

City of Clarkston

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829 5th Street • Clarkston, WA 99403 • www.clarkston-wa.com

PLANNING COMMISSION

AGENDA

Nov 18, 2013

CITY HALL

829 5TH STREET

CALL TO ORDER: 5:30 P.M.

ROLL CALL:

APPROVAL OF MINUTES:

Oct. 7, 2013

REGULAR BUSINESS:

- A. Discussion of possible updates to Zoning Matrix

UNFINISHED BUSINESS:

- A. Assorted zoning discussion

COMMUNICATIONS:

- A. From Public
- B. Written
- C. From Planning Commission
- D. Staff Reports

ADJOURN:



Oct. 10, 2013

Zoning Matrix / Zoning Code Discussion:

Over the years, I've ran into situations where our zoning matrix doesn't properly represent the true language of our Zoning Code. The following are some examples I'd like to review and possibly correct. There also includes some possible discussion of updates that might benefit the City and make our zoning more concise and user friendly.

Needed Matrix additions and / or corrections...

- 1) Aircraft Hangar (add): We currently have a helicopter flying service working out of the PC zone in the port. We have also been approached about further hangar use for helicopters in the same zone.
- 2) Helipad (add): see above.
- 3) Apartment houses have same definition as Multi-family dwelling. Combine into... Apartments / Multi-family dwellings in matrix. Add to MC.
- 4) Drive-in Restaurant: SC now, add to PC. (with Port review)
- 5) Drug store: SC, DC & MC now, add to PC. (with Port review)
- 6) Frozen food locker: SC now, Schwan's is currently located in PC. Add to PC. (with Port review)
- 7) Grain storage: HI now but exists in PC. Add to PC (with Port review)
- 8) Planned Unit Development allowed in all but PC & HI. Isn't there a potential for a "commercial" PUD?
- 9) Second floor apt.: DC now to promote retail or other commercial use with living above. Add to PC. (with Port review) They have been pushing for possible ground floor commercial use with higher density living above to take advantage of the waterfront location.
- 10) Single family dwelling: Currently not allowed in MC when language of the code encourages residential use in that zone. Add to MC. (apts. as well)

Other zoning issues...

Density review should be considered for residential areas. We currently have a number of apartment complexes that are non-conforming therefore possibly restricting expansion and or improvements to the property. A change may also assist with infill on larger undeveloped portions of property that exist. Along with density, I think it prudent to review how our code regulates design for other than single family dwellings. Example... at present, if you want more than one dwelling in any situation, it is necessary to have them under one roof. That being the case, if a larger parcel in a neighborhood of single family dwellings were developed into multi-family use, the units must be under one roof. That creates design restriction and places a multi-story box of units amidst single family one level homes. I would propose the possibility of individual units that would be more agreeable to the neighborhood. The important part of that concept would be the ability to restrict sales of dwellings that create an illegal split of property. It would be important to maintain the proper setbacks from building to building if a split were to ever be considered.

James Martin

From: Wanda Keefer <wanda@portofclarkston.com>
Sent: Monday, November 04, 2013 11:16 AM
To: Jim Martin (E-mail)
Cc: 'Jennifer Bly'; belinda@portofclarkston.com
Subject: Input for Zoning Commission
Attachments: less than optimal use of waterfront.pdf

Jim,

Thank you for giving me the opportunity to comment as the Planning and Zoning Commission reviews existing zoning categories and the matrix which guides implementation. While I suspect that you were particularly interested in comments on the Port-Commercial zone, I think the discussion points below could be more broadly applied. Please note: while we are advocating for sensitivity relating to some locations within the City limits, the Port of Clarkston very much supports land uses that help businesses meet their objectives. Our research, as we develop design standards for our new business park outside the city limits, is that areas that are a bit more restrictive as to land uses and design standards tend to hold their value better than investments that might be built next to the property pictured at the bottom of this email for instance.

Planning that values the waterfront: In the attachment to this email is an illustration of a land use in Asotin County on the waterfront that is highly visible from air, land, and water. This particular project demonstrates what happens when planners do not seek to maximize the potential to showcase our community's greatest asset, the Snake River. Because the structure is SO WHITE, the eye is drawn to it. It doesn't blend with its natural surroundings. This allows viewers to conclude that the purpose of the business (storage) is a higher good than any other purpose the community might have. This particular facility is outside the city limits of Clarkston and is provided for illustration purposes only. But I think the example could generate discussion from two perspectives: a) land uses; and b) design standards.

Land uses: There is a riverview viewshed from the perspective of structures on land and from the perspective of the water (or recreational trails along the water) that is above and beyond any "Shoreline" Master Planning requirement (which is typically 200' from the ordinary high water mark). Consider a lower "riverview" approach to land uses that provides easy access to recreational trails along the waterfront. A separate "viewshed" approach would be at higher elevations without easy access to the waterfront, but still within easy view of the river. Perhaps within these zones, something more aesthetic is required?

Design standards: Under the concept of design standards, for instance, the property illustrated in the attachment might simply be required to paint the structure "earth tones." This doesn't draw back from the utility of the structure, but what it does is recognize that it is within a significant viewshed from the river. (Again, this is outside the city limits, so is an illustration only.)

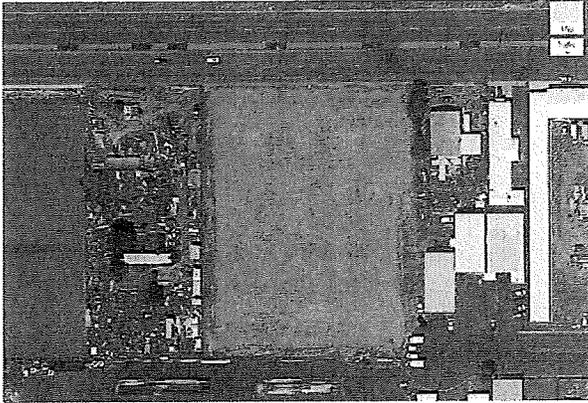
Multi-use options that do not require Planned Unit Development approach: As we have discussed, it is likely to be quite beneficial if commercial activity is encouraged on the ground floor of buildings in downtown Clarkston, but also in the northern part of Clarkston near the riverfront. The City is quite easy to work with under Planned Unit Developments, so that remains a possibility. However, there may be existing structures for which a PUD is not appropriate that could provide Clarkston with similar benefits. So a question for consideration is this: Is it possible to allow multi-use options more extensively than just within a planned unit development? Or can a streamlined PUD be developed for a single structure that will not require infrastructure modifications?

Design standards: Sometimes a very practical use has to occur on the waterfront (i.e., the shed in which a boat is kept at the Corps office). That doesn't mean the aesthetics should be ignored; this shed doesn't have to look industrial. By incorporating requirements to use natural colors (not white, as in the attachment) and/or natural materials in these structures, the structure becomes more pleasing to the eye. The types of materials used could also be specified. Visual impact should be evaluated from land and from the water. (And perhaps even from the air.) An architectural design committee could put out general standards and then be tasked with approving specific plans. Projects should not be required to make modifications unreasonably, however. (This is a fine balance.)

Night-lighting considerations: More tools are becoming available for lighting that creates down-lighting to assure the security of areas while they limit glare elsewhere. New structures should not put out the glare that ATK does at night.

In-fill considerations: More potential exists for business growth within the city limits as it relates to infill than any other area. Has the planning and zoning commission considered initiatives or incentives that would encourage in-fill?

Weeds and other aesthetics: I would imagine that the property in the 1300 block of Port Drive (aerial photo below) (Lemire property) is grandfathered in and that new, similar uses could not sprout up. What can be done about that? Also, enforcement of existing weed ordinances could benefit the overall look of the community.



Alternative modes of transportation: I'm not quite sure how this discussion would fit into the zoning review, but public transportation is becoming increasingly relied upon. In order to make this alternative form of transportation safe, we need quality sidewalks feeding into collection points. How walkable is our community? Are there development steps that could help achieve better pedestrian traffic? How about bicycle traffic? (This may be more a road, "complete street" discussion.)

Thank you for considering these comments.

Wanda Keefer
Manager, Port of Clarkston
509-758-5272



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