border is shared with Whitman County.

Before white exploration and settlement, the semi-nomadic Nez Perce inhabited what is now Asotin County. Tribes on both sides of the Nez Perce Trail used it for commerce, which was of strategic importance to the development of the region. Modern-day highways largely parallel the old trail.

The establishment of the territory and the end of the Indian Wars resulted in an influx of white settlers into the county. Asotin, a former Nez Perce village, attracted settlers who were producing cattle, fruit and vegetables for mining camps in Idaho by 1868. Most economic development in the county was linked to mining activity in Idaho.

By the 1950s, agriculture dominated Asotin County's economy with grain crops, such as wheat and barley, as well as peas, berries, tree fruits and nuts, which were clustered near the river. The food processing industry grew up around these crops and the meat and dairy farms.

The dense stands of fir in the Blue Mountains made lumber and wood products a growth industry. Hunting and other outdoor recreation have been growth industries too. The completion of the Lower Granite Dam in 1975 shut down orchard and beef-processing activities along the river as land was submerged, but it created one of the longest inland water routes in the nation. Agriculture remained important, but now shared top billing with port activity at Clarkston-Lewiston and the federal U.S. Army Corps of Engineers, which operated the dam. Population growth followed the port activity at both Clarkston and Lewiston, fueling trade and service sectors catering to their needs. (Source: Historic Glimpses of Asotin County by E.V. Kuykendall, Bob Weatherley of the Asotin County American)

Local economy

Based on the [Quarterly Census of Employment and Wages](#) (QCEW), in 2020 overall employment grew by 0.5 percent to 6,465, which was led by retail trade (with 165 new jobs), health care and social assistance (with 54 new jobs), professional and technical services (with 45 new jobs), administrative and waste services (with 8 new jobs) and to mention real estate and rental and leasing, and agriculture. Economic growth is much diversified and varies among those in goods-producing and service-providing industries. While at the same time we see diversified impacts on many industries from COVID-19 recession and job losses. Many residents in the area had both impacts for job demand and job decline while dealing with state and local regulation for COVID-19 mandates.

All the other industries have recorded decreases or remained unchanged over the year. The largest employment loss was in accommodation and food services with 54 jobs, arts, entertainment, and recreations lost 29 jobs, manufacturing lost 26 jobs, finance and insurance lost 21 jobs, transportation and warehousing lost 17 jobs, wholesale trade lost 9 jobs, construction lost 4 jobs, and government lot in all 64 jobs.

Agricultural employment also continues to play an oversized role in regard to the overall contribution to the county's economic well-being beyond covered employment. High prices for wheat positively impact wholesale sales employment, retail sales and the overall quantity of money flowing through the economy. Market value of all products sold was over \$12.9 million, which was down

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021

by 37.0 percent from the 2012 Agricultural Census. Crop sales represented 58.48 percent of total value of products sold, while livestock, poultry, and their products accounted for 42.0 percent of total sales. Average per farm sales were \$62,961, which decreased by 43.2 percent since 2012. Top crop production in Asotin County is winter wheat for grain.

Outlook

Most of the growth in the county is expected to be in the service-providing industries. Some of the growing industries include healthcare and social assistance, construction, retail trade and professional and technical services.

Healthcare and social assistance recorded an average growth of 3.5 percent over the year with 54 new jobs. Segments of growth are social assistance and nursing and residential care facilities. Local population needs for healthcare services continues to grow in trend with the state and national healthcare demands. Outlook for healthcare in Asotin County is very positive and growing. Healthcare and social assistance makes up over 25.0 percent of total employment in the county with average annual growth of 7.6 percent over the past five years.

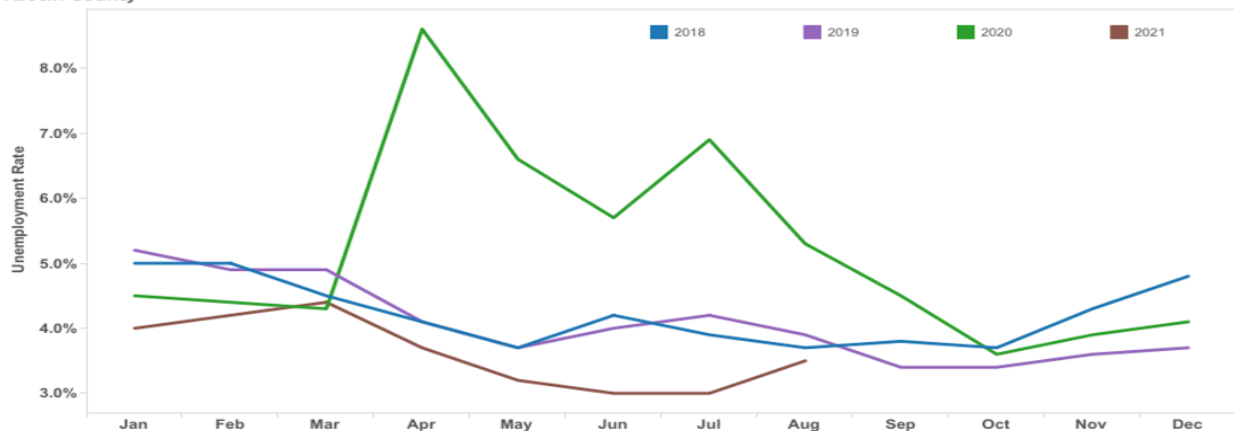
As we move forward, we can see growth in the construction industry as population outgrows current housing inventory and looks for other options in the housing market. The five-year average annual growth rate for construction is at 5.6 percent and makes up 8.1 percent of total covered employment.

Retail trade services is yet another industry that is expected to add employment in the next couple years. Average annual growth rate for this industry has been 2.8 percent a year for the past five years with 18.6 percent share of the total employment.

Agriculture employment in the county is expected to continue a slowdown as wheat production becomes increasingly mechanized. For the region, wheat crop production was at levels considered very profitable, historically, but decreased in 2021. Commodities across most markets have continued to see impacts and, in few cases, benefit from changing levels of global trade, demand and monetary valuation.

Unemployment rate, not seasonally adjusted
Asotin County

Select area:
Asotin County



| | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2018 | 5.0% | 5.0% | 4.5% | 4.1% | 3.7% | 4.2% | 3.9% | 3.7% | 3.8% | 3.7% | 4.3% | 4.8% |
| 2019 | 5.2% | 4.9% | 4.9% | 4.1% | 3.7% | 4.0% | 4.2% | 3.9% | 3.4% | 3.4% | 3.6% | 3.7% |
| 2020 | 4.5% | 4.4% | 4.3% | 8.6% | 6.6% | 5.7% | 6.9% | 5.3% | 4.5% | 3.6% | 3.9% | 4.1% |
| 2021 | 4.0% | 4.2% | 4.4% | 3.7% | 3.2% | 3.0% | 3.0% | 3.5% | | | | |

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021

Labor force and unemployment

Current labor force and unemployment statistics are available on the *Labor force* page on ESD’s labor market information website.

The total county labor force was estimated at 10,392 in 2020, about 0.5 percent more than in 2019. The labor force in the county started slowly rebounding in 2012. 2016 marks the first year of labor force growth above 9,900. Unemployment in 2020 was 5.2 percent which increased over the year by 1.1 percent due to Covid-19 pandemic impacts on local labor force. The labor force participation rate in 2019 was 56.6 percent, which increased from 56.5 in 2018 and down from 58.1 percent in 2010. The number of employed residents decreased by 0.6 percent over the year, or 62 less resident job holders, while the number of unemployed increased by 115 or 27.2 percent.

| | Current and previous month | | Over-the-month | | Over-the-year | |
|-------------------|----------------------------|----------|----------------|----------|---------------|----------|
| | Jul 2021 | Aug 2021 | Jul 2021 | Aug 2021 | Jul 2021 | Aug 2021 |
| Labor force | 10,647 | 10,677 | 79 | 30 | 284 | 414 |
| Employed | 10,323 | 10,298 | 73 | -25 | 673 | 581 |
| Unemployed | 324 | 379 | 6 | 55 | -389 | -167 |
| Unemployment rate | 3.0% | 3.5% | 0.0% | 0.5% | -3.9% | -1.8% |

Source: Employment Security Department/LMEA, U.S. Bureau of Labor Statistics, Local Area Unemployment Statistics. Not Seasonally Adjusted

Source for initial claims: Employment Security Department/LMEA, UI data warehouse.
Definition of initial claims: The number of people who are filing or have filed to receive unemployment insurance benefits, as reported weekly by the U.S. Department of Labor.

Definition of initial claims: The number of people who are filing or have filed to receive unemployment insurance benefits, as reported weekly by the U.S. Department of Labor.

Source: Employment Security Department; Asotin County data tables

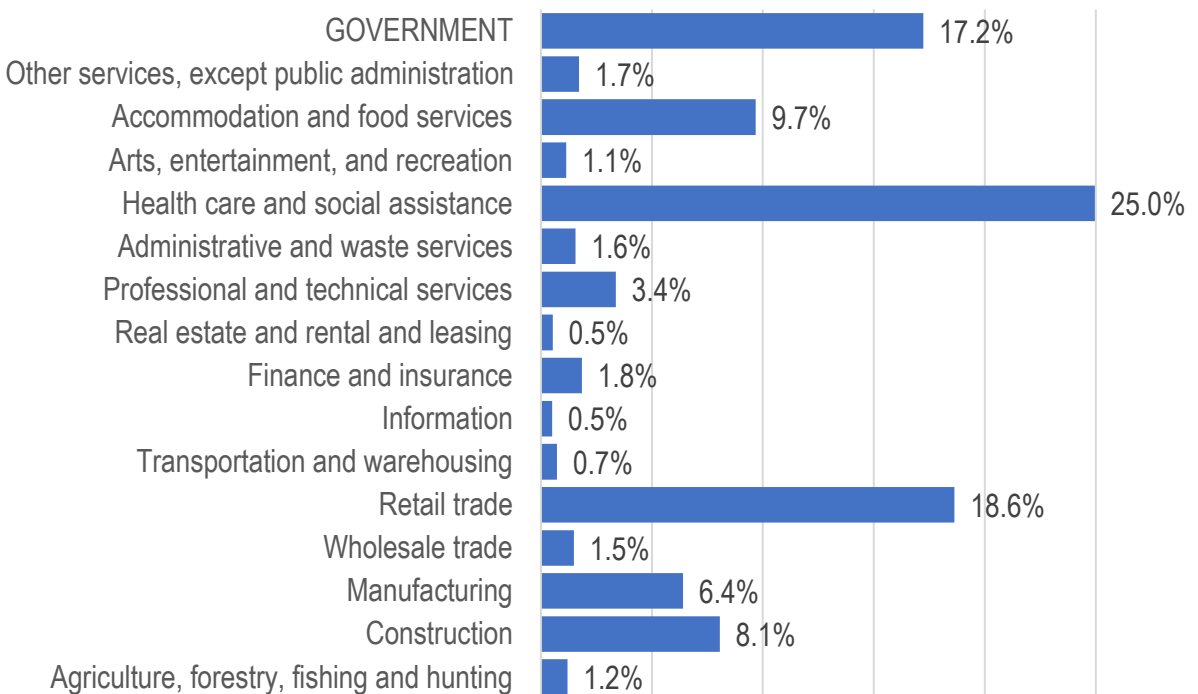
Industry employment

Current industry employment statistics are available on the *Labor area summaries* page on ESD’s labor market information website.

In 2020, QCEW data show Asotin County averaged 6,465 covered jobs, up by 0.5 percent from 6,436 in 2019. Of these jobs, the service-providing sector dominated with 84.3 percent of total covered employment while goods-producing industries make up only 15.7 percent.

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021

Asotin County Percent Share of Total Employment, 2020



Agriculture, forestry, fishing, and hunting continued to be a small component of total 2020 employment at 1.2 percent. Total covered payrolls were \$1.9 million. Overall average agricultural wages in 2020 were \$23,738 for the workers, with an increase of 5.6 percent over the year. Agricultural employment in Asotin County stood at 77 jobs.

Construction employment ended its continued growth of eight years in a row with four job losses over the year. The total count was at 521 covered jobs. This is another year since 2007 to have construction employment above 500 jobs, which was a pre-Great Recession high. Construction is the fifth-largest industry in the county with 8.1 percent of employment and an average \$57,353 annual wage in 2020. Total payroll for the county stood at \$29.9 million.

Manufacturing decreased by 3.8 percent in 2020 from 2019, for a total employment of 26 jobs. Manufacturing makes up only 6.4 percent of total employment or 414 jobs. Manufacturing pays a \$44,878 average annual wage. Major loss of jobs occurred in transportation equipment manufacturing, while furniture and related products manufacturing increased. The transportation-specific industry is primarily jet boat manufacturing which has national and international appeal. In the last year, durable goods manufacturing has seen significant structural changes in the workforce and demand. Other manufacturing in the area is picking up, but at much slower pace.

Retail trade is the third-largest industry in the county with a 18.6 percent share of total employment. Retail employment increased over the year by 15.9 percent or 165 jobs. Average wages in the retail sector tend to be lower than those of other industries at \$35,208 annually, with total payroll being at \$42.4 million. Total employment in the retail trade was 1,205 in 2020. The largest expansion in retail trade had been in general merchandise stores, which makes up 54.2 percent of total retail trade employment.

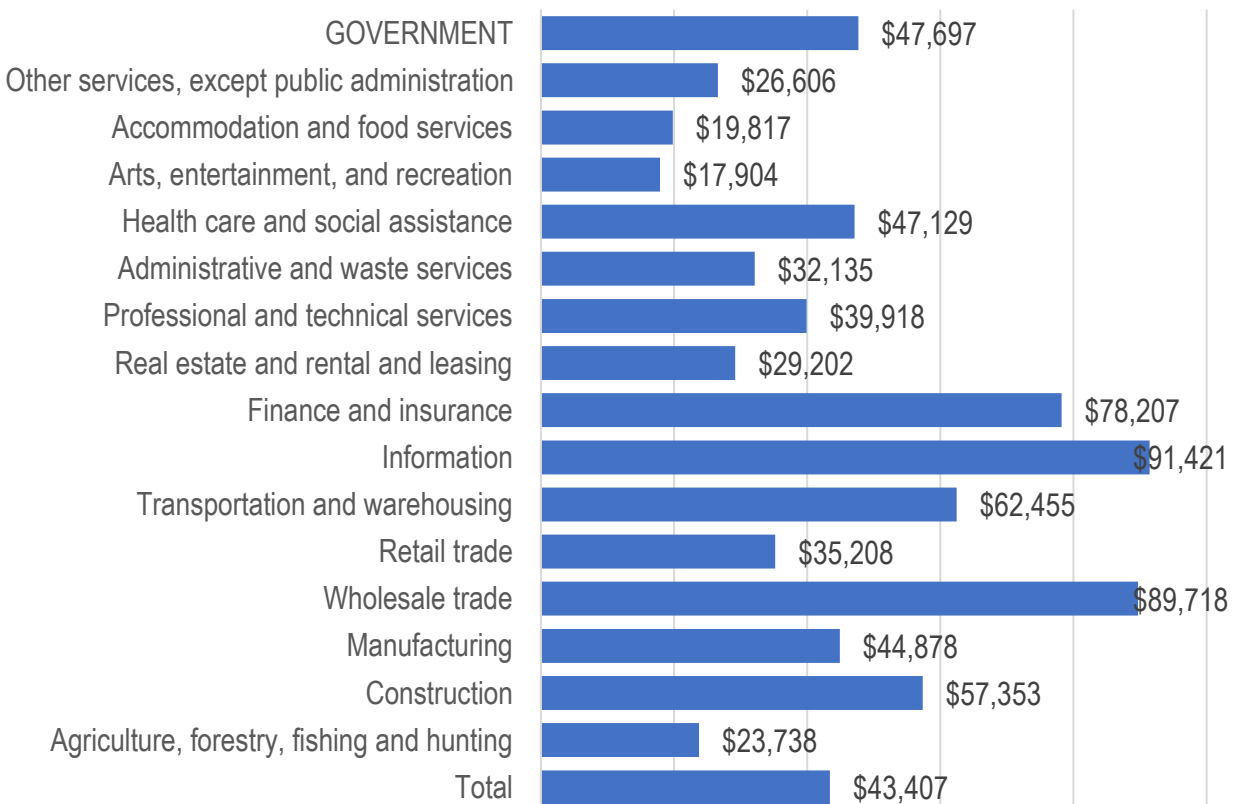
Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021

Healthcare and social assistance in Asotin County is the largest industry that made up 25.0 percent of total employment in 2020. It has been and continues to be a key source of jobs for the county. The total number of jobs in healthcare and social assistance is 1,614 with an increase of 3.5 percent, or 54 jobs from the 2019 level. The healthcare and social assistance industry paid on average \$47,129 annually in 2020.

The accommodation and food services industry had 9.7 percent of total employment with a total of 626 jobs in 2020. Employment decreased due to COVID-19 by 7.9 percent over the year. Total covered payrolls in Asotin County for this industry was \$12.4 million, which is translated to a \$19,817 average annual wage. Even as it is the lowest paying industry in the county, this industry remains an important support industry for the business community, visitors, and area residents.

Government administration makes up 17.2 percent of total employment in the area, with a total of 1,114 jobs in 2020. Government employment decreased by 5.4 percent from 2019, mainly in local and state educational services. Most of the government employment is in local and state education and health services. Government is the second-largest industry segment in the county with a total covered payroll of \$53.1 million, which translates to an average annual wage of \$47,697 in 2020.

Asotin County Average Annual Covered Wages, 2020



Source: Employment Security Department; Asotin County data tables

Industry employment by age and gender

The Local Employment Dynamics (LED) database, a joint project of state employment departments and the U.S. Census Bureau, matches state employment data with federal administrative data. Among the products is industry employment by age and gender. All workers covered by state unemployment

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021

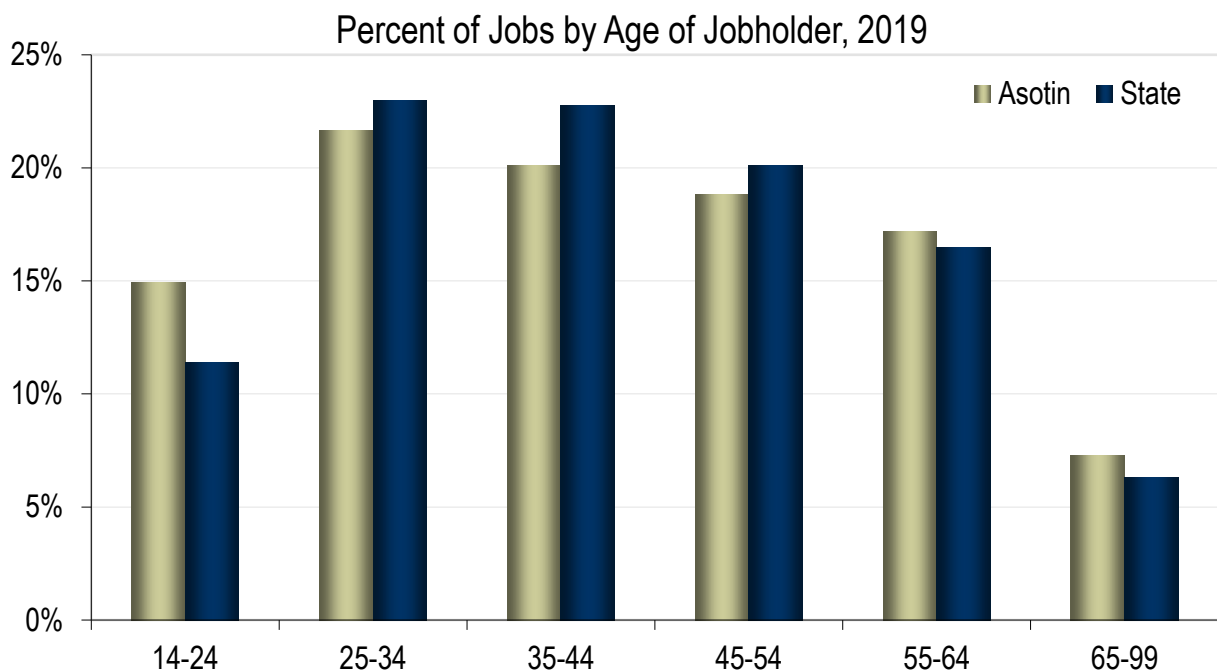
insurance data are included; federal workers and non-covered workers, such as the self-employed, are not. Data are presented by place of work, not place of residence.

Asotin County highlights

In 2019, men held 45.3 percent of the jobs in Asotin County and women held 54.7 percent.

Workers over the age of 55 held 24.5 percent of all employment, close to the state number of 22.8 percent.

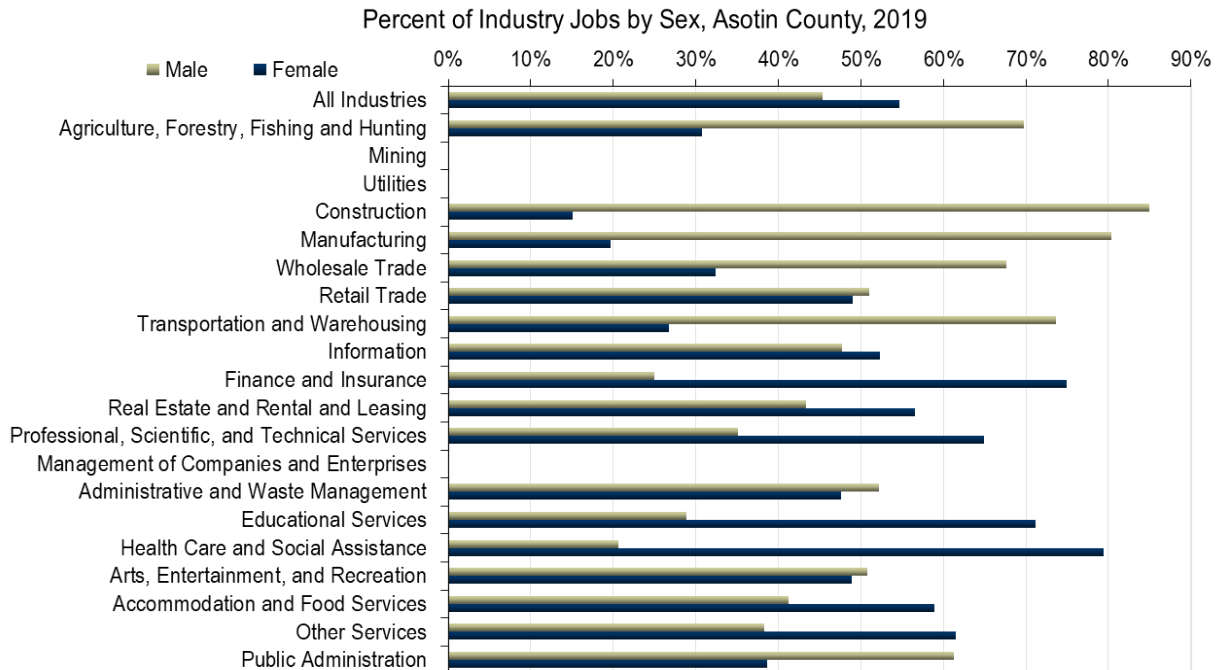
Workers between the ages of 25 and 34 held 21.7 percent of all employment, which is followed by workers 45 to 54 years of age with 18.8 percent of all employment.



Male-dominated industries included construction (84.9 percent), manufacturing (80.3 percent), transportation and warehousing (73.6 percent), agriculture (69.7 percent), and wholesale trade (67.6 percent).

Female-dominated industries included healthcare and social assistance (79.4 percent), finance and insurance (74.9 percent), education services (71.2 percent), professional, scientific and technical services (64.9 percent), and the other services (61.5 percent).

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021



Source: Employment Security Department; Asotin County data tables

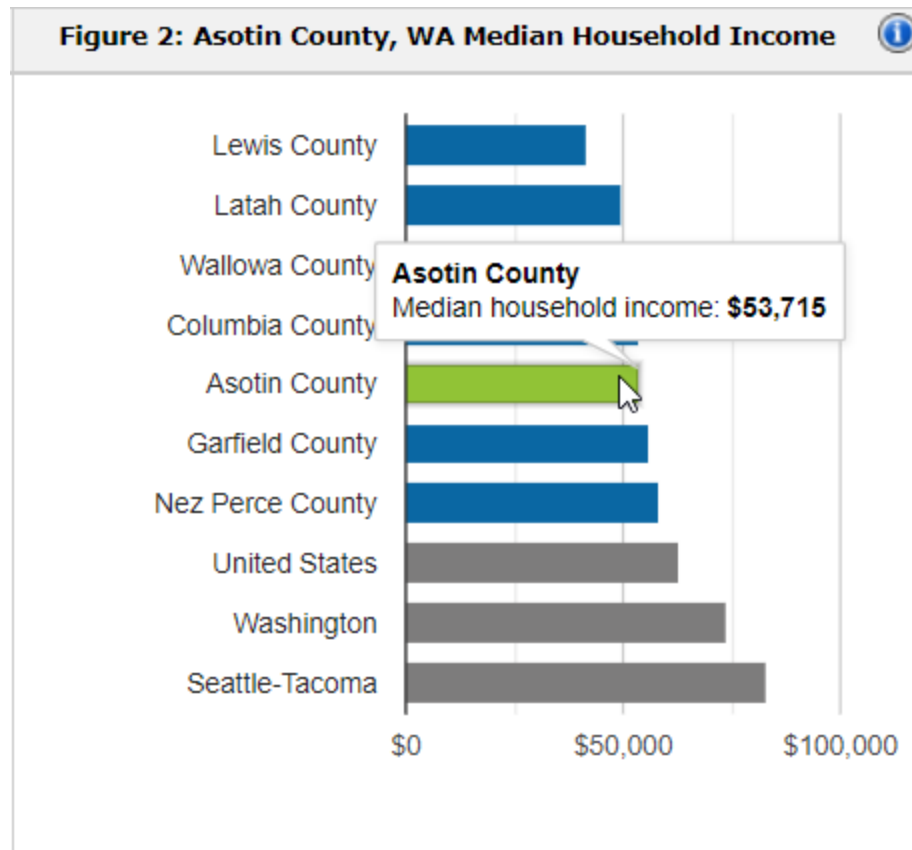
Wages and income

In 2020, employers in Asotin County paid \$280.2 million in wages, which increased by 5.5 percent from \$265.9 million in 2019.

The average annual wage for jobs in the county increased by 5.0 percent to \$43,407 in 2020 from \$41,330 in 2019.

The 2019 median hourly wage for Asotin County was \$19.94, below the state figure of \$27.08, and the state figure minus King County of \$23.14.

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021



Median household income was \$53,715 in 2019 estimates. This is much lower than the state average of \$73,775.

Workers living in Asotin County earn a large portion of their income outside of the county. In 2018, workers earned over 53.0 percent of their total wages working outside of the county.

Personal income

Personal income includes earned income, investment income, and government transfer payments such as Social Security and veterans' benefits. Investment income includes income imputed from pension funds and from owning a home. Per capita personal income equals total personal income divided by the resident population.

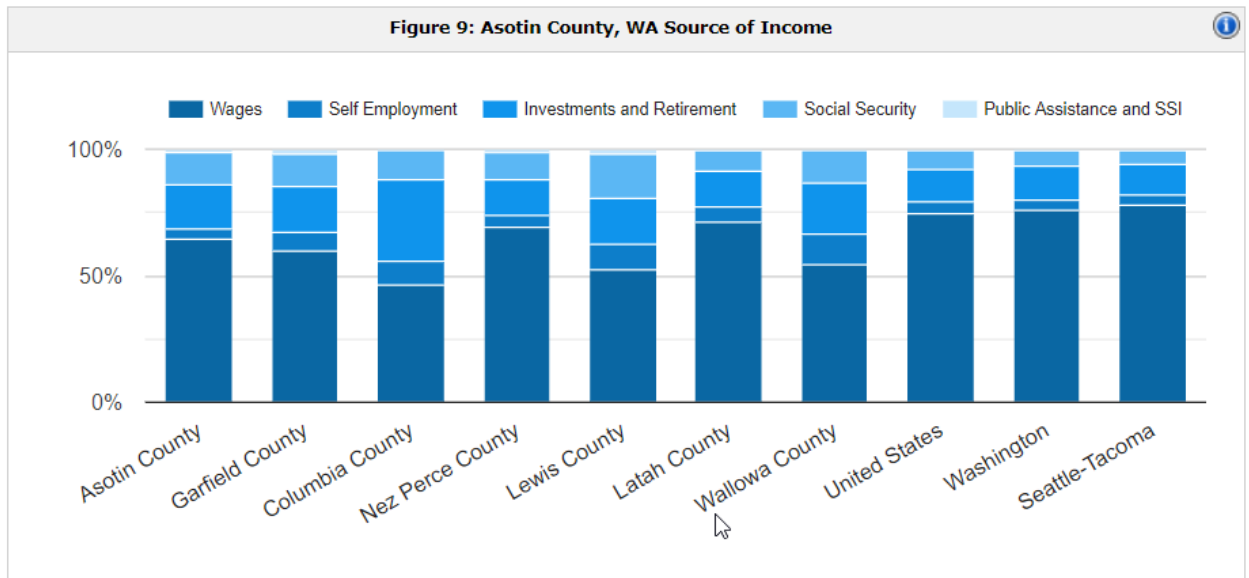
Per capita income in Asotin County was \$48,456 in 2019, which is 85.8 percent of the U.S. average (\$56,490) and 74.8 percent of Washington's average (\$64,758).

Investment income was 23.2 percent of per capita total income in 2019.

Government transfer payments, as a proportion of total income, have risen steadily from 12 percent in 1969 to 28 percent in 2019.

The poverty rate for Asotin County in 2019 was estimated at 12.6 percent, above the states poverty rate of 10.8 percent, and below the national poverty rate of 13.4 percent.

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021

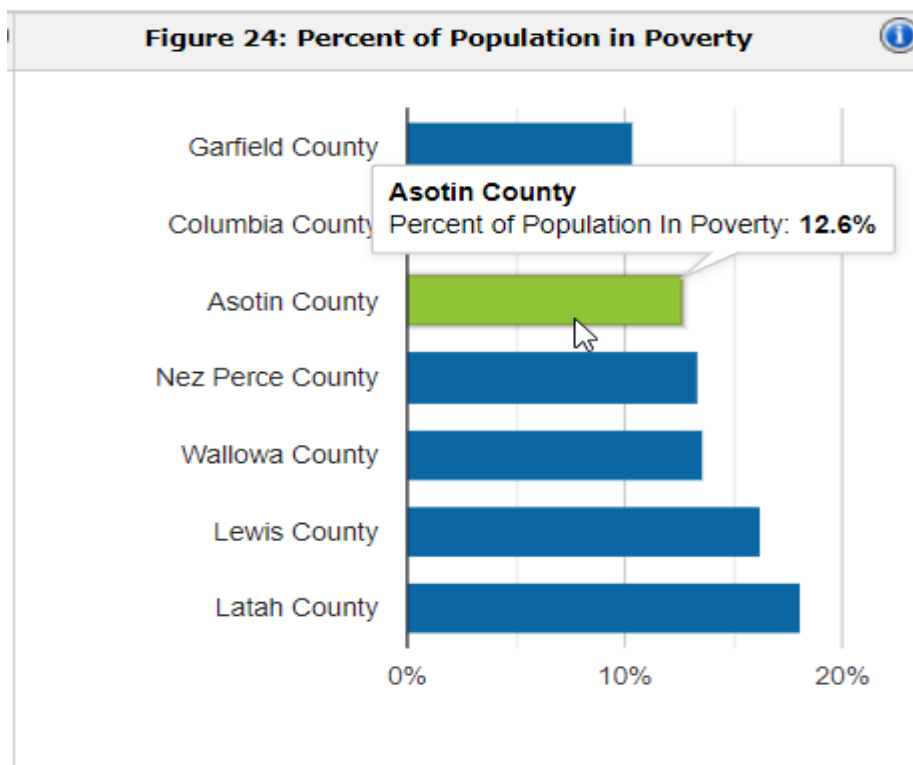


Source: Employment Security Department; Asotin County data tables

Population

The U.S. Census estimates the population of Asotin County in 2020 was 22,285. Since 2010, the county's population has increased 4.4 percent, slower than the 13.2 percent for the state.

Asotin County had 34.0 people per square mile in 2010. The state had 101.2 people per square mile. The median age for Asotin County residents is 45.0 years young. Percent of population in poverty of 12.6% which is less than most other counties in the greater region.



Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021

The population has experienced more net in-migration than natural increases.

Source: U.S. Census Bureau QuickFacts

Age, gender and ethnicity

In 2019, Asotin County had 20.0 percent of its population under age 18, compared to 21.8 percent statewide.

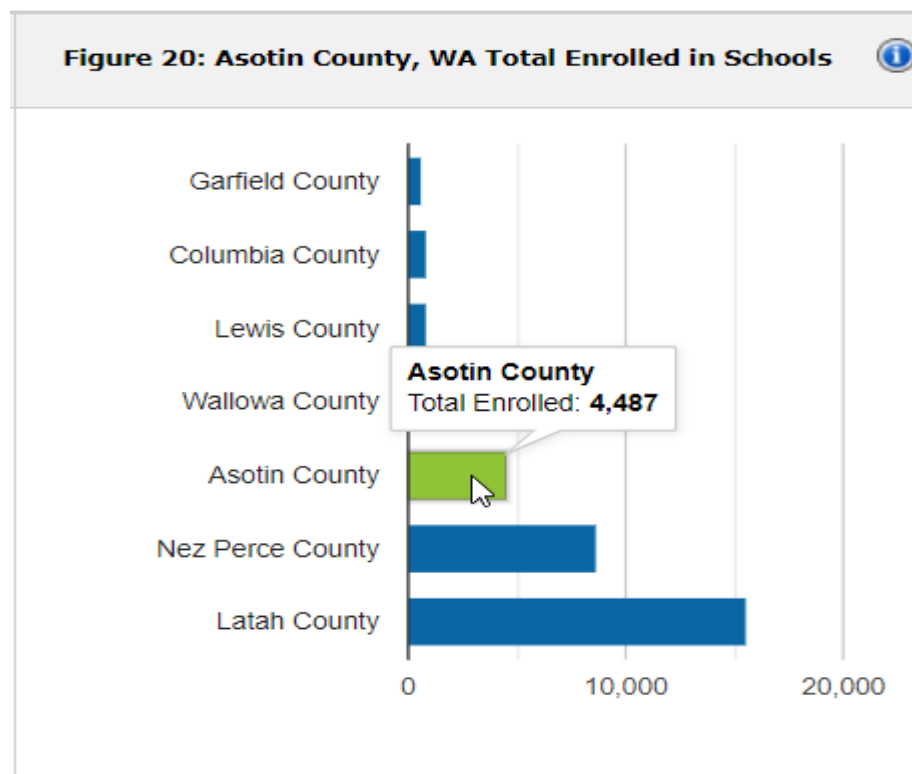
The population for those 65 years and over was 24.0 percent, compared with 15.9 percent statewide.

Females were 51.1 percent of the population, compared to 49.9 percent statewide.

Asotin County was less diverse than the state in terms of race and in 2019, 93.2 percent of residents were white and non-Latino, compared with 78.5 percent statewide.

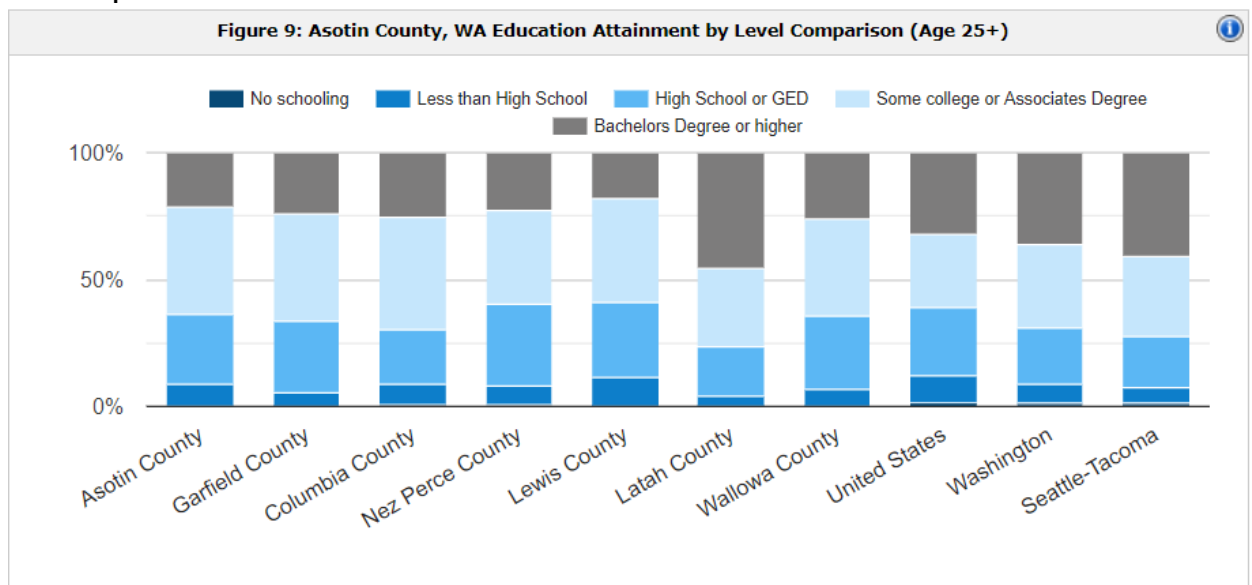
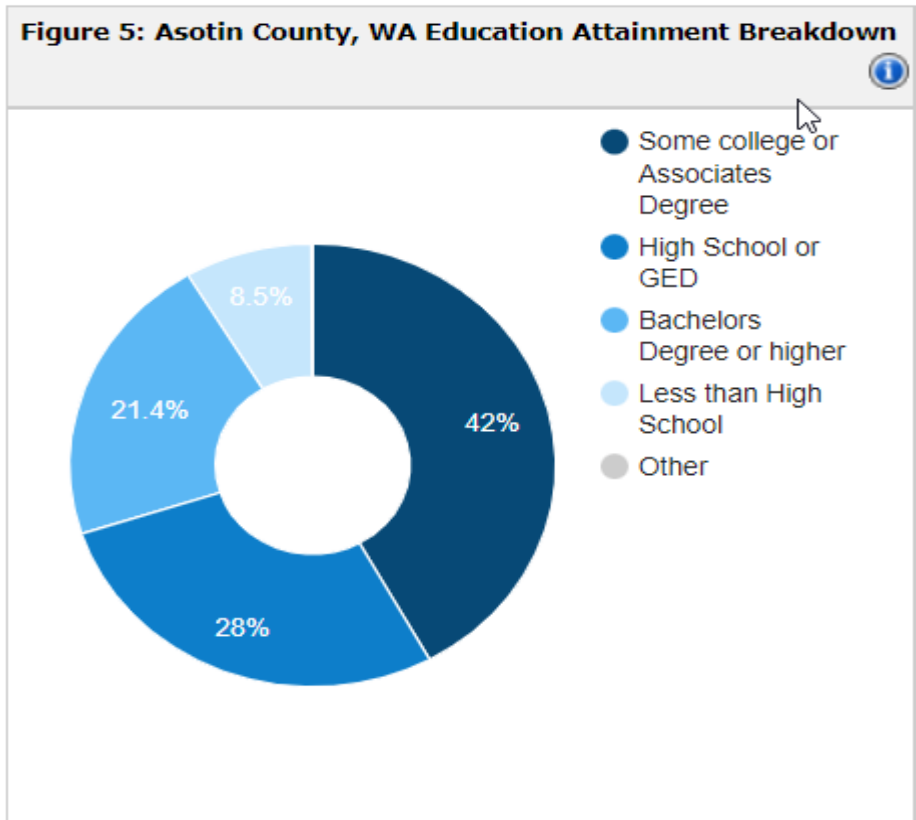
Educational attainment

In 2019, Asotin County residents over the age of 25 had high school graduation rates of 91.4 percent, similar to their statewide counterparts at 91.3 percent.



An estimated 21.4 percent of those over 25 had a bachelor's degree or higher, compared to 36.0 percent statewide.

Appendix 4D – Economy of the Clarkston-Lewiston Area, updated October 2021



Source: U.S. Census Bureau QuickFacts

March 2021

Lewis Clark Valley Cruise Boat Industry *Needs Assessment*

PREPARED FOR



PREPARED BY
McDowell
GROUP

Executive Summary

Riverboat cruises have been sailing to the Lewis Clark Valley for over 40 years, bringing thousands of annual visitors and benefitting a wide variety of local businesses. This Needs Assessment provides an in-depth analysis of the industry, along with a roadmap for accommodating anticipated growth and maximizing the potential for economic benefit to the region. Sources included industry reports, promotional materials, interviews with representatives of riverboat lines and local tour



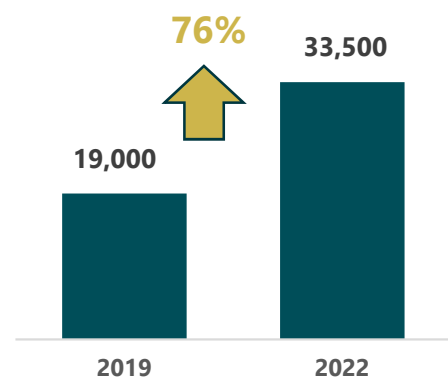
Source: Port of Clarkston.

operators (among others), and a site visit. The Needs Assessment, along with an accompanying Economic Impact study, were funded by the Ports of Lewiston and Clarkston with support from the U.S. Economic Development Administration, the States of Idaho and Washington, and local stakeholder organizations (see Appendix for a full list of funders). Following are key findings of the study.

Riverboat Market Outlook

- The U.S. river cruise industry consists of **20 vessels representing 3,000 berths**. Of the five total lines in the U.S. riverboat market, four called at the Port of Clarkston in 2019.
- The Columbia/Snake River region represents the number two river cruise area in the U.S., with **nearly one-third of nationwide passenger capacity** (30%). The number one region is the Mississippi River, with 60% of capacity.
- Despite the impacts associated with the COVID-19 pandemic, the outlook for U.S. river cruising remains very positive. Nationwide passenger capacity is **projected to grow by 80%** between 2021 and 2027.
- Riverboat traffic to the Lewis Clark Valley is also anticipating growth: between 2019 and 2022, passenger capacity is **projected to increase by 76%** based on additional vessels and a lengthened season.

Cruise Passenger Capacity at Port of Clarkston, 2019 and 2022 (proj.)



Destination Assessment

The Lewis Clark Valley boasts a wide variety of **assets** with strong relevance to the riverboat market.

- **Hells Canyon** jetboat tours are already the most popular tour among riverboat passengers. The combination of history, scenic beauty, and low-impact activity level are a perfect match for this market.
- Passengers are reportedly very interested in the **Lewis and Clark** story, reflecting their high education levels and interest in local history.

- **Nez Perce culture** represents a strong match with the riverboat market, and is heavily featured by cruise lines and local tour operators.
- Charming and walkable, **Downtown Lewiston** holds significant appeal for riverboat passengers, including shopping and dining opportunities as well as museums and historic attractions.
- **Local wineries** represent another strong match with the riverboat market; passengers appreciate the opportunity to sample locally made items, and cruise lines offer several wine-related tours along the Columbia/Snake.



Source: Visit Lewis Clark Valley.

Additional regional assets identified and analyzed in the body of the report include **Clarkston, scenic waterfront, fishing, golf**, and the **Clearwater River Casino and Lodge**.

INFRASTRUCTURE

- **Docks:** The Port of Clarkston operates two docks that serve riverboats: the 7th Street and 14th Street docks, with the 7th Street dock much preferred (and more frequently used) by lines. The 7th Street dock is in good repair; can be used by two boats simultaneously; and offers all the necessary services and amenities for riverboats. Its drawbacks include distance from downtown areas, limited parking/staging area, and inaccessibility by the largest riverboat vessel due to depth. The 14th Street dock is less desirable due to the lack of visual appeal and walkability. The ability of the Port of Clarkston to accommodate riverboat traffic has become a growing concern, particularly with additional vessels planned over the next several years.
- **Hotels:** The Lewis Clark Valley has 14 lodging properties with at least 30 rooms; only three of these properties are rated as 3.0 or 3.5 stars, and none are rated higher. Several cruise line representatives noted that the quality of local lodging options is a limiting factor to them offering pre- and post-stays, as their guests usually require a minimum of 4-star level accommodations. However, the Holiday Inn Clarkston-Lewiston is conveniently located adjacent to the 7th Street dock, and is currently included in pre- and post-stay packages for American Cruise Line passengers.
- **Airport:** While the Lewiston-Nez Perce County Regional Airport is conveniently located only 15 minutes from the cruise docks, nearly all riverboat passengers use the Spokane airport due to limited flight options. (The only current scheduled service is two daily non-stop flights to/from Salt Lake City.) Cruise line representatives noted the lack of airlift as a limiting factor in calling at Clarkston.



Source: Port of Clarkston.

Opportunity/Gap Analysis

The study identified the following **constraints** on growing and accommodating the riverboat industry in the Lewis Clark Valley.

- **Capacity:** Dock capacity is already strained on peak days, and traffic is expected to grow significantly over the next several years. Regional capacity is also a concern, as infrastructure needs to be developed in tandem with other ports on the Columbia/Snake system.
- **Waterway navigability:** The possibility of the dams being breached in the future (in effect ending the riverboat industry) could discourage investment in future growth. Dredging is also a potential limiting factor if it is not conducted regularly where riverboats operate.
- **Hotels and flights:** The limited hotel and flight options represent significant barriers to more passengers extending their stay in the region before or after their cruise.
- **Low destination awareness:** The Lewis Clark Valley is not well known among the general U.S. traveling population. Nearly all pre-trip information about the destination communicated to passengers is provided by the cruise lines – and cruise lines are (understandably) focused on selling their cruises, rather than destinations.
- **Cruise line priorities:** Cruise lines are not incentivized to offer extensions unless the experience fits with their brand and will enhance the passenger experience, while also being profitable.
- **Passenger demographics:** Because of their high average age (early to mid-70s according to cruise line contacts), most Columbia/Snake riverboat passengers tend to have less energy for tours (especially active tours), shopping, and overnight extensions when compared to the overall cruise market.
- **Dock locations:** Cruise line representatives report that riverboat passengers appreciate ports where they can disembark and walk to shops, restaurants, and attractions. The current cruise docks offer few retail opportunities or attractions in their immediate vicinities (none in the case of the 14th Street dock).
- **Transportation to downtown Lewiston and Clarkston:** Even though Downtown Lewiston is less than a 10-minute drive from the two cruise docks, and downtown Clarkston even closer, few passengers use taxis to access these areas. While the shuttle provided by American Queen Steamboat Company (AQSC) includes stops in downtown Lewiston, there are many other stops on the tour competing for passengers' attention.
- **Tour and onboard scheduling:** Riverboat passengers have many demands on their time and attention while their vessel is in port, some of which are already included in their package price: onboard meals, cocktail hours, lectures, entertainment, for example. Those participating in tours like the jetboat excursion have little energy for additional activities.
- **Jetboat tour:** The success, popularity, and (relatively) high price of the jetboat tour disincentives cruise lines from offering additional tours.



Source: Snake River Adventures.

With these barriers in mind, the Lewis Clark Valley also boasts a number of **advantages** with regard to the riverboat industry.

- **Embarkation/disembarkation port:** Besides Portland/Vancouver, Clarkston is the only other port on the Columbia/Snake itinerary where guests have the option of extending their stay.
- **Appealing assets for the river cruise market:** The Lewis Clark Valley has many attractions and activities that are well matched to riverboat passengers, including Hells Canyon, Nez Perce culture, Lewis and Clark history, a charming, walkable downtown (Lewiston), and viticulture, among others.
- **Cruise Boat Dock:** The 7th Street dock is in good repair, allows access to jetboats, and can fit two vessels at a time. Its location is advantageous in several ways, being adjacent to the Holiday Inn and close to provisioning sources like Costco and Albertson's.
- **Visit Lewis Clark Valley:** Having an effective Destination Marketing Organization (DMO) is a key advantage, allowing a one-stop shop for riverboat-related activities: for example, providing visitor information to passengers, organizing volunteer greeters, liaising with cruise line representatives, and organizing familiarization tours.
- **Community engagement:** By engaging with this study effort, the Ports of Lewiston and Clarkston, along with other funders and local stakeholders, are demonstrating their commitment to learn about the cruise industry and how they can best accommodate it.

Action Plan

The following action plan reflects information gathered throughout the course of this study and builds on momentum already created by the Ports and local stakeholders in accommodating the riverboat industry. These steps are designed to maximize the economic benefits of riverboats, while enhancing the experience for cruise lines, passengers, and local businesses. Each action plan item is discussed in more detail in the body of the report.

MARINE INFRASTRUCTURE

- Develop additional docking capacity to accommodate projected demand.
 - Explore potential port development and expansion projects, including Hells Canyon Marina Redevelopment and Port of Lewiston Riverfront Plan.
 - Pursue public/private partnerships with cruise lines to fund infrastructure investments.
 - New moorage should incorporate a floating dock with minimum 14 feet of water depth, 900+ feet of linear moorage, access to fuel, trash/recycling service, security, and paved access for ground transportation (including motorcoaches).
 - Incorporate the needs of the yacht market future moorage facility design.
- Dredge the area of the 7th Street Dock to 14 feet.
- Formalize moorage contracts.

ADVOCACY

- Coordinate with other Columbia/Snake cruise ports.

- Share COVID (or future pandemic) preparation and Best Practices.
- Establish regional objectives.
- Coordinate promotion to potential additional riverboat lines.
- Share information on infrastructure improvements, rates, crisis management (such as lock closures), etc.
- Advocate for navigable waterways.
 - Continue to advocate against dam-breaching.
 - Continue to advocate and seek funding for maintenance dredging of areas frequented by riverboats.

HOTEL AND AIRLIFT GAPS

- Engage airlines about initiating flights between Lewiston and Portland.
- Support new hotel properties or renovations that appeal to the cruise market.

COMMUNICATION WITH CRUISE LINES

- Create a directory of cruise line representatives.
- Keep cruise line contacts apprised of new or updated attractions, tours, hotels, and services.
- Showcase new tours and attractions that could be included in port calls and overnight packages.
- Review cruise line promotional materials regularly.
 - Offer suggestions and corrections where warranted.
 - Provide access to current and high-quality images for brochures and websites.
- Prepare a community directory for each vessel featuring local services, tours, accommodations, and transportation.
- Periodically ask cruise line representatives for feedback from passengers and crew.

ENGAGING THE LOCAL BUSINESS COMMUNITY

- Create an attractive and easy-to-read cruise ship calendar.
 - Post on websites of Port of Clarkston, VLCV, and Lewis Clark Valley Chamber of Commerce.
 - Distribute paper copies to local merchants and post on bulletin boards.
- Educate local retailers about riverboat passengers including their retail interests and accessibility needs.
- Create a visitor-oriented map of downtown Lewiston and Clarkston.
- Invite cruise line representatives to speak at local business events.
- Encourage local transportation providers to explore the idea of a shuttle between the cruise dock(s) and downtown Lewiston and/or Clarkston.
- Create a COVID-19 response effort to encourage and promote responsible reopening of the community to visitors.

Readers are encouraged to review the accompanying Economic Impact report, which includes information on historical traffic trends, passenger activity and spending patterns, spending by passengers, crew, and cruise lines, and economic impacts of the industry. It is available at www.portofclarkston.com and www.portoflewiston.com.

Appendix 5A



ANCHOR & CO.

Concept Alternative 3
West Waterfront Cruise Facility Expansion and Development
 Post of Clarkston
 December 2021

Port of Clarkston Rivershore Draft Map – for North Rivershore Supplement to Port 2021 Parks & Recreation Plan

Tentative boundaries of a Rivershore District in north Clarkston outlined in black



DISTANCES

- 650 feet from actual shoreline
- 1,300 feet by roadway to public or proposed public access
- 200 feet on either side of access roadway

★ Present public access point

★ Anticipated new public access point

**Port of Clarkston's Parks and Recreation Plan
Capital Funding Opportunities**

| Grant Program | Description | Potentially Applicable Project Elements |
|--|---|--|
| ALEA | In 1984, the Washington State Legislature created this grant program to ensure that money generated from aquatic lands was used to protect and enhance those lands. Grants may be used for the acquisition, improvement, or protection of aquatic lands for public purposes. They also may be used to provide or improve public access to the waterfront. Aquatic lands are all tidelands, shore lands, harbor areas, and the beds of navigable waters. | Shoreline Restoration, beach expansion |
| Boating Facilities Program (BFP) | Created in 1964, the Boating Facilities Program provides grants to acquire, develop, and renovate facilities for motorized boats and other watercraft, including launching ramps, guest moorage and support facilities. | New marina moorage and facilities, relocated boat launch |
| Boating Infrastructure Grant Program (BIG) | This federal grant program provides funding to develop and renovate boating facilities targeting guest recreational boats 26 feet and larger. | New marina moorage and cruise facility |
| Washington Wildlife & Recreation Program | Provides funding for a broad range of land protection & outdoor recreation, including local and state parks, trails, water access and the conservation and restoration of state land. | All components of the project |
| State of Washington Capital Funds Program | Port Districts (and other local government entities) can seek grant funding through the State of Washington's Capital Funds Program | Those projects for which the applicant can make a case for need, economic impacts & long-term benefit. |
| USDA Rural Development | The U.S. Department of Agriculture--Rural Development can assist with grant funding for smaller rural projects, or as a partner on larger projects. | Moorage facilities that have job creation potential; onshore facilities if they grow jobs |
| U.S. Department of Transportation, RAISE | This program, funded through Rebuilding American Infrastructure with Sustainability and Equity (RAISE), is a discretionary grant program designed to evaluate infrastructure requests on the basis of safety, environmental sustainability, quality of life, economic competitiveness and opportunity, partnership, innovation, mobility and community connectivity. | Cruise boat dock and shoreline support structures |
| Federal Highways Administration - Federal Lands Access Program | The Federal Lands Access Program (FLAP) was established in 23 USC 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal Lands. FLAP supplements State and local resources for transportation facilities, with an emphasis on high-use recreation sites and economic generators. | Road access, public transit, pathways, trails |

**Port of Clarkston's Parks and Recreation Plan
Capital Funding Opportunities**

| Other Funding | Description | Potentially Applicable Project Elements |
|---------------------------------|--|--|
| Industrial Development District | Port Districts in the State of Washington have resources for acquisition, construction, maintenance, operation and development of harbor improvements and related facilities. One of these is through the creation of an Industrial Development District, per Title 53, Revised Code of Washington. | Provide funding for developing or redeveloping marginal area properties. All components of the project |
| Tax Incremental Financing | The Washington State Legislature passed HB1189 which authorizes the financing tool for local governments (including Port Districts) known as tax increment financing (TIF). This is to be used for infrastructure projects and specifically names "parking, terminal and dock facilities" as an eligible public improvement. | Parking, terminal and cruise dock facilities. |

RESOLUTION 2022-06

A RESOLUTION OF THE PORT COMMISSION OF THE PORT OF CLARKSTON, ASOTIN COUNTY, WASHINGTON, UPDATING & REVISING ITS PARKS AND RECREATION PLAN.

WHEREAS, the Port of Clarkston had incorporated previous adopted recreation goals in its May 2001 Comprehensive Plan (herein the "Plan"); and,

WHEREAS, the Plan was amended in 2004 and again in 2010, reserving those same recreation goals; and,

WHEREAS the Port Commissioners have determined that further and more detailed revisions need to be made to the existing plan; and,

WHEREAS, public hearings on the proposed Plan were held on the 10th day of June 2021; and,

WHEREAS, public input was gathered on various Port recreational projects through on-line, on-site, and mailed surveys;

NOW, THEREFORE, BE IT RESOLVED that the Port Commission of the Port of Clarkston approve a stand-alone Parks and Recreation Plan which is expected to ultimately be incorporated into the Port's Comprehensive Scheme of Harbor Improvements (Comprehensive Plan).

DATED this 24th day of February, 2022. Signed and approved by the following authorized representatives:

Signed: _____

Mark Brigham, President

ATTEST:

Signed: _____

Dayna Weatherly-Wilson, Secretary