



City of Stevenson

Planning Department

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TO: Planning Commission
FROM: Ben Shumaker
DATE: March 8th, 2021
SUBJECT: Reducing Parking Requirements—Increasing Residential Building Capacity

Introduction

This memo updates the Planning Commission on several key components of the potential Zoning Code amendment related to parking requirements in the downtown area. The memo builds on the February discussion where several changes were requested. Specific decision points are included herein based on past discussions and issues identified through the public involvement efforts to date. An addendum to this memo will be prepared to summarize the public involvement efforts and outline additional decision points. At the Planning Commission's discretion, a recommendation to the City Council could be considered at the conclusion of tonight's deliberations.

Decision Points

The following decision points have been prepared for tonight's meeting. See below for additional detail:

1. May the program continue to allow new tenants in existing buildings without requiring new parking?
2. May the drafted reductions to requirements be enacted on the basis of the observed lack of alternative suppliers and weak development market?
3. May the current parking required of new clinics be retained?
4. May the program continue to require parking for private offices which are accessory to the principal use?
5. May the program require retention of existing off-street parking when new outdoor seating is installed in response to COVID-19?
6. May outdoor seating installed in response to COVID-19 be subject to the parking requirements after the pandemic recedes?
7. May the drafted exemptions related to COVID-19 be tailored to the current—and only the current—emergency?
8. May the dates drafted to account for the COVID-19 emergency be applied to the development (and potential removal) of outdoor seating?

Sources of Amendment Proposals

The proposed amendments originate in the following. **Bold** text indicates the inclusion in the evolving draft. *Italic* text indicates inclusion within tonight's decision points.

- Public Testimony – The following policy stances were made by the public at the February 8th Planning Commission meeting, in response to the community questionnaire, or as written public comment:
 - *Utilizing a "USE" model with "PEAK" times to determine requirements.*
 - **Basing parking requirements on publicly accessible areas instead of gross square footage of a building.**
 - *Reducing the ratio required of clinics (medical, dental).*
 - Regulating on-street parking.

- **Considering COVID precautions related to new outdoor seating areas**
- **Expanding where, and on which size of lots, incentives for mixed use residential/commercial development are available.**
- Eliminating all parking requirements.
- Developing and funding additional public parking.
- The draft *Downtown Plan for SUCCESS!* – The draft downtown plan intends “to ensure that adequate parking is provided for both commercial and residential uses while not burdening the potential redevelopment with unnecessary parking infrastructure costs that may limit or discourage redevelopment. To do so, it recommends several changes to current parking framework, including:
 - Identifying potential locations of shared commercial use parking lots.
 - Creating creative financing programs to construct and maintain shared parking lots, including a ‘fee-in-lieu’ of parking on-site, especially for small parcels where redevelopment may be less viable due to parking requirements.
 - Encouraging employee management strategies to reduce the demand on on-site and/or close curb-side parking.
 - *Changing current regulations to reduce the required amount of both commercial and residential on-site parking.* Specific recommendations involve:
 - **Permitting up to 100% of required parking for hotels be supplied by a joint-use lot.**
 - **Permitting up to 50% of required parking for other commercial uses be supplied by a joint-use lot.**
 - **Eliminating the current restriction where sharing is only permitted between daytime & nighttime uses.**
 - **Reducing residential parking requirements.**
 - **Further reducing residential parking requirements for new mixed-use buildings.**
 - **Allowing further reduction of residential parking requirements for new affordable senior or workforce housing.**
 - **Reducing parking requirements for restaurants.**
 - **Reducing parking requirements for retail stores.**
 - Allowing for conditional elimination of parking requirements for new hotels.
 - Developing a bikeshare system at key downtown destinations.
- Zoning Interpretations by the Planning Commission – The following Zoning Interpretations have been made by the Planning Commission:
 - **ZON2010-02: Lauderette Parking Classification.** This interpretation categorized an unidentified use as requiring the same amount of parking as a “business providing on-site customer service”.
 - ZON2010-03: Floor Area vs. Gross Floor Area. This interpretation determined a drafting error resulted in inconsistent language between 2 categories of retail stores. As a result, parking for all retail uses is required based on “gross floor area”.
 - ZON2010-04: Exterior Floor Area. This interpretation considered the definition of “building” as it related to exterior dining areas. Exterior areas on uncovered patios do not require parking. Covered exterior seating and exterior seating on a deck or rooftop does.
 - **ZON2014-02: Charter Tour Service Parking Classification.** This interpretation developed standards for an unidentified use based on charter tour vehicle’s maximum occupancy.
 - **ZON2016-01: Fire Station Parking.** This interpretation did not result in a specific decision or standard for the unidentified use. Instead the Planning Commission chose to provide general guidance and review proposals on a case-by-case basis so the context of their setting could be considered (e.g., the presence of/demand for on-street parking near the site).

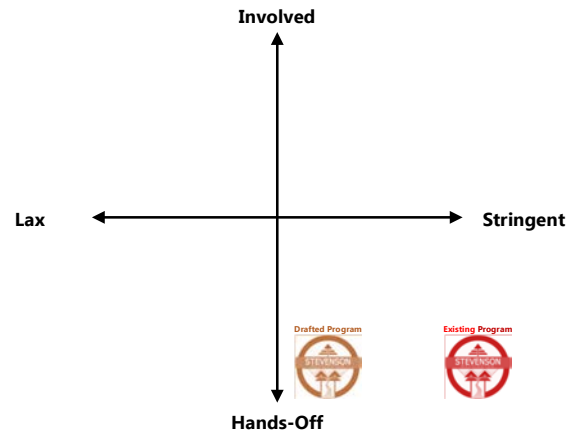
- Staff Review – The following inconsistencies, clarifications, and policies were identified by staff when incorporating the above into the existing code:
 - **Change of Use/Building Expansion.** The C1 parking standards include redundant and conflicting language compared to the standards applicable for all other zones. Changes to SMC 17.25.130(B) remove the redundancy and clarify changes of use to an existing building do not require additional parking (e.g., a restaurant could locate in the Avary Building and no additional parking would be required). Changes to SMC 17.42.030 clarify when parking is required for expansion of a building and provide flexibility for supplying the parking at off-site, off-street lots.
 - **Proximity of Off-Site Parking.** Greater flexibility related to parking for retail, food service and hotel uses, expanding the area from 300 feet to 1,000 ft. is included in the proposal. This expansion provides more properties with the potential for service by the satellite parking lots identified in the draft downtown plan.
 - **Exterior Seating.** A new ratio is identified for exterior seating areas to deal with an inequity created by the Planning Commission’s interpretation in ZON2010-04. The proposal would require ¼ as much parking as interior seating. This is based on an assumption that the seating would be used less often and primarily in only one of the 4 seasons.

Discussion

Decision Points #1 & #2: Changes of Use – Parking programs can be considered based on how lax/stringent the upfront construction requirements are and how hands-off/involved ongoing program monitoring is.

Factors contributing to a community’s approach often involve:

- Staffing Capacity (relevant program involvement)
- Existing Parking-Over/Under Supply (relevant to both determinants)
- Presence of Alternative Parking Suppliers (relevant to both determinants)
- Desire to Preserve Existing Building Stock (relevant to program stringency)
- Activity of the Development Market (relevant to program stringency)



Stevenson’s 27-year old program relies on stringent upfront construction requirements for new buildings and a hands-off approach when monitoring existing building usage. Programs of this type are selected where a) staffing is unavailable to monitor building usage/changes, b) an under-supply of parking exists, c) alternative parking suppliers are present, d) existing buildings are valued, and e) a strong development market can overcome the upfront investment.

Loopholes exist within this type of program. For example, a new building could be constructed as an “office not providing customer services on premises” (1 space per 400 sf) but its first tenant could be for “food services with consumption on premises” (1 space per 100 sf). In such a case, the new building would only provide 1 quarter as much parking as a purpose-built for a food service use.

The regulatory changes as-drafted maintain the City’s program within the same general quadrant as the existing 1994-era program, however the stringency is reduced for most uses in the downtown area. The proposed reduction acts on observations related only to the Presence of Alternative Parking Suppliers and the Activity of the Development Market:

- There are no alternative parking suppliers (i.e., the program never followed through—as originally conceived—with the creation of a Parking and Business Improvement Area to fund public alternatives, and developers of privately funded, public lots have not invested in Stevenson)
- The development market is not strong enough to bear the burden of the parking requirements. Note: Existing lot sizes are related to Stevenson’s development market. Vehicular turning movements require wider lot than mostly exist. The preference for preservation of existing buildings inherent to this type of program combined with the lack of minimum lot sizes in the C1 District will prolong lot width challenges; even greater investments are required to purchase adjacent lots (vacant and/or potential redevelopment lots). These investments require an even stronger development market than areas with larger existing lots.

In drafting these changes, no analysis has occurred related to changes in the City’s staffing capacity between 1994 and today. No targeted engagement of downtown property owners has been conducted related to their acceptance of a more-involved City approach. Because parking inventory data is only partially available within the downtown area, no study of the supply, demand, or usage has been conducted as part of drafted changes. As a result, loopholes like that discussed above will remain if the drafted changes are adopted as will opinion-based conceptions of the existing parking over/under-supply.

1. May the program continue to allow new tenants in existing buildings without requiring new parking?
2. May the drafted reductions to requirements be enacted on the basis of the observed lack of alternative suppliers and weak development market?

Decision Point #3: Clinic Parking Requirements – A portion of the written public comment submitted in February, suggested modifying the standard for Clinics (from 1 space per 150 sf to 1 space per 200 sf) would be more realistic compared to the parking demanded by the clinic(s) currently operating in the City. This suggestion was overlooked as the Planning Commission addressed the discussion of gross and net floor area. The attached evolving draft has not incorporated the suggested change.

3. May the current parking required of new clinics be retained?

Decision Point #4: Offices within other uses – In response to the written public comment submitted in February, the Planning Commission requested all downtown parking requirements be based on net floor area instead of gross floor area. Staff has drafted a new definition for the concept of “net floor area” which excludes several parts of a building’s gross square footage. Offices are not included within the listing of excluded areas. This differs from the written suggestion because staff struggled to make offices fit as part of a usable definition and also have that definition apply to the professional office use category. For example, the phrase “accessory offices” or “management offices” could be included in the list drafted in definition SMC 17.10.312, however doing so would create an unanswerable question about how areas devoted to managers of office workers are considered in relation to parking requirements. The attached evolving draft avoids this complication while still exempting substantial portions of buildings.

4. May the program continue to require parking for private offices which are accessory to the principal use?

Decision Points #5, #6 & #7: Outdoor Seating; COVID-19 – Spoken public testimony at the February meeting suggested providing some relief for food service businesses expanding outdoor seating in response to the COVID-19. Planning Commission direction to staff at the meeting was generally supportive of the exemptions. However, specific requests from individual Commissioners were not discussed in detail. The evolving draft regulations provide a date-based exemption for establishing new outdoor seating areas (June 30th, 2022) and 2 optional limitations related to the exemption. The first discusses preservation of existing off-street parking. The second provides a second date (December 31st, 2023) when the newly installed seating would be subject to the regulations. This draft does not allow for a more broadly applicable exemption in the case of future emergency

scenarios. Both of these limitations as well as the dates proposed should be discussed by the Planning Commission.

5. May the program require retention of existing off-street parking when new outdoor seating is installed in response to COVID-19?
6. May outdoor seating installed in response to COVID-19 be subject to the parking requirements after the pandemic recedes?
7. May the drafted exemptions related to COVID-19 be tailored to the current—and only the current—emergency?
8. May the dates drafted to account for the COVID-19 emergency be applied to the development (and potential removal) of outdoor seating?

Context/Next Steps

If enacted, this proposal would provide some immediate relief for what has been considered excessive parking requirements by many in the past. However, by proposing implementation of some recommendations outlined above, the City is not disregarding the others. Unfortunately, in some cases, implementation of the other recommendations would rely on information not currently available.

These Policies: The policies included here provide small changes to the current programmatic structure. Depending on the public, Planning Commission, and City Council review of these changes, they could be adopted as early as the March 18th, City Council meeting. If the review process surfaces concerns, then the process will necessarily become longer to ensure the concerns are addressed.

Future Efforts: The City is in the process of better evaluating how a fee-in-lieu of parking and/or another creative financial strategy could be developed to increase the alternative supply of parking. To date, the City has inventoried all on-street parking and initiated a gap analysis to identify potential increases to the number of on-street spaces. Next steps related to increasing these alternatives will involve:

- 1) Working with the Stevenson Downtown Association to inventory off-street parking on private lots.
- 2) Monitoring usage of the public and private (to the extent feasible) parking spaces.
- 3) Modeling the need for parking spaces based on current and likely development/business activity.
- 4) Developing cost estimates for projects addressing modeled needs, including project:
 - a. Increasing the number of on-street parking spaces.
 - b. Creating public joint-use parking lots.
 - c. Increasing pedestrian access to new on-street parking and joint-use lots.
- 5) Adopting a fee-in-lieu program balancing the cost of necessary improvements with the demand created by current and likely development/business activity.
- 6) Amending the Zoning Code to coordinate with the fee-in-lieu program.

Other suggestions have not been reviewed in the same detail, and next steps have not been identified.

Attachments:

- 1- Draft Ordinance 2021-1172 (9 pages)
- 2- Written Public Comment (4 pages)
- 3- Downtown Plan for SUCCESS! Parking Framework excerpt (5 pages)
- 4- ZON2010-02- Launderette Parking Classification (1 page)
- 5- ZON2010-03- Floor Area Clarification (1 page)
- 6- ZON2010-04- Exterior Seating Areas (1 page)
- 7- ZON2014-02- Charter Tour Service Parking (1 page)

**CITY OF STEVENSON
ORDINANCE 2021-1172**

AMENDING THE STEVENSON ZONING CODE (SMC TITLE 17); INCENTIVIZING MIXED USE DEVELOPMENT IN THE C1 DISTRICT; REDUCING PARKING REQUIREMENTS, ESPECIALLY IN THE C1 COMMERCIAL DISTRICT; INCORPORATING PAST PARKING-RELATED ZONING INTERPRETATIONS; AND ALLOWING GREATER OPPORTUNITIES FOR OFF-SITE PARKING

WHEREAS, the Skamania County Economic Development Council recently commissioned a study of the housing needs of Skamania County which found an estimated 20-year demand for 2,000 dwelling units county-wide; and

WHEREAS, a market analysis commissioned in the development of the Stevenson Downtown Plan for SUCCESS! found a 10-year demand for at least 228 new dwelling units in Stevenson specifically; and

WHEREAS, both of the aforementioned analyses indicate the type of development needed in the coming years must differ from type of development seen in recent years, with a greater proportion of the housing to be developed as rental units and more affordable to community residents; and

WHEREAS, current parking requirements form barriers preventing the market's ability to supply the housing needed, especially in the downtown area where housing development is closely related to commercial development; and

WHEREAS, the provisions of this ordinance reduce those barriers while implementing the following objectives of the Stevenson Comprehensive Plan: 2.7, 2.10, 2.12, 2.13, 2.14, 2.15, 3.1, 3.2, 3.3, 3.6, 4.2, 4.3, 5.1, 5.3, 6.1, and 7.12; and

WHEREAS, this ordinance is adopted through the City's municipal authority under RCW 35A.63.100; and

WHEREAS, the City Council provided notice and held a public hearing prior to adoption of this ordinance pursuant to RCW 35A.63.070; and

WHEREAS, the City has reviewed the provisions of this ordinance according to the State Environmental Policy Act and determined it is not likely to have a significant adverse environmental impact; and

AND WHEREAS, the Stevenson City Council finds that the best interests of the public health, safety and welfare would be served by the amendments herein,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STEVENSON, STATE OF WASHINGTON DO ORDAIN AS FOLLOWS:

- Section 1** – Chapter 17.25 – “Trade Districts” shall be amended by deleting the ~~struck through~~ text and adding the underlined text as shown in Exhibit ‘A’. The amendments occur in Subsection B of SMC 17.25.130 – Trade Districts Parking and Loading. All other provisions of Chapter 17.25 shall remain in effect without amendment.
- Section 2** – Chapter 17.42 – “Parking and Loading Standards” shall be amended by deleting the ~~struck through~~ text and adding the underlined text as shown in Exhibit ‘B’. The amendments occur in **SMC 17.42.....** All other provisions of Chapter 17.42 shall remain in effect without amendment.
- Section 3** – This ordinance affects Title 17 of the Stevenson Municipal Code only insofar as set forth herein. All other provisions of Title 17 shall remain in full force and effect, and that where the provisions of this ordinance are the same as the provisions they replace, the provisions of this ordinance shall be interpreted as a continuation of those previous provisions and not as a new enactment.
- Section 4** – If any section, subsection, sentence, clause, phrase, or other portion of this Ordinance, or its application to any person, is, for any reason, declared invalid, in whole or in part by any court or agency of competent jurisdiction, said decision shall not affect the validity of the remaining portions hereof.

Passed by a vote of _____ at the special City Council meeting of _____, 2021.

SIGNED:

ATTEST:

Scott Anderson
Mayor of Stevenson

Leana Kinley
Clerk/Treasurer

APPROVED AS TO FORM:

Kenneth B. Woodrich
City Attorney

EXHIBIT 'A'**17.25.130 - Trade districts parking and loading.**

- A. CR Parking and Loading.
1. Off-street parking shall be provided in accordance with the requirements of SMC 17.42 Parking and Loading Standards.
 2. Parking areas, aisles, loading aprons and access ways shall be paved with an all-weather surface of a strength adequate for the traffic expected and shall be well drained.
- B. C1 Parking and Loading.
1. ~~Except for the circumstances set forth in SMC 17.25.130(B)(2), below, o~~Off-street parking and loading shall be provided in accordance with the requirements of SMC 17.42 Parking and Loading Standards.
 2. The parking and loading standards of SMC 17.42 are subject to the following exceptions in the C1 Commercial District
 - a. Exception to SMC 17.42.030.A. Off-street parking is not required when a new use is established in in the following circumstances: a. When the use of an existing building is changed, provided:
 - ~~1. The floor area of the building is not increased by more than 10%, and~~
 - ~~2. Existing off-street parking is maintained.~~
 - b. Exception to SMC 17.42.090 for Mixed Use Residential Buildings. For all buildings having General Sales or Service Uses [SMC 17.13.020] as the primary ground-floor use, the parking spaces required for all dwellings within the building shall be 0.5 per dwelling regardless of the number of bedrooms or the gross floor area of the dwelling; provided however, that all parking spaces otherwise required for the building's uses shall be supplied.
 3. Parking areas shall be adequately fenced and/or screened from the street and nearby residential uses.
- C. M1 Parking and Loading.
1. Off-street parking shall be provided in accordance with the requirements of SMC 17.42 Parking and Loading Standards.
 2. Parking areas shall be fenced and/or screened from the street and nearby residential uses.
 3. All loading must be accomplished on the site; no on-street loading is permitted.

(Ord. No. 1103, § 7, 2-16-2017)

EXHIBIT 'B'**Chapter 17.42 - PARKING AND LOADING STANDARDS****17.42.010 - Purpose.**

It is the intent of this chapter to allow for parking and loading standards.

(Ord. 894 (part), 1994).

17.42.020 - Policy.

The provisions of off-street parking and loading space in accordance with needs and requirements of particular property uses is a necessary public policy in the interest of traffic safety, minimizing congestion, and to provide harmonious development.

(Ord. 894 (part), 1994).

17.42.030 - Compliance with minimum standards.

A. New uses in all districts shall meet the minimum standards of this title.

B. Whenever any building is enlarged in height or in ground coverage, off-street parking shall be provided for such expansion or enlargement in accordance with the requirements of ~~Section SMC 17.42.090; provided,~~ ~~h~~ However, ~~that~~ no parking space need be provided in the case of enlargement ~~or expansion~~ or expansion where:

1. ~~†~~The cumulative number of parking spaces required for all such expansion or enlargement since ~~the effective date of the ordinance codified in this title~~ September 15th, 1994 is less than ~~ten percent~~ 10% of the parking spaces specified in Section SMC 17.42.090 for the building, and

2. The number of off-street parking spaces installed as specified in SMC 17.42.090 is maintained.

3. Nothing in this provision shall be construed to require off-street parking spaces for the portion of such building existing at the time of passage of the ordinance codified in this title on September 15th, 1994.

C. For the purposes of this section, any installation of outdoor seating which increases gross floor area of a food service use shall be considered an expansion of a building.

(Ord. 894 (part), 1994).

17.42.040 - Size and access requirements.

A. Each off-street parking space shall have a minimum width of ~~nine-9~~ feet and a minimum length of ~~eighteen~~ 18 feet, except that each off-street parking space for compact vehicles shall have a minimum width of ~~eight~~ 8 feet and a minimum length of ~~sixteen-16~~ feet. ~~Aisles shall have a minimum width of twenty feet.~~

B. Aisles shall have a minimum width of ~~twenty~~ 20 feet.

BC. Up to one-third of the required off-street parking spaces on a site may be sized and designated for compact vehicles.

CD. Each parking space shall be of usable shape and condition.

(Ord. 894 (part), 1994).

~~17.42.050 - Expansion and enlargement of building-Off-street parking requirements.~~

~~Whenever any building is enlarged in height or in ground coverage, off-street parking shall be provided for such expansion or enlargement in accordance with the requirements of Section 17.42.090; provided, however, that no parking space need be provided in the case of enlargement or expansion or expansion where the number of parking spaces required for such expansion or enlargement since the effective date of the ordinance codified in this title is less than ten percent of the parking space specified in Section 17.42.090 for the~~

~~building. Nothing in this provision shall be construed to require off-street parking spaces for the portion of such building existing at the time of passage of the ordinance codified in this title.~~

~~(Ord. 894 (part), 1994).~~

17.42.060 - Joint use of parking—Percentage of area permitted.

The planning commission may authorize the joint use of parking facilities for the following uses or activities under conditions specified:

- A. Up to ~~fifty percent~~50% of the parking facilities required by this chapter for a theater, bowling alley, dance-hall, restaurant, retail, service or other similar uses, may be supplied by the off-street parking provided by other ~~daytime~~ types of uses or by a community parking lot.
- B. ~~Up to fifty percent of the off-street parking facilities required by this chapter for any daytime buildings or uses may be supplied by the parking facilities provided by uses referred to in this section as nighttime uses.~~ [Reserved]
- C. Up to ~~one hundred percent~~100% of the parking facilities required by this chapter for a church, ~~or for an~~ auditorium, stadium, or sport arena incidental to a public, private or parochial school may be supplied by the off-street parking facilities serving primarily ~~daytime uses~~ or by a community parking lot.
- D. Up to 100% of the parking facilities required by this chapter for a hotel may be supplied by the off-street parking provided by other types of uses or by a community parking lot.

~~(Ord. 919 §12, 1996; Ord. 894 (part), 1994).~~

17.42.070 - Joint use of parking—Location and hours—Conditions.

- A. The building or use for which application is being made to utilize the off-street parking facilities provided by another building or use, shall be located within ~~three 300 hundred~~ feet of such parking facilities, unless the planning commission agrees to a greater distance. In the case of retail, food service, and hotel uses, the use shall be located within 1,000 feet of the jointly used parking facility, unless the planning commission agrees to a greater distance.
- B. The applicant shall show that there is no substantial conflict in the principal operating hours of the two buildings or uses for which joint use of off-street parking facilities is proposed.
- C. No single parking space shall be the subject of more than one joint parking agreement.
- ~~C~~D. The applicant shall provide a legal document, acceptable to the city attorney, that binds all parties to the joint parking agreement and any city imposed conditions of approval.

~~(Ord. 894 (part), 1994).~~

17.42.080 - Off-street facilities—Location requirements.

Off-street facilities shall be located as specified in this section. Where a distance is specified, such distance shall be the maximum walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

- A. For ~~a single-family one- and two-family~~ dwellings: on the home lot with the building they are required to serve;
- B. For multiple dwellings: ~~one hundred fifty~~150 feet;
- C. For retail, food service, and hotel uses: 1,000 feet;
- ~~C~~D. For ~~hospitals, sanitariums, homes for the aged, asylums, orphanages, club rooms, fraternity and sorority houses, and all~~ other uses: ~~three hundred~~300 feet.

~~(Ord. 894 (part), 1994).~~

17.42.090 - Table of minimum standards—Off-street parking.

A. Off-street parking shall be provided in accordance with Table 17.42.090-1: Off-Street Vehicle Parking Requirements.

Table 17.42.090-1: Off-Street Vehicle Parking Requirements			
	Use	Spaces Required	
		C1 District	Unspecified or All Other Districts
A.	Residential structures	<u>1.5 for each two or more bedroom dwelling.</u> <u>1 for each one bedroom dwelling.</u> <u>0.5 for each dwelling less than 500 square feet floor area</u>	2 spaces per for each dwelling unit plus 1 space for each room rented, except that one-bedroom dwelling units only require 1 space
B.	Hotel, motel	1 for each sleeping unit plus 1 space for each 2 employees on the evening shift	
C.	Hospitals and institutions	1 for each 4 beds	
D.	Theaters	1 for each 4 seats, except 1 for each 8 seats in excess of 800 seats	
E.	Churches, auditoriums and similar open assembly	1 for each 4 seats and/or 1 for each 50 square feet of floor area for assembly not containing fixed seats	
F.	Stadiums, sport arenas and similar open assemblies	1 for each 4 seats and/or 1 for each 100 square feet of floor area for assembly not containing fixed seats	
G.	Dancehalls	1 for each 50 square feet of gross floor area	1 for each 50 square feet of gross floor area
H.	Bowling Alleys	6 for each alley	
I.	Medical and dental clinics	1 for each 150 square feet of gross-net floor area	1 for each 150 square feet of gross floor area
J.	Banks, <u>laundrettes</u> , business and professional offices with on-site customer service	1 for each 200 square feet of gross-net floor area	1 for each 200 square feet of gross floor area
K.	Offices not providing customer services on premises	1 for each 400 square feet of gross-net floor area	1 for each 400 square feet of gross floor area
L.	Warehouse, storage and wholesale business	1 for each 2 employees	
M.	Food and beverage places <u>service</u> with sale and consumption on premises	1 for each 100 square feet of gross floor area <u>net floor area indoors</u> <u>1 for each 400 square feet of net floor area outdoors</u>	1 for each 100 square feet of gross floor area
N.	Furniture, appliance, hardware, clothing, shoe, personal services store	1 for each 400 square feet of gross-net floor area	1 for each 400 square feet of gross floor area
O.	Other retail stores	1 for each 200 square feet of gross-net floor area	1 for each 200 square feet of floor area
P.	Manufacturing uses, research, testing and processing, assembly, all industries	1 for each 2 employees on the maximum working shift and not less than 1 for each 800 square feet of gross-net floor area	1 for each 2 employees on the maximum working shift and not less than 1 for each 800 square feet of gross floor area
	<u>Charter Tour Service</u>	<u>3 for each 1 to 6 passenger vehicle,</u> <u>4 for each 7 to 12 passenger vehicle,</u> <u>7 for each 13 to 25 passenger vehicle,</u> <u>9 for each 26 to 40 passenger vehicle,</u> <u>15 for each vehicle with 41 or more passengers</u>	
	<u>Fire, Police or Emergency Services Station</u>	<u>determined on a case-by-case basis by planning commission</u>	
Q.	Uses not specified	determined by planning commission	

B. Exceptions. The following exceptions are permitted to the standards of Table 17.42.090-1:

1. Affordable Housing. Residential units providing Affordable [SMC 17.10.385] or Workforce Housing [SMC 17.10.387] are eligible for case-by-case reductions of off-street parking requirements. The

planning commission may authorize reductions, provided the applicant supplies a legal document, acceptable to the city attorney, containing adequate provisions to ensure the units will be developed and will remain as workforce and/or affordable housing and binding all parties to the agreement and any city imposed conditions of approval.

2. COVID-Related Outdoor Seating. Any outdoor eating/dining area established between the effective date of this ordinance and June 30th, 2022 is exempt from the space-per-square foot requirement, provided however:

a. The number of off-street parking spaces previously installed as specified in SMC 17.42.090 shall be maintained.

AND/OR

b. Any outdoor eating/dining area established shall by December 31st, 2023 either i.) supply the parking spaces required herein or ii.) be removed.

(Ord. 894 (part), 1994).

17.42.100 - Loading and unloading areas.

- A. Subject to subsection E of this section, whenever the normal operation of any development requires that goods, merchandise or equipment be routinely delivered to or shipped from that development, a sufficient off-street loading and unloading area must be provided in accordance with this section to accommodate the delivery or shipment operations in a safe and convenient manner.
- B. The loading and unloading area must be of sufficient size to accommodate the numbers and types of vehicles that are likely to use this area, given the nature of the development in question. The following table indicates the number and size of spaces that, presumptively, satisfy the standard set forth in this subsection. However, the permit-issuing authority may require more or less loading and unloading area if reasonably necessary to satisfy the foregoing standard.

<u>Gross Leasable Area of Building</u>	<u>Number of spaces*</u>
1,000—19,999	1
20,000—79,999	2
80,000—127,999	3
128,000—200,000	4

Plus one space for each additional seventy-two thousand square feet or fraction thereof.

* Minimum dimensions of twelve feet by fifty-five feet and overhead clearance of fourteen feet from street grade required.

- C. Loading and unloading areas shall be so located and designed that the vehicles intended to use them can: (i) maneuver safely and conveniently to and from a public right-of-way, and (ii) complete the loading and unloading operations without obstructing or interfering with any public right-of-way or any parking space or parking lot aisle.
- D. No area allocated to loading and unloading facilities may be used to satisfy the area requirements for off-street parking, nor shall any portion of any off-street parking area be used to satisfy the area requirements for loading and unloading facilities.

- E. Whenever; (i) there exists a lot with one or more structures on it constructed before the effective date of this chapter, and (ii) a change in use that does not involve any enlargement of a structure is proposed for such lot, and (iii) the loading area requirements of this section cannot be satisfied because there is not sufficient area available on the lot that can practicably be used for loading and unloading, then the developer need only comply with this section to the extent reasonably possible.

(Ord. 894 (part), 1994).

EXHIBIT 'C'

17.10.310 – ~~Gross-Floor Area, Gross.~~

“Gross floor area” means the total area of a building measured by taking the outside dimensions of the building at each story. For the purpose of determining required parking and loading, the gross floor area of food service uses includes all off-street outdoor seating areas.

(Ord. 894 (part), 1994).

17.10.312 – Floor Area, Net.

“Net floor area” means, for the purpose of determining required parking and loading, the gross floor area exclusive of areas designed, intended or used principally for the preparation of food and drinks, storage or processing of merchandise, restrooms, waiting rooms, exit corridors, elevators, stairways, furnace or mechanical rooms, and janitorial or other small closets.



Ben Shumaker <ben@ci.stevenson.wa.us>

Parking conversation~ Re: Planning Commission Meeting A New Meeting Document is Available from Stevenson, WA

Julie f-May <julie@creatingspirals.com>
To: Ben Shumaker <ben@ci.stevenson.wa.us>
Cc: "julie@CreatingSpirals.com" <julie@creatingspirals.com>

Mon, Mar 1, 2021 at 9:11 AM

Hi Ben~

I was able to listen in to most of your last PC meeting, but also had other things to attend to at the same time.

~(Mondays are super tough for me because I am usually into Portland for multiple appointments and shopping and get in late, need to make dinner...etc etc...)

BUT, as the parking conversation is important, I put together a few thoughts to add to the conversation.

I have specific experience with this in working as an "Owner/Manager" of a Retail strip mall in outer Denver.

I believe the "USE" model is best to establish going forward to allow for the best suited fit for actual parking need vs. available.

I also think that using parking studies to establish "PEAK" times for these Uses in a table/spread sheet can help with the overall parking use model and anticipates issues or aides in flexibility.

To do something as a blanket parking number only attached to square footage and not also "Use" appears to be more unrealistic and oversimplified to achieve best results for all as other options are available.

I would highly suggest considering the applications of "USE" and also a "Time-limited" &/or "Peak" look at things.

That would allow you to use the "restricted hours" or the "time limits" or the "residential permit" options all in one.

I hope this input helps. Pass on to the group as see fit.

Thanks for your attention to helping resolve parking requirements~

~Julie

Julie -f- May
Cell: 503-201-9460
[Julie@CreatingSpirals.com](mailto:julie@CreatingSpirals.com)
~ connect & create ~

On Feb 8, 2021, at 6:25 AM, Ben Shumaker <ben@ci.stevenson.wa.us> wrote:

Hello-

Please see the Planning Commission agenda and packet below.

- Decisions expected at the meeting are limited to approval of the previous meeting minutes and a proposed update to the Planning Commission bylaws.
- Detailed discussion is expected on the discussion draft amendment to Downtown parking requirements.
- Brief discussion is expected on the potential Zoning Map Amendment.

The meeting will be held remotely.

Webinar at: <https://us02web.zoom.us/j/89884084279>

Teleconference at 1 (253) 215-8782 or 1 (669) 900-6833, Webinar ID# 898 8408 4279.

Thank you,

BEN SHUMAKER

From: noreply@municode.com [mailto:noreply@municode.com]

Sent: Monday, February 08, 2021 6:28 AM

To: ben@ci.stevenson.wa.us

Subject: A New Meeting Document is Available from Stevenson, WA

A new meeting document has been published by Stevenson, WA.

Meeting: February 2021 Planning Commission Meeting

Meeting Date & Time: 2/8/2021 6:00 PM

Date: 02-08-2021

To: City of Stevenson Planning Commission meeting 2-8-2021, 6 PM

From: Jack Clifton, property owner

RE: C1 Commercial District Owners – Parking Requirement Amendment Proposal

As the business owner of Stevenson Dental Care located at 52 NW Second Street, and property owner of the lots at 70 NW Second Street, and rental building at 136 NW Second Street, I am proposing the current parking requirements are excessive, and the current proposed amendments do not go far enough to allow reuse of existing buildings, growth of new business, or development of new business/residential structures. I believe it is a significant factor limiting new building development in Stevenson.

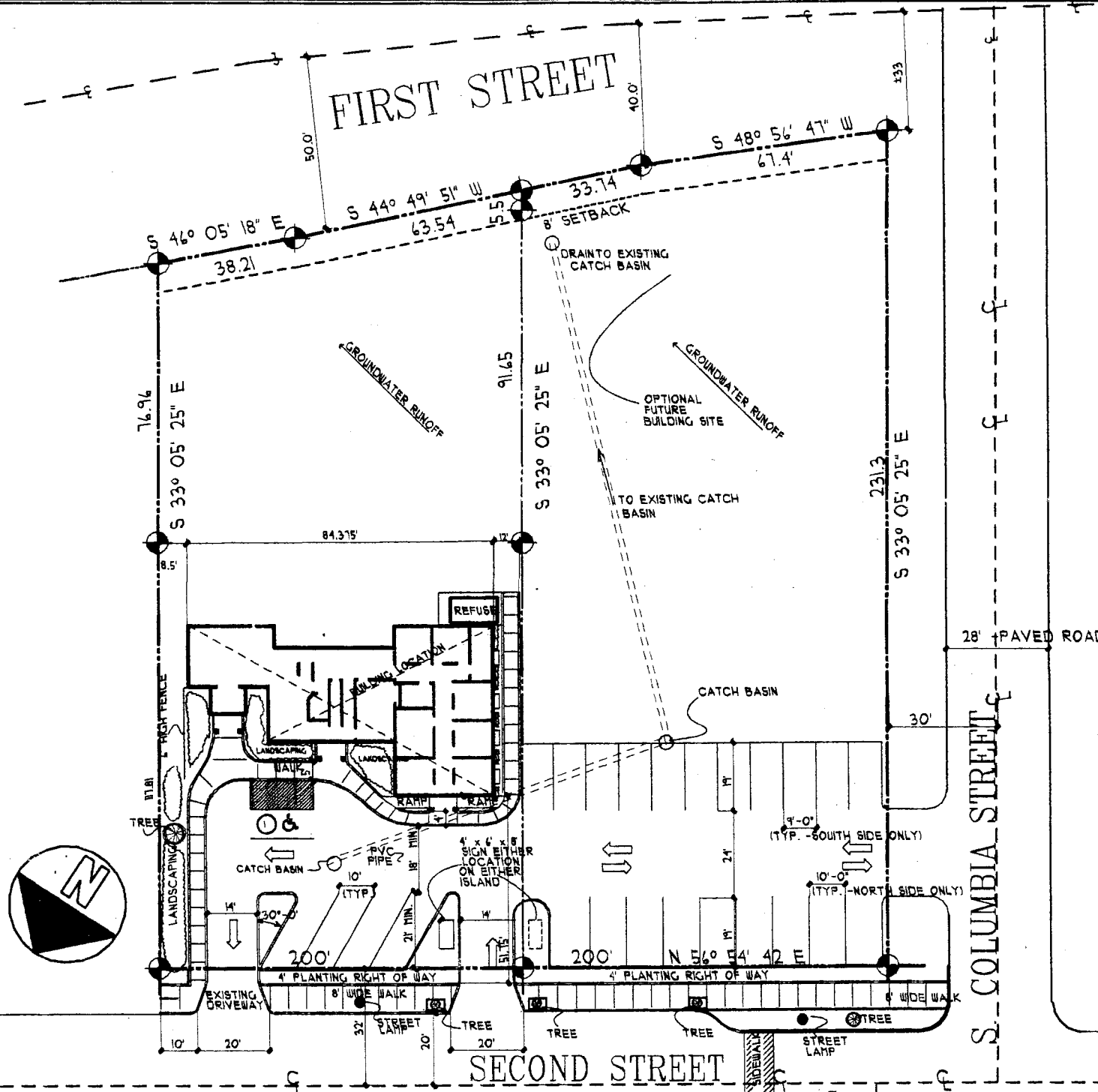
I purchased the property at NW 70 in 1999 with the desire to someday afford development as retail/multifamily, and or build a new dental office. While parking requirements at that time were prohibitive to making a realistic development, plans for updating or revising the parking requirements for the downtown area have always been high on the agenda of the Stevenson Planning Commission, but with every new team of volunteers and city staff, this has always been tabled for some future date or direction by wisdom. Between 2018 and 2020, I had placed this property on the active market for sale, as I have not been able to afford to finance the dream of my development plan. During this time, interacting with potential buyers, I repeatedly heard the statement “Stevenson has the most restrictive parking requirements of any seen.” A deal breaker for some, or scaled down projects to reduce gross square feet for others.

I purchased the property at 52 NW Second Street for my dental office, which at that time was used as two rental apartments and a 1,400 sq foot dental office with one off street parking space. Originally this property was developed as a 3 bed room single family home with an attached 750 sq foot dental office. I remodeled the main floor for dental office, and eliminated the apartments. So there has been repurposing of the structure, as many buildings have in Downtown Stevenson. I have the luxury of considerably more space than typical cramped dental office. A basement for storage and mechanicals 875 sq. ft., an upper story for personal office and staff lounge/meeting area, with full kitchen at 595 sq ft, a “lab” where I can do case work at 90 sq ft, and a double door entry way of 70 sq ft. None of this 1,630 sq ft contribute to the number of cars needing off street parking.

The current parking requirement formula for medical/dental office is one parking space for every 150 sq ft of gross square footage of building space. My gross space is 3,946, and this results in 25-26 required parking spaces. No consideration for office capacity, use of different spaces, or number of staff. I am reporting the following actual numbers based on my experience that demonstrates this is excessively high requirement. In busier times we have had 6 staff including myself, 4 treatment rooms that are not all full at the same time, and a large waiting room - 221 sq ft that may have 2-3 patients on a busy day. This totals potentially about 13 cars at maximum use. On a busy day I see there may be 8 -10 cars parked maximum! I have attached the detail of the dental office 5 spaces, and additional 20 parking spaces required on lots at 70 NW Second Street. In these 20 spaces, there are typically only the 5 current staff members parked here. This extra space is expensive, and prohibits potential for more productive and more esthetic uses!

I propose that storage space, mechanical space, and private office space be exempt from the code for medical/dental clinics category, and any category as well. And there should be some mechanism to consider these spaces or other like spaces exempt in requesting exception to the existing code. Under the current code of 150 devisor, and if only the main floor of 2,408 sq ft (excluding the entry way) is used, this would result in 16 spaces. More than ample for the 13 I have potential to experience above. If the sole square foot number is used, and if only the storage and mechanical room were exempted and the devisor was changed from 150 to 200 the result from the remaining 3,071 sq ft would yield 15.5 spaces, and be closer to what is actually the case.

If we can survive with a US Post Office that has no off street parking for patrons, or restaurants that have no off street parking space, we can adjust the current code, while not imposing on the local grocery store or new businesses to provide poached parking spaces. And in addition, I have witnessed a number of small business venture attempts in the downtown Stevenson that were unable to start due to a prohibitive and absurdly oppressive amount off street parking spaces required. I propose that if Stevenson wants to see multifamily dwellings, new businesses or business buildings, or any combination of this in the downtown corridor, a new less oppressive formula for all categories is an essential element to success!



SITE PLAN

SCALE: 1" = 40'-0"

N. COLUMBIA STREET

S. COLUMBIA STREET

28' PAVED ROAD

Framework Goal

The parking supply facilitates efficient short-term needs and minimizes on-site parking requirements.

Framework Objectives

- » Provide adequate off-street private parking to serve existing and future development sites.
- » Provide adequate public parking to serve existing and future public uses and special events.
- » Provide adequate short-term visitor and commercial curbside parking to serve existing and future adjacent uses.
- » Ensure that parking impacts on the public realm are minimized.

PARKING FRAMEWORK

PARKING FRAMEWORK

The intent of the parking framework is to ensure that adequate parking is provided for both commercial and residential uses while not burdening the potential redevelopment with unnecessary parking infrastructure costs that may limit or discourage redevelopment.

The parking framework includes concepts that result in a higher turnover of on-street parking, the discouragement of employee parking on prime on-street locations in front of commercial businesses and provides a strategy for the development of potential shared public parking lots to meet future increased commercial and residential parking demand.

Key Elements

Key elements of the parking framework include:

- » Identification of potential locations of shared commercial use parking lots. To ensure that these lots are well used, sites that are in close walking proximity current businesses and future redevelopment sites have been identified.
- » Proposal for a 'fee-in-lieu' of parking on-site, especially for small parcels where redevelopment may be less viable due parking requirements.
- » Recommendations for regulatory changes that reduce the required amount of both commercial and residential on-site parking which will in turn result in more economically viable redevelopment by reducing construction costs. While adequate parking must be provided, improvements to walking and biking routes along with mixed uses that are within each other are anticipated to reduce parking demand.

POTENTIAL JOINT-USE SHARED COMMERCIAL PARKING LOT STUDY AREAS



Potential Joint-Use Shared Commercial Parking Lots

Commercial parking is very site sensitive—when located in the right area, it can spur additional business. With this objective, three conceptual locations for potential parking lots have been selected, based upon the following criteria:

- » **Convenience.** People are generally more willing to shop downtown if parking is available close-in, rather than in outlying areas, separated from shopping destinations by distance and other physical barriers such as railroad tracks. Due to the sloping nature of downtown Stevenson, only sites that are easily accessible on foot by customers of varying physical condition have been identified.
- » **Easy Access from State Route 14.** Commercial businesses benefit when they attract discretionary shopping trips. Visitors and tourists traveling through Stevenson can provide a significant market if they are informed of and directed to convenient parking. Because these potential customers are not familiar with Downtown, sites need to be in close proximity to the 2nd and 1st street routes.

- » **Integration into Walking Routes.** Once out of the car, commercial customers must be able to easily understand how to get to shops. Selected sites can be integrated into the proposed 2nd Street walking and window shopping loop from Columbia Street to a future Rock Creek extension.
- » **Fill Parking Gap.** Current businesses should first benefit from any additional parking. Sites have been identified to serve these businesses.
- » **Meet Future Demand.** Sites with capacity adequate to serve both demand from existing uses and new commercial development within the core that cannot be met on individual redevelopment parcels.

Preliminary shared parking lot locations have been identified. Additional study and outreach is necessary to advance any of these concepts. Potential sites include:

- » **P1 Commercial Lot.** This site is located along the current Seymour Street segment that would be vacated when a new Rock Drive extension is constructed. Auto access at the existing intersection of 2nd and Seymour streets would be maintained as a parking lot driveway rather than a through street. Considerable site capacity exists if additional adjacent parcels can be assembled. Approximately 125 parking stalls could potentially be built with limited impacts on existing uses.
- » **P2 Commercial Lot.** The best candidate for parking may be an underutilized site east of Columbia and north of 1st Street, identified as part of the Columbia Street Catalyst concept. A parking lot at this site could accommodate approximately 40 stalls without impacting existing uses.
- » **P3 Commercial Lot.** Located at the confluence of Rock Creek Drive and 2nd Street on vacant land adjacent the Main Street Gas Station/Convenience Mart, this site benefits from direct access and visibility from the adjacent roadways. In close proximity to the both the Stevenson Central WET bus and seasonal Dog Mountain shuttle stops, it could serve both destinations. Located along the proposed Rock Creek walking and biking path extension, it would be a prime location for a bikeshare station. A lot at this site could also serve as an overflow lot for events held at the County Fairgrounds or the Hegewald Center. Approximately 60 parking stalls could be accommodated without significant grading of the steep slope toward the north side of the site.

Adjustments to Joint-Use of Parking

For these lots, recommended changes include permitting up to:

- » Fifty percent of the parking facilities required to apply to all commercial retail and service uses supplied by the joint use lot.
- » Fifty percent of the parking facilities required to apply to uses regardless of daytime or nighttime types of use.
- » One hundred percent of required parking facilities for hotels.

Financing

Over time, all funding options to construct and maintain shared parking lots should be considered, including on-street and off-street parking fees, revenue bonds, in-lieu fees, parking assessment districts, parking/business improvement districts, and public-private partnerships. A blend of several sources to fund future facilities may be most feasible.

Employee Parking Management Strategies

Employees of commercial business compete for Downtown parking, especially curbside spaces. To minimize the demand for parking and ensure that patrons have the best parking spaces in Downtown Stevenson, strategies that reduce employee demand in should be explored, including the following.

Satellite Parking Lots

Employees of downtown businesses should be encouraged to park in designated areas outside the core. A unified Downtown Employee Parking Program will likely be necessary to ensure compliance by all businesses and employees. For these lots, Downtown employee parking should be free or available at a reduced cost. Shuttle or night escort services may help induce higher use, especially during the dark, rainy winter season. Multiple locations may be needed. Existing underutilized lots may include acquiring and designating spaces within the County Fairgrounds, along Cascade Avenue, within proposed joint use shared lots, or other areas.

Cash-out programs

This would include an employee financial incentive (such as \$50/ per month) to not utilize an on-site parking space that could in turn be utilized by other users—residents or customers.

Bikeshare System

Many key destinations within the Downtown core, the Downtown planning area, and adjacent neighborhoods are outside easy walking distance but are accessible by bicycle. A bikeshare system is recommended as a potential strategy to reduce auto parking demand. Additional analysis and outreach would be required. A bicycle-sharing system:

- » **Is a membership service in which bicycles are made available for shared use to individuals on a short term basis for a price or free.** The bike share system allows people to borrow a bike from a “dock” and return it at another dock belonging to the same system.
- » **Could include a dockless bikes or scooters.** The dockless bike hire systems consist of a bicycle with a lock that is usually integrated onto the frame and does not require a docking station. Smartphone mapping apps show nearby available bikes and open docks.
- » **Could include bicycle rentals.** In this system a bicycle can be rented or borrowed from a location and returned to that location. These bicycle renting systems often cater to Stevenson day-trippers or tourists. The locations or stations are not automated but are run by employees or volunteers. This system could be incorporated as part of the cruise line services at Stevenson Landing or available for guests at Skamania Lodge.

Adjustments To Required Off-Street Parking Standards

While some off-street parking is desirable for most uses, the physical and economic constraints of providing off-street parking on each development site have likely stifled commercial and residential development throughout the Downtown core. Downtown Stevenson land is relatively more expensive, its parcels are often small and irregular, and mixed use development buildings frequently cover their entire lots. In these situations, any on-site parking must be tucked under, subterranean or structured, which is always expensive and sometimes physically impossible.

When Stevenson's code requires off-street parking especially for new residential construction, the City shifts what should be a cost of driving—the cost of parking a car—into the cost of housing. Faced with these minimum parking requirements, developers may have as result build less housing in Stevenson than the market demands.

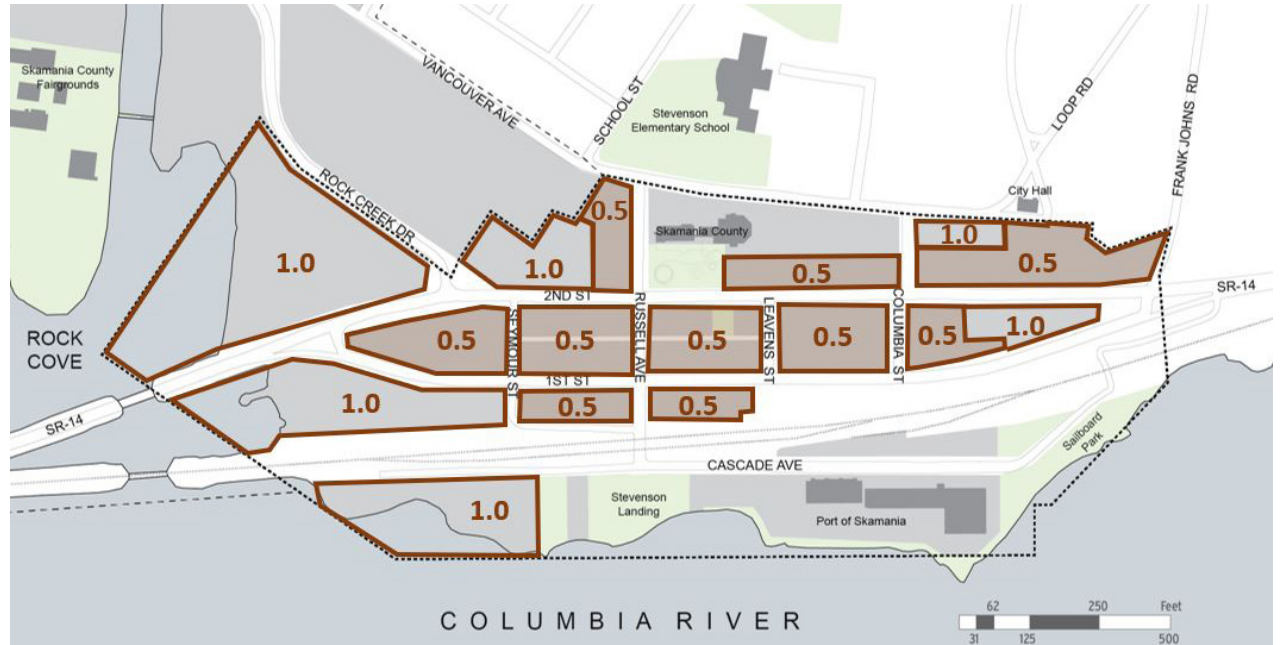
Coupled with a strategy for shared parking lots along with planned improvements to walking and biking routes that are anticipated to reduce parking demand, recommended regulatory changes that reduce the required minimum amount of both commercial and residential on-site parking are identified to the Chapter 17.42 Parking and Loading Standards. Potential changes would include the following.

Compliance with Minimum Standards

Changes should apply to permitted uses or conditional uses for the Downtown planning core area only, including:

- » **Residential Structures.** Currently 2 spaces per dwelling unit plus 1 space for each room rented, except that one-bedroom dwelling units only require one space are required. This requirement exceeds anticipated parking demand and may impact the financial viability of residential development by increasing pricing above affordable rental rate levels. Recommended reasonable reductions could be 1.5 spaces per all two or more bedroom units, 1 space per unit for one bedroom units, and 0.5 spaces for apartments less than 500 square feet. Additionally, conditional approval for additional parking reductions should be available on a case by case basis for affordable senior or workforce housing where developers can demonstrate that other on-site parking replacement strategies can be enacted. These may include secure in-building bicycle parking rooms, contributions to shared parking lots via a fee-in-lieu of fee, contributions to a potential bikeshare program, providing WET transit passes for residents and employees in Downtown, or other means that effectively reduce parking demand.
- » **Mixed-use residential structures.** A new standard is recommended for parcels less than 10,000 square feet that are within areas indicated on the Residential parking diagram. Where commercial is the primary use and residential development is a secondary use, a minimum of 0.5 parking spaces per rental unit (excluding short term rental units) residential parking requirement is recommended. Should the units be owner occupied, units would have a recommended 1.0 parking space per unit requirement. Additionally, conditional approval for additional parking reductions should be available on a case by case basis for affordable senior or workforce housing where developers can demonstrate that other on-site parking replacement strategies can be enacted. These may include secure in-building bicycle parking rooms, contributions to shared parking lots via a fee-in-lieu of fee, contributions to a potential bikeshare program, providing WET transit passes for building residents and employees, or other means that effectively reduce parking demand.

MIXED USE PARKING STANDARDS



- » **Food and Beverage Places.** Currently one space per 100 square feet gross floor area is required. Recommended changes would include changing the gross square floor area to net eating and dining area. Additionally, conditional approval for additional parking reductions should be available on a case by case basis where developers can demonstrate that other on-site parking replacement strategies can be enacted. These may include additional bicycle parking racks or curbside bike parking corrals, contributions to shared parking lots via a fee-in-lieu of fee, contributions to a potential bikeshare program, providing WET transit passes for employees, or other means that effectively reduce parking demand.
- » **Retail stores.** Clothing and shoe stores should be regulated as a retail use and meet current standard of 1 space for 100 square feet gross floor area. Recommended changes would include changing the gross square floor area to net retail sales area. Additionally, conditional approval for additional parking reductions should be available on a case by case basis where developers can

demonstrate that other on-site parking replacement strategies can be enacted. These may include additional bicycle parking racks or curbside bike parking corrals, contributions to shared parking lots via a fee-in-lieu of fee, contributions to a potential bikeshare program, providing WET transit passes for employees, or other means that effectively reduce parking demand.

- » **Hotel.** Currently one space per sleeping unit plus one room plus one space or each room rented, except that one-bedroom dwelling units only require one space. Recommended change would be no required parking, conditionally approved on a case by case basis where developers can demonstrate that other on-site parking replacement strategies can be enacted. These may include an off-site valet parking program, contributions to shared parking lots via a fee-in-lieu of



City of Stevenson
Planning Department

(509)427-5970

7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

Planning Commission Interpretation
Launderette Parking Classification (ZON2010-02)

Issue:

The Zoning Code currently lists a number of use classifications and the corresponding parking requirement for the size or intensity of such uses. Launderettes are not specifically listed in the use classifications, and the Planning Commission is given the authority to determine the parking requirement for uses that are not specified.

Findings:

1. The Planning Commission supports the Comprehensive Plan's goals related to providing adequate parking.
2. Sections 17.12.020 and 17.42.090.Q of the Stevenson Municipal Code grant the Planning Commission the authority to designate the parking requirements for uses not currently listed, and such authority should rely on the Comprehensive Plan for guidance.
3. The following interpretation clarifies the Zoning Code's provisions related to launderettes and parking.

Interpretation:

For the purpose of SMC 17.42.090-Table of Minimum Standards—Off-Street Parking, launderettes shall be considered as a business providing on-site customer service and subject to the parking requirement in SMC 17.42.090.J.

For the Planning Commission:

Paul Spencer, Vice-Chair



Planning Commission Interpretation

Parking-Floor Area (ZON2010-03)

Issue:

The Zoning Code currently lists states that “other retail uses” shall accommodate off-street parking spaces at a ratio of one space per two hundred (200) of floor area, but unlike the requirements for other use categories, it does not state how floor area is to be determined.

Findings:

1. The Planning Commission supports the Comprehensive Plan’s goals related to providing adequate parking.
2. Section 17.12.020 of the Stevenson Municipal Code grants the Planning Commission the authority to interpret the Zoning Code, relying on the Comprehensive Plan for guidance.
3. The following interpretation clarifies the Zoning Code’s provisions related to laundrettes and parking.

Interpretation:

Section 17.42.090.O. shall be interpreted as requiring one space for each two hundred square feet of gross floor area.

For the Planning Commission:

Paul Spencer, Vice-Chair

Date



City of Stevenson

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Planning Commission Interpretation

Parking Exterior Seating Areas (ZON2010-04)

Issue:

The Zoning Code currently lacks clarity regarding the parking requirements for exterior seating areas associated with SMC 17.42.090.M- “food and beverage places with sale and consumption on premises”. This issue is specifically address by the following three (3) questions.

- 1) Is the square footage for covered exterior seating areas included within the formula to measure parking requirements of “food and beverage places with sale and consumption on premises”?
- 2) Is the square footage for exterior seating areas supported by decks, roofs, or other buildings included within the formula to measure parking requirements of “food and beverage places with sale and consumption on premises”?
- 3) Is the square footage for exterior seating areas supported by patios, grassed areas, or other non-buildings included within the formula to measure parking requirements of “food and beverage places with sale and consumption on premises”?

Findings:

1. The Planning Commission supports the Comprehensive Plan’s goals related to providing adequate parking.
2. Section 17.12.020 of the Stevenson Municipal Code grants the Planning Commission the authority to interpret the Zoning Code, relying on the Comprehensive Plan for guidance.
3. The following interpretation clarifies the Zoning Code’s provisions related exterior seating areas.
4. This interpretation does not affect any building existing before September 15th, 1994 nor any building permitted by the City since that date.

Interpretation:

Section 17.42.090.M. shall be interpreted as follows:

- 1) Parking is required for any covered exterior seating area at “food and beverage places with sale and consumption on premises”.
- 2) Parking is required for any exterior seating area supported by a deck, roof, or other building at “food and beverage places with sale and consumption on premise”.
- 3) Parking is not required for any exterior seating area supported by a patio, grassed area, or other non-building at “food and beverage places with sale and consumption on premises”.

For the Planning Commission:

Karen Ashley, Chair

Date



City of Stevenson

Planning Department

(509)427-5970

7121 E Loop Road, PO Box 371
Stevenson, Washington 98648

Planning Commission Interpretation

Charter Tour Service Parking Classification (ZON2014-02)

Issue:

The Zoning Code currently lists a number of use classifications and the corresponding parking requirement for the size or intensity of such uses. Charter Tour Services are not specifically listed in the use classifications, and the Planning Commission is given the authority to determine the parking requirement for uses that are not specified.

Findings:

1. Sections 17.12.020 and 17.42.090.Q of the Stevenson Municipal Code grant the Planning Commission the authority to designate the parking requirements for uses not currently listed, and such authority should rely on the Comprehensive Plan for guidance.
2. The Planning Commission supports the Comprehensive Plan's objectives related to visitor-oriented businesses and efficient operation of transportation and parking systems.
3. The following interpretation clarifies the Zoning Code's provisions related to charter tour services and parking.

Interpretation:

For the purpose of SMC 17.42.090-Table of Minimum Standards—Off-Street Parking, “charter tour services” shall provide:

- 3 parking spaces for each 1- to 6 passenger vehicle;
- 4 parking spaces for each 7- to 12-passenger vehicle;
- 7 parking spaces for each 13- to 25-passenger vehicle;
- 9 parking spaces for each 26- to 40-passenger vehicle; and
- 15 parking spaces for each vehicle with 41 or more passengers.

For the Planning Commission:

Scott Anderson, Chair

Date: 02-08-2021

To: City of Stevenson Planning Commission meeting 2-8-2021, 6 PM

From: Jack Clifton, property owner

RE: C1 Commercial District Owners – Parking Requirement Amendment Proposal

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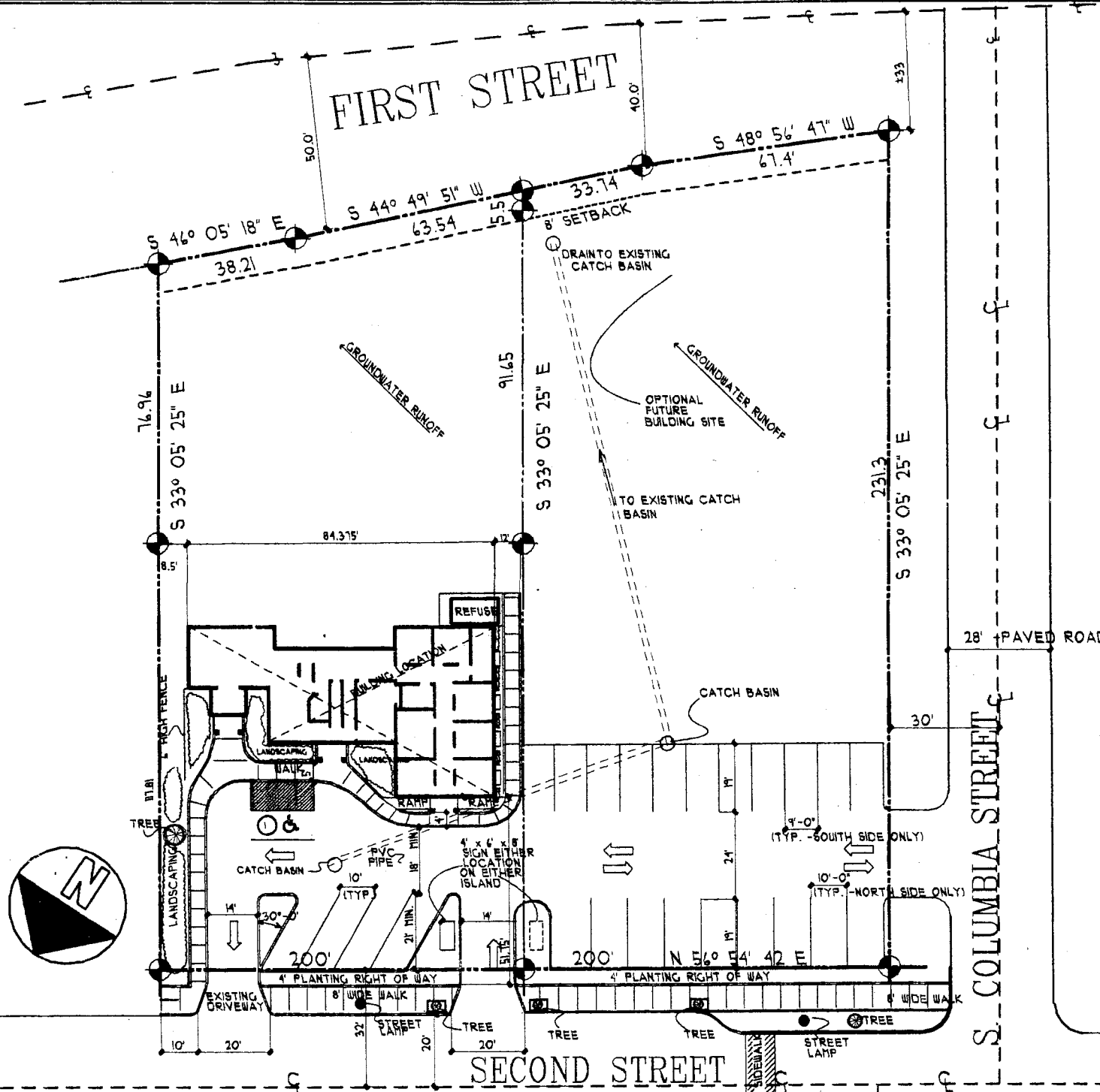
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SCALE: 1" = 40'-0"

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S. COLUMBIA STREET

FIRST STREET

SECOND STREET