



# City of Stevenson

## Planning Department

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**TO:** City Council  
**FROM:** Ben Shumaker  
**DATE:** April 15<sup>th</sup>, 2021  
**SUBJECT:** Reducing Parking Requirements—Increasing Residential Building Capacity

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### **Introduction**

This memo introduces the Council-requested changes to the Planning Commission recommendation of adoption Ordinance 2021-1172. After the review of the changes, the City Council may consider adoption of the ordinance amending the Zoning Code.

### **Scope of Amendments**

The proposed amendments are intended to either reduce parking requirements or provide keep the Code up to date with other zoning efforts as follows:

- SMC 17.25.130(B): reducing requirements, housekeeping.
- SMC 17.42.030: housekeeping.
- SMC 17.42.040: housekeeping.
- SMC 17.42.050: housekeeping.
- SMC 17.42.060: reducing requirements, housekeeping.
- SMC 17.42.070: reducing requirements, housekeeping.
- SMC 17.42.080: reducing requirements, housekeeping.
- SMC 17.42.090: reducing requirements, housekeeping.
- SMC 17.10.310: housekeeping.
- SMC 17.10.312: reducing requirements

### **Intent of Amendments**

Where the amendments intend to reduce parking requirements they propose the following:

1. Expanding the option to jointly use off-street parking spaces by allowing a larger number of uses and the possibility of community parking lots.
2. Increasing the distance allowed between Retail, Food Service, and Hotel uses and their off-street parking.
3. Reducing the required parking ratio for new Residential, Food Service, and Retail uses;
4. Incentivizing a) mixed use commercial/residential construction and b) affordable and workforce housing through further parking ratio reductions.

Where the amendments intend to keep the Zoning Code up-to-date with other zoning efforts, they propose the following:

5. Eschewing repeated text by incorporating internal referencing.
6. Substituting numerals for text.
7. Substituting bullet points for blocks of text.
8. Relating uses to the Use Descriptions of SMC 17.13.

9. Substituting tables for blocks of text.
10. Incorporating Planning Commission interpretations conducted under SMC 17.12.

### **Sources of Amendment Proposals**

The proposed amendments originate in the following. **Bold** text indicates the inclusion in the recommended draft. *Italic* text indicates concepts discussed but not included in the recommendation.

- Public Workshops/Hearings – The following policy stances were made by the public, Planning Commission, or City Council, in response to the community questionnaire, or as written public comment:
  - **Remove “Dancehall” as an obsolete use.**
  - *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.
  - *Adopting 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.
  - **COVID19-Related Allowances for Outdoor Seating.** A parking exemption for outdoor seating installed in response to public health emergencies is included. The Planning Commission and City Council were supportive in concept of an emergency allowance, and requested a general reference within the code along with an emergency proclamation.

### **Discussion**

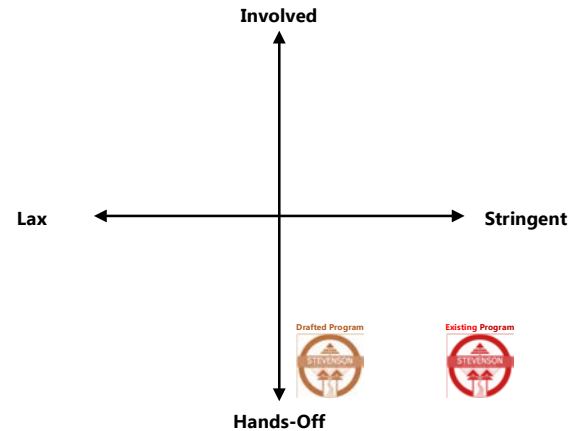
The updated recommended draft ordinance may be adopted at this meeting, however, an unresolved discussion point remained from the previous meeting:

- A.** Does the Council consent to the overall parking program model?

**Discussion Point A** – 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:

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



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) a strong development market can overcome the upfront investment, c) existing buildings are highly valued, d) an under-supply of parking exists, and e) alternative parking suppliers are present.

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 ¼ as much parking as one 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 b) and e):

- b. 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.
- e. 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)

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.

**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 Planning Commission sought to underscore the need for additional action. The Planning Commission is

not disregarding issues related to on-street parking usage, development of off-street lots, or other changes to the downtown parking program. However, it doesn't want a lack of action on those issues to prevent action on the current issue.

**These Policies:** The policies included here provide small changes to the current programmatic structure. Depending on the public and City Council review of these changes, they could be adopted as early as the April 15<sup>th</sup>, 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 and characterized all on-street parking.

The City is in the process of soliciting an intern from the Evan's School of Public Policy at the University of Washington. If a suitable intern is available, they will be asked to complete the following during the summer:

- 1) Conducting a gap analysis identifying where additional on-street parking can be added.
- 2) Working with the Stevenson Downtown Association to inventory off-street parking on private lots.
- 3) Monitoring usage of the public and private (to the extent feasible) parking spaces (Awaiting complete parking inventory).

At this meeting, the City Council is presented with a contract for parking-related consultant services, including:

- 4) Modeling the need for parking spaces based on current and likely development/business activity.
- 5) Developing cost estimates for projects addressing modeled needs, including:
  - a. Spaces identified in the gap analysis
  - b. A public joint-use parking lots (as identified in draft Downtown Plan).
- 6) Providing a technical framework for a fee-in-lieu program balancing the cost of necessary improvements with the demand created by current and likely development/business activity.

Additional actions have been identified, but are not currently being undertaken:

- 7) Amending the Zoning Code to coordinate with the fee-in-lieu program (No specific actions identified/underway).
- 8) Identifying pedestrian access to new on-street parking and joint-use lots; estimating costs for the improvements; including the costs in the fee-in-lieu program.
- 9) Assessing and amending regulations related to on-street parking, including potential resident permits.

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

Attachments:

- 1- Updated Recommended Ordinance 2021-1172 (7 pages)
- 2- Written Public Comment (8 pages)
- 3- Planning Commission Public Involvement Summary (5 pages)
- 4- Downtown Plan for SUCCESS! Parking Framework excerpt (5 pages)
- 5- ZON2010-02- Launderette Parking Classification (1 page)
- 6- ZON2010-03- Floor Area Clarification (1 page)
- 7- ZON2010-04- Exterior Seating Areas (1 page)
- 8- 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 IN THE C1 COMMERCIAL DISTRICT; INCORPORATING PAST PARKING-RELATED ZONING INTERPRETATIONS; AND ALLOWING GREATER OPPORTUNITIES FOR OFF-SITE PARKING**

**WHEREAS**, housing market analyses recently commissioned by the Skamania County Economic Development Council and the City found an estimated 20-year demand for 2,000 dwelling units county-wide and 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 past years; a greater proportion of the housing should 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**, the City intends to continue working on a suite of parking-related actions, including inventorying and monitoring usage of on- and off-street parking, modeling future parking needs, estimating costs for facilities to address modeled needs, and adopting future regulatory amendments based on modeled needs; and

**WHEREAS**, this ordinance is adopted through the municipal authority granted to the City 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 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 in Exhibit ‘B’. The amendments occur in SMC 17.42.030 – Compliance with Minimum Standards, SMC 17.42.040 – Size and Access Requirements, SMC 17.42.050, SMC 17.42.060 – Joint Use of Parking-Percentage of Area Permitted, SMC 17.42.070 – Joint Use of Parking-Location and Hours-Conditions, SMC 17.42.080 – Off-Street Facilities—Location Requirements, and SMC 17.42.090 – Off-Street Facilities-Location Requirements. All other provisions of Chapter 17.42 shall remain in effect without amendment.
- Section 3** – Chapter 17.10 – “Definitions” shall be amended by deleting the ~~struck through~~ text and adding the underlined text in Exhibit ‘C’. The amendments occur in SMC 17.10.310 – Floor Area, Gross and the new SMC 17.10.312 – Floor Area, Net. All other provisions of Chapter 17.42 shall remain in effect without amendment.
- Section 4** – 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 5** – 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.
- Section 6** – An emergency is declared; this ordinance shall take effect immediately.

Passed by a vote of \_\_\_\_\_ by the City Council on \_\_\_\_\_, 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.



## **EXHIBIT 'B'**

### **Chapter 17.42 - PARKING AND LOADING STANDARDS**

#### **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 15<sup>th</sup>, 1994 is less than ~~ten percent~~ 10% of the parking spaces specified in ~~Section SMC~~ 17.42.090 for the building, ~~and~~.
  - The number of off-street parking spaces installed as specified in SMC 17.42.090 is maintained.
  - 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 15<sup>th</sup>, 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.

#### **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.
- ~~C~~. Up to one-third of the required off-street parking spaces on a site may be sized and designated for compact vehicles.
- ~~C~~D. Each parking space shall be of usable shape and condition.

#### **17.42.050 ~~[Reserved.] - 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.~~

#### **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.

**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 the distances established in SMC 17.42.080, 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.

**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.

**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	
		<u>C1 District</u>	<u>Unspecified or All Other Districts</u>
A.	Residential <del>structures</del>	<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>	<u>2 spaces per for each dwelling unit plus 1 space for each room rented,</u> except that one-bedroom dwelling units only require 1 space
B.	Hotel, <del>metel</del>	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 150-200 square feet of gross net floor area	1 for each 150 square feet of gross floor area
J.	Banks, laundrettes, 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 service with sale and consumption on premises	1 for each 100 square feet of gross floor area net floor area indoors 1 for each 400 square feet of net floor area outdoors	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
	Charter Tour Service	3 for each 1 to 6 passenger vehicle, 4 for each 7 to 12 passenger vehicle, 7 for each 13 to 25 passenger vehicle, 9 for each 26 to 40 passenger vehicle, 15 for each vehicle with 41 or more passengers	
	Fire, Police or Emergency Services Station	determined on a case-by-case basis by planning commission	
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. Emergency Public Health Situation. The parking requirements related to outdoor Food Service areas may be suspended upon an emergency order issued by the City after consultation with the County Health Officer.

**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.

**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, administrative offices, restrooms, waiting rooms, exit corridors, elevators, stairways, furnace or mechanical rooms, and janitorial or other small closets.

**Date:** 03-12-2021

**To:** Stevenson City Council Public Hearing Thursday, March 18, 2021

**From:** Jack Clifton, Stevenson property owner:  
52 NW 2<sup>nd</sup> St; 70 NW 2<sup>nd</sup> St; 136 NW 2<sup>nd</sup> St; 297 NW Willard St.  
Email: care@stevensondental.com

**RE:** C1 Commercial District Owners – Parking Requirement Amendment Proposal:  
Seeking realistic parking code for Downtown Stevenson C1 mixed use commercial district:

I have been impressed with the complexity of the Stevenson Development Plan and the changes needing to be made to existing codes. It seems like a great time for the City of Stevenson to make some significant steps forward to set the stage for Stevenson's future development and use. I'm sure the Planning Commission, City Council as well as Ben Shumaker and other City staff have had a lot on their plates for a number of years that have brought us to this point where we can review and improve many parts, but my concern here is our Parking Codes. So, thank you all for your contributions and considerations.

I was hoping to add comment to the City Planning Commission discussion regarding parking codes and use in the C1 Downtown Commercial district last meeting on May 8, but lacked the details of what I wanted to present. I was hoping that it would be possible to suggest another change to the code beyond medical/dental office, and for development of commercial space with unknown tenant use. I had used my dental office situation as an example of how disconnected the codes in general have been, because that was what I was familiar with. The code required my dental office to provide twice as many parking spaces (25) than I had actually witnessed at maximum use (12-13 cars) over the past 18 years at its current location. Thank you for consideration to review changing the code for medical/dental businesses. My intention here was and is to look at the code for all the uses at this time especially because it has taken a lot of people a lot of effort to get to this point, and I wanted to help the Planning Commission and City Council have a real examples of the issues.

To start, I would ask the question as I have previously of some former City Council and Planning Commission members as well as other stake holders, and that is: What would be the #1 ideal vision for a development project in the C1 Downtown Mixed Use Commercial District? Not asking for all of the new development projects to be this, but what would the most desirable project look like? Would it be mixed use commercial & residential like the Avery Building or the building the Big River Grill business is located? Would it be town homes like a multi-story duplex or fourplex? Would it be apartments like Manor apartments for low income or multiple apartment units like Cascade Village on NW Viewpoint Drive or the apartments across Rock Creek Drive from the Grange Hall? Would it be a single commercial building? My unofficial survey result on this was the first about mixed commercial & residential buildings like the building the big River Grill is in or Avery Building. I ask this question not to convince anybody of what should be #1, but to think about our parking code in terms of what we want to see develop. It happened that at one time (2007) I had a project like this mixed commercial residential townhomes that I wanted to develop on the lots at 70 NW second street. I did not pursue this project at that time primarily due to a prohibitive parking code. Recently I have had this property for sale. My point is that I believe it is a good example of the failure of the parking code to allow the development of what we want downtown, and specifically because it is a good representation of what is possible downtown with most lot sizes being similar in size and shape. It sits on Columbia Street and between First and Second Street and is basically 100' x 200', and is divided into 4 lots.

I have attached a photo of the plot mechanical drawing, and hope everyone can see it well. And if not, the following are the statistics and how they work with current proposed codes.

1. 4 units along First street,
2. 4 units along Second Street
3. 36 parking Spaces total on-site, outdoor, in the middle of the lots between buildings.
4. Each unit had three stories. Commercial on the ground floor, residential 2-3 bedroom on the top two floors.
5. Commercial Space to be leased out by owner with developer not knowing eventual tenant business type.

6. Unit foot print was 20' x 44' = 880 sq. ft. and this would be the commercial space. This is much shorter in depth (north/South) than the Big River Grill building and shorter than the Avery Building.
7. Under the current recommended parking code change to 1.5 parking spaces per 2-3 bedroom residence = 1.5 x 8 units = 12 parking spaces required for the residential use. In reality 2 spaces were up tight next to each unit, and therefore residential spaces were assigned 2 for each unit for a total of 16.
8. 36 spaces total less 16 residential left 20 available for commercial.
9. Using 880 gross square feet and the different code sq. ft. divisors runs as follows:
  - i) 200 requires 35 spaces
  - ii) 300 requires 26 spaces
  - iii) 350 requires 20 spaces
  - iv) 400 requires 17.6 spaces
10. For this project to work, the code would have to allow 1 parking space for each 350 or 400 gross square feet.

This example shows that the current code or proposed code will not allow mixed use commercial-residential. Therefore, **my proposal to the Planning Commission and to the City Council, if it is appropriate at this time, is that the code should seriously consider a 350 or 400 divisor per gross square footage as the go/no-go to determine what type of buildings or business we want to have in the downtown C1 mixed use commercial district.** It would seem that any divisor less than this will not happen in the downtown C1 district. Seems like it was summer 2019 that the consultants for the development plan for downtown Stevenson were here to help us get to this point we are at today, which is considering making code changes to achieve what we want. It has taken many people a lot of effort to reach this point, and I am concerned that if we don't address this now, we are incentivizing apartments or townhomes over mixed use because there will not be enough onsite parking space available to do anything different. A potential developer can see that people would rather buy apartment buildings that generate rent will be more marketable than creating vast open spaces of empty parking lots. How many parking spaces will development of the courthouse lawn require? Will it include a big parking lot as well?

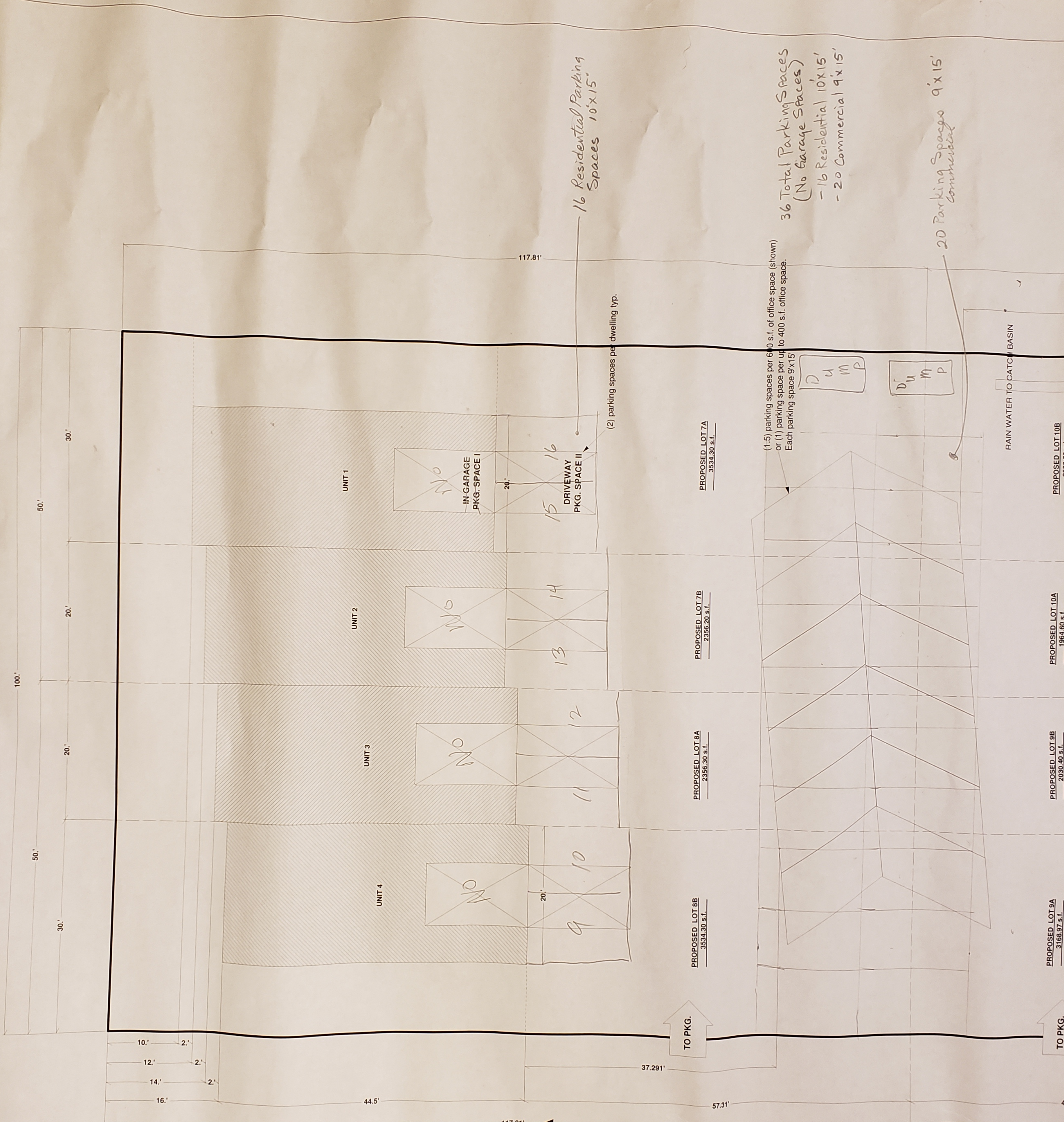
Thank you for your consideration.  
Jack Clifton







SECOND STREET



COLUMBIA STREET

16 Residential Parking Spaces 10'x15'

36 Total Parking Spaces (No Garage Spaces)  
- 16 Residential 10'x15'  
- 20 Commercial 9'x15'

20 Parking Spaces 9'x15' Commercial

PROPOSED LOT 7A  
3534.30 s.f.

PROPOSED LOT 7B  
2936.20 s.f.

PROPOSED LOT 8A  
2956.30 s.f.

PROPOSED LOT 8B  
3534.30 s.f.

PROPOSED LOT 10B  
2824.53 s.f.

PROPOSED LOT 10A  
1964.60 s.f.

PROPOSED LOT 9B  
2030.40 s.f.

PROPOSED LOT 9A  
3168.97 s.f.





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

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

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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) [mailto:[noreply@municode.com](mailto:noreply@municode.com)]

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

**To:** [ben@ci.stevenson.wa.us](mailto: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!





# City of Stevenson

## Planning Department

(509)427-5970

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

**TO:** Planning Commission  
**FROM:** Ben Shumaker  
**DATE:** March 8<sup>th</sup>, 2021  
**SUBJECT:** C1 Parking Reductions; Public Participation Summary

This memo summarizes the 7 public involvement strategies incorporated into the Planning Commission’s discussion of a Zoning Text amendment to reduce the parking requirements of the C1 District. No additional decision points are included in this memo that were not in the companion memo. Additional context is provided through the results of a general questionnaire related to this topic. Specific sections of the Evolving Draft amendment are referenced where relevant to the each question.

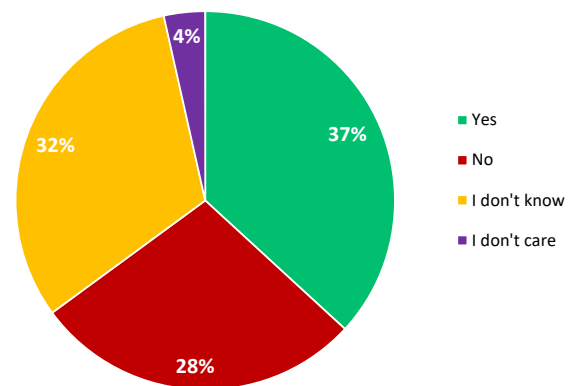
### Questionnaire Details

**1- Should construction of new housing downtown have fewer roadblocks?** Very little context was provided for this question in the questionnaire, and respondents were thoroughly mixed. Four respondents took the opportunity to explain their opinion.

Amendments which would remove existing roadblocks to housing are incorporated into the draft at:

- SMC 17.25.130. Roadblocks to mixed use commercial/residential buildings would be removed by requiring less parking for the residential portion.
- SMC 17.42.080. Roadblocks to duplexes would be removed by allowing off-site parking to substitute for on-site parking.
- SMC 17.42.090. Roadblocks to all types of residential uses would be removed by reducing the ratio of required spaces for residential units.
- SMC 17.42.090. Roadblocks to affordable residential units and senior care housing could be removed on a case-by-case basis by the Planning Commission.

Should construction of new housing downtown have fewer roadblocks?



#### Text Responses-

- Yes (Staff categorized). Density. And affordable dwelling included in any new construction.
- I don't know (Staff categorized). I am unaware of the road blocks
- Yes! Downtown housing is at a premium by today's standards. Yet, locals already live there. At the same time, local businesses are suffering through the Covid pandemic. And, yet the City Council want to reduce rents and create more "high density" housing while adding levies that only affect property owners. Could that add to increased rent? Developers and contractors have explained to the Council the reality that you cannot tear down a building to create new housing without extreme cost. Unless the City Council subsidize the "Plan For Success" it will not be tenable. If City Council members want to buy identified properties and subsidize the lost revenue, then sure. But the City Council will not. Sadly, no members of the City Council or Planning Commission own "downtown" property. Therefore, they are planning to use the cudgel of "imminent domain" as they have tried in the recent past. Buy a piece of it! Show the many long time Stevenson downtown property owners your plan, now! How can those already invested do it better? Talk is cheap!!
- yes fewer roadblocks but the decibel level for houses in the downtown area should expect a 65 decibel levels

Answered: 57 Skipped: 1

**2- Should storage areas for retail stores and restaurants be exempt from the parking requirement?** Again, very little context was provided for this question in the questionnaire, however, a majority of respondents were supportive of the exemption in general terms.

Amendments which would effectuate this exemption are included at

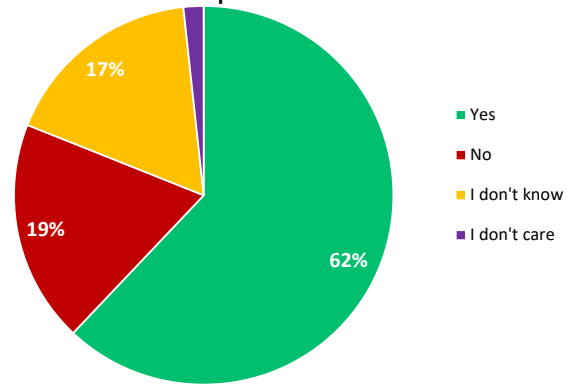
- SMC 17.10.312. Net Floor Area is defined to exempt several areas of buildings.
- SMC 17.42.090. Net Floor Area is substituted for Gross Floor Area in the parking ratio for several uses.

**3- Should outdoor seating at restaurants require less parking than indoor areas?** This straightforward question received strong opposition with 71% answering "no". One respondent provided an explanation which staff determined was supportive of a policy to differentiate between the areas.

Prior to awareness of this opposition, the Planning Commission requested differentiation of the parking ratio in the Evolving Draft. Draft amendments related to this issue are included at:

- SMC 17.10.310. This clarifies the square footage of outdoor seating is subject to parking requirements.
- SMC 17.42.090. The table provides a lesser ratio for outdoor seating areas.
- SMC 17.42.090. The table includes optional language exempting parking for outdoor seating during the pandemic.

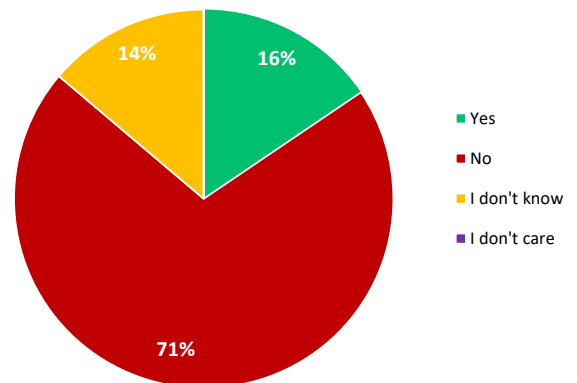
Should storage areas for retail stores and restaurants be exempt from the parking requirement?



**Text Responses-**  
-I don't know (Staff categorized). Only during the pandemic.

Answered: 58 Skipped: 0

Should outdoor seating at restaurants require less parking than indoor areas?



**Text Responses-**  
-Yes (Staff categorized). We cannot be afraid to walk a block to get to a restaurant.

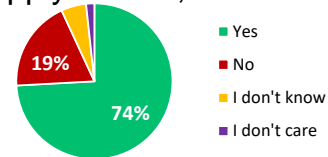
Answered: 58 Skipped: 0

**4- Should more options be available to supply off-site, off-street parking?** Respondents provided the greatest support for this general question with almost 3/4ths stating more options should be available.

While the most effective way to directly implement this policy would be to construct a public lot, the amendments includes several sections making usage of such a lot more likely. These are included at:

- SMC 17.42.060. A wider array of uses are allowed to share spaces in a joint lot.
- SMC 17.42.070. The distance between the uses sharing a spaces is increased for retail, food service, and hotel uses.
- SMC 17.42.090. The allowed distance between certain uses and their off-site, off-street parking is increased.

### Should more options be available to supply off-site, off-street parking?



**Text Responses-**

- Yes (Staff categorized). I'd like to see a Trolley system. Check out park city, Utah. Or utilize golf carts.
  - Yes (Staff categorized). Stevenson needs a designated parking lot downtown in the area of 1st street, not taking up limited parking areas on the waterfront.
  - Yes because some/many people can't get into existing parking by parallel parking, unless there are few people parked already. It would be great if there were a mid-town parking "lot" type area for crappy drivers.
  - Yes (Staff categorized). If the goal is to increase housing units in Stevenson, there will be a definite need for designated off-street parking areas for tenants and visitors, especially in the evening hours. With the addition of the two new downtown hotels/lodging facilities, this need will become apparent quickly since they have NO requirement to provide parking on-site. Another issue is the grandfathering of the no on-site parking requirement when a new owner/business replaces the previous business even if the "use" changes and that new use requires more parking per the code for "new" construction.
  - Yes (Staff categorized). Downtown Stevenson is in great need of designated off-street parking areas/lots (and restrooms too!) that can accommodate both current and future downtown parking needs, especially due to the new 12-room hotel on Russell St. (24 nightly guests and potential cars) and the future Public Plaza on Hwy 14. Note: have you ever tried to find a parking space on Russell? If a new downtown business does not have the required off-street parking, they must finalize a joint-use agreement for using an existing business' parking area that meets the minimum # of parking space requirements Prior to opening the new business. There will also be a need to monitor the hotel guests' registered cars to ensure that they are parking in the designated spaces/lot and not on downtown streets instead. I also recommend that new and existing downtown businesses currently without adequate parking pay a sufficient annual fee toward the development and maintenance of new parking lot(s). It is also reasonable to charge parking users a fee to park in these parking lots during peak hours/days/seasons (many automated payment systems exist and it also generates revenue). Unless adequate parking is required, planned for, supplied, and monitored, all downtown Stevenson businesses will be impacted/hurt, as both residents and visitors go elsewhere to where convenient parking IS available for their dining and shopping, etc.
  - Yes (Staff categorized). People need to walk it won't hurt actually it will help them, business owners NEED to park FAR AWAY from the business leaving at least that one space open.
- Answered: 58 Skipped: 0**

The following answers to the questionnaire provide additional context for Planning Commission review.

If you'd like to share a specific case study of how the existing downtown parking regulations have caused you to redesign or abandon a development proposal, please do so here.

**Text Responses-**

- Don't put code in place that you do. It intend to enforce.
- I moved from Russell Ave because there was not enough parking. And Windermere agents took up most of what was there. It was a huge negative impact on my business. The tour bus stop is also farce to generate business. Old people do not want to stop on Russell at the end of the day. Bad knees & hips. They have been out all day & probably want a restroom & a cocktail on their ship.
- Not redesign anything but truthfully I've said "screw it," and decided to continue on my way because there's no place to park nearby or any place at all. It sucks. I hate it. Sometimes I'll avoid going in or doing any business at all because there's no place to park.
- I am writing this comment here as there is no area for "other" comments. I personally find this survey to be too narrow/limited in scope and it is also lacking the "public outreach/input" that is described as the stated objective of soliciting public feedback on downtown parking. For example, why did the City/ PC not post the survey on the City's website and Facebook page, etc., and having received the survey link just today on the limited public email list, it does not allow enough time for "public input" just before tonight's meeting, etc.). One area of concern is the meeting packet statement on page 7 that states: "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)." Why is this NOT a requirement if the new business is a different "use" with different parking requirements per the code? At a minimum the new business should be required to find off-set parking elsewhere in town to meet the parking requirements of that new business use. I do hope that the Planning Commission will not rush to meet an "arbitrary" March deadline and will instead conduct a thorough solicitation of Public input, conduct the appropriate research on parking needs and solutions, do an impact study, etc. before making changes to the Parking Zoning Code and requirements in order to accommodate a new hotel on Russell in March. Thank you.
- none.

Answered: 5 Skipped: 53

If you'd like to share a specific case study of how the existing downtown parking regulations have protected your neighborhood from a development or change you didn't want, please do so here.

**Text Responses-**

- We need more parking. I'd like to see the courthouse new development include an underground parking area.
- All downtown developments, especially housing and lodging, need to supply an adequate number of parking spaces per unit in order to maintain an adequate number of parking spaces for those who are visiting the downtown for shopping, dining, etc.
- Not personally from developing anything BUT I have heard from so many people/ customers that how the sidewalks/ curbs are NOW they suck. They're definitely NOT A.D.A. compatible at all. The crosswalks are way far away from the store's/ restaurant entrances. This is especially problematic at the pharmacy. If you're in a wheelchair or using a walker or crutches forget about it. It's always so busy and congested in that area it's impossible to open your vehicles door for any periods of time.
- Many businesses/agencies have many cars parking near them that appear to "take over" the streets. I think parking should be considered when adding development or businesses.
- none

Answered: 5 Skipped: 53

## **Public Involvement Summary**

**A-Project Website-** The project website (<http://ci.stevenson.wa.us/letsbuild>) is active and continues to be updated as new information is generated. Staff has not tracked and does not intent to track the website analytics.

### **B-Online Questionnaire**

**Protocols-** The community questionnaire was created using [www.surveymonkey.com](http://www.surveymonkey.com). No paper-based questionnaire was available. A link to the questionnaire was mailed to each property owner in the Initial Consideration Area. Electronic copies of the mailing were emailed to the Downtown Shareholders email list. The link was posted to the project-specific website created for these policy discussions. Finally, the City Facebook page publicized each questionnaire on 2 occasions each. The questionnaires were available between 2/3/2021 and 3/5/2021. Separate links were created to track whether the respondent was answering the letters mailed/emailed or the Facebook post.

**Questions-** Seven (7) total questions were asked of respondents. Minimal explanations preceded each question. The first 4 questions were multiple-choice, with the following answer options: "Yes", "No", "I don't know", and "I don't care" as well as an open-ended option for respondents to more fully explain their answer. One question allowed respondents to share their name and email to remain involved with discussion on the potential zoning text change. The final 2 questions were open-ended and allowed respondents to more fully describe specific experiences with the zoning regulation.



**Response Rate** – The questionnaire generated 58 overall responses, with individual questions ranging 5 and 58 responses.

**Limitations** – The questionnaire is not statistically significant. The questionnaire protocols were never designed to produce a statistically significant sample. Several limitations prevent this from being the case.

- The questionnaire was sent to property owners based on the addresses maintained by the County Assessor. This distribution method excludes residents who do not own their home. Also, several mailed notices did not reach the intended recipient.
- The use of Facebook to publicize the questionnaire resulted in the collection of opinions from non-residents and non-owner of properties in the 2 areas.

**C-Facebook Posts**- The City's Facebook page has been used to share information on the Planning Commission discussion and the questionnaire. The initial post related to the Questionnaire generated 153 views, 22 post clicks, and 21 reactions, comments or shares. The follow-up, survey reminder post generated 73 views, 10 post clicks, and 2 reactions, comments or shares. No comments were submitted to the City via Facebook.

**D&E-R3-Owner Mailout & Email Group**- Of initial hard copies mailed to owners of parcels in the C1 District, 2 were returned to the City by the Post Office. The mailout was also sent via email as described above. At the time of this writing the email lists contain 123 individuals. No written comments were submitted in response to these mailings.

**F-Planning Commission Workshops**- In addition to the discussion at the February meeting, tonight's meeting provides the next step in the public involvement effort, and the results of tonight's discussions will guide what happens going forward.

### **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.

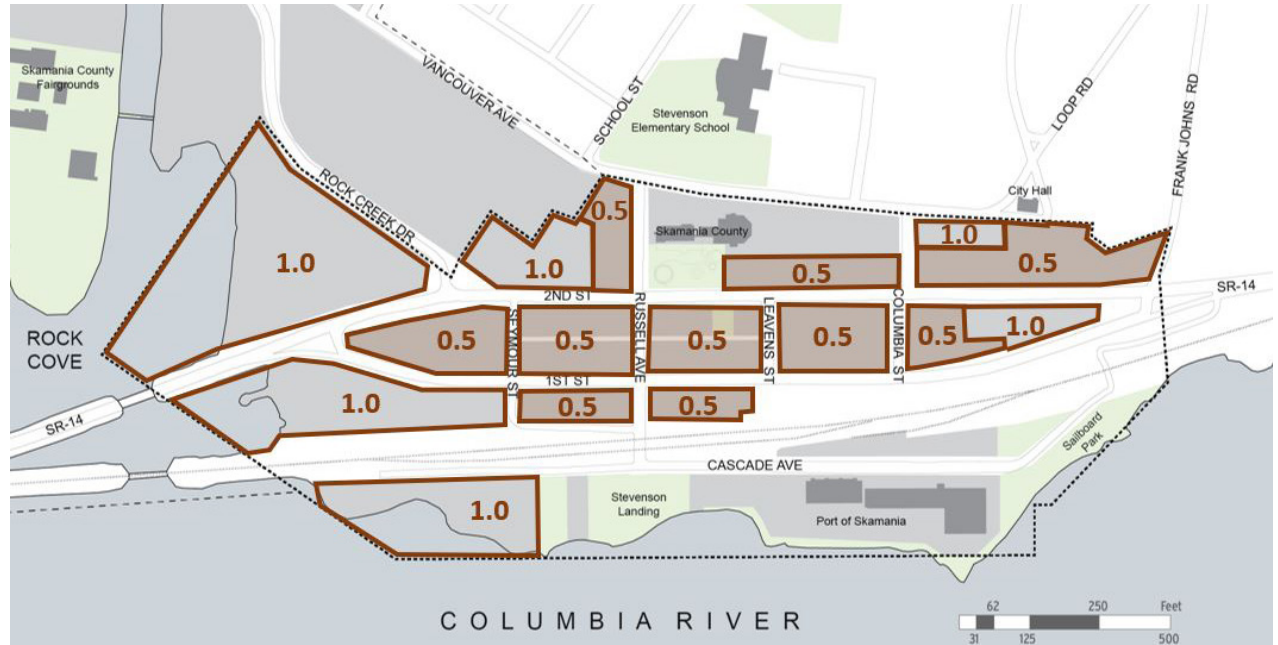
Coupled with a strategy for shared parking lots along with planned improvements to walking and biking routes that are anticipated to reduce parking demand, recommended regulatory changes that reduce the required minimum amount of both commercial and residential on-site parking are identified to the Chapter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



**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:

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Paul Spencer, Vice-Chair



*City of Stevenson*  
**Planning Department**

(509)427-5970

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Stevenson, Washington 98648

**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:

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Paul Spencer, Vice-Chair

Date





# City of Stevenson

## Planning Department

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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 15<sup>th</sup>, 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:

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Karen Ashley, Chair

Date



# City of Stevenson

## Planning Department

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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:

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Scott Anderson, Chair