



# City of Stevenson

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

## March 8th, 2021 Planning Commission Meeting

Monday, March 08, 2021

6:00 PM

### A. Preliminary Matters

**1. Public Comment Expectations:**

Webinar: <https://us02web.zoom.us/j/82001872319>

Conference Call: +1 253 215 8782 or +1 346 248 7799

ID #: 820 0187 2319

Please raise hand to comment. Individual comments should be limited to 3 mins.

Tools: \*6 to mute/unmute & \*9 to raise hand

**2. Minutes:** January 11th, 2021 Meeting Minutes

### B. New Business

### C. Old Business

**3. Zoning Amendment: Increasing Residential Building Capacity:** C1 Parking Text  
Amendment: Draft Ordinance & Public Engagement Efforts

**4. Zoning Amendment: Increasing Residential Building Capacity:** Potential Map Change  
Expanding R3 Area

### D. Discussion

**5. Staff & Commission Reports:** Transportation Planning, Hood River Bridge, Dog Mountain Shuttle

**6. Thought of the Month:** "Zoom Towns" <https://apautah.org/3730-2/>  
"The Great Real Estate Reset" <https://www.brookings.edu/essay/the-great-real-estate-reset-a-data-driven-initiative-to-remake-how-and-what-we-build/>

### E. Adjournment



# MINUTES

## Stevenson Planning Commission Meeting Monday, February 08, 2021

6:00 PM

Held remotely: <https://us02web.zoom.us/j/89884084279>

Conference Call: +1 253 215 8782 or +1 346 248 7799 ID #: 898 8408 4279

Attending: **Planning Commission Vice Chair Auguste Zettler; Commissioners Jeff Breckel, Davy Ray and Mike Beck.**

Absent: **Chair Valerie Hoy-Rhodehamel was not in attendance.**

City Staff: **Community Development Director Ben Shumaker**

Public Attendees: Dave Cox, Mary Repar, Phillip Watness, Brian Adams, Brian McNamara, Tabitha Wiggins, Dawn Nielsen, Paul Hendricks, Doug Miller, Xochil Springer, John Mobley, Kelly O'Malley-McKee, Judith Morrison, Shawn Van Pelt, Julie Fitzpatrick-May and several unidentified individuals.

**Vice chair Auguste Zettler** called the meeting to order at 6:04 p.m.

### A. Preliminary Matters

#### 1. Public Comment

Expectations: **Vice Chair Zettler** provided an explanation on using the webinar tools for comments. Tools: \*6 to raise hand & \*9 to unmute.

#### 2. Minutes: January 11th, 2021 Meeting Minutes

**MOTION** to approve minutes from January 11<sup>th</sup>, 2021 Planning Commission meeting as presented was made by **Commissioner Beck** with a second provided by **Commissioner Breckel**.

- Voting aye: **Commissioners Breckel, Ray, Beck and Zettler**
- Voting nay: None

#### 3. Public Comment Period: (For items not located elsewhere on the agenda)

Mary Repar spoke about Skamania County Economic Development Council's housing needs analysis. She expressed concerns over the high cost of local housing and called for a cost/benefit analysis to be performed comparing residential to commercial values. She provided a link to a story about Jackson Hole, WY. She described her volunteer work with the local housing shelter and noted the homeless population using the service were Skamania County residents. **Community Development Director Shumaker** responded with information that the Housing Needs Assessment incorporates the number and type of units.

### B. New Business

There was no new business presented.

### C. Old Business

#### 4. Zoning Amendment: Increasing Residential Building Capacity: Downtown Parking Reductions

**Shumaker** reported the January 2021 City Council meeting included a discussion regarding Commissioner Beck's status report with Kelly O'Malley McKee and the Downtown Business Association. There will be a public hearing on the proposed ordinance amending parking at the March 2021 City Council meeting. Incentives for parking in mixed use development areas in the C1 (downtown) zone will be discussed.

He provided background information on the potential parking changes, and described outreach efforts to business and property owners in the downtown area. He explained the rationale and noted a number of the proposed changes were related to the surge in outdoor dining due to Covid-19 safeguards. He pointed to public comments in the meeting packet on the issue for Commission consideration.

Commission member discussion included:

**Commissioner Beck** thanked **Shumaker** for the revisions, noting the amount of work that went into them. He advocated for a 'light touch' to parking regulations, suggesting that market forces would help determine parking needs. He recognized the need for some guidance, as evidenced by the concerns outlined by a local dental clinic.

**Commissioner Breckel** agreed the revisions were a good start but was interested in seeing more content.

**Commissioner Ray** asked if the new hotel opening in downtown Stevenson was taken into consideration, and was informed that no additional parking was required because less than 10% of the building's existing square footage had been added.

**Vice Chair Zettler** appreciated the streamlined revisions. He pointed out the 'nuts and bolts' of in-depth details will need to be worked out. He also noted lack of a public parking area contributes pressure on street parking.

**Community Development Director Shumaker** remarked an inventory of off street parking will be useful to determine further needs.

**Vice Chair Zettler** then opened the meeting to take public comments.

>Tabitha Wiggins with Walking Man asked the Commission to reconsider how parking requirements are currently based on total square footage of buildings. Buildings with a lot of storage area need to provide parking spaces despite no retail traffic pressure from an increase in customers. Providing a covered seating area changes requirements as well, even with no additional seating capacity.

>Mary Repar suggested there may be just a perception of a parking problem-the problem is people do not want to walk.

>John Mobley asked about parking for RV's and recommended a sign on First St. directing RV drivers to parking sites. He also asked the Commission to exclude storage and non-retail space from determining parking slots. He requested setting time limits to stop people parking all day on the side streets. A final issue he asked about concerned mixed residential and commercial usage, noting noise from late night activities (bands, etc.) could become a problem.

>Judith Morrison agreed mixed use issues affects parking, and pointed out overnight/long term residential parking affects commercial activities. She supported limited parking times, especially on Russell Street.

>Shawn Van Pelt commented the parking dilemma has been before the City for over 22 years. He stated current parking requirements have been a barrier to new development, and remarked the only way to avoid parking requirements is to re-purpose an old building.

>Brian Adams stated he concurs with most of the previous comments. He asked questions regarding the differences between west and east side property, and was informed it had to do with the historic platting of the different sections. West of Seymour Street is not platted.

>Terese Stacy spoke about the lots behind the Manor Apts. She relayed with no parking on 2<sup>nd</sup> St. in the evening people walk through her lot and leave trash. She asked to have business needs addressed.

>Tabitha Wiggins spoke again, agreeing with several previous commenters that residential usage affects commercial. She suggested annual parking permits for residents living in the downtown area.

**Commissioner Breckel** stated he appreciated the public input and advised their details should be integrated into any new strategies to make it work. He called for a balance in order to avoid overburdening residents and business owners.

**Commissioner Ray** spoke about the importance of anticipating growth for planning purposes. [Note: after the meeting Commissioner Ray provided the following additional perspective: Given the continuum of regulatory measures we could adopt regarding downtown parking; the low end being minimal and the upper end addressing every exception, I feel it important to point out that absent a major effort to change or add to downtown parking we are dealing with a finite resource. In that regard I would counsel adopting the minimalist perspective until and unless we do something different. I suggest that expediting the Columbia Street realignment would help us address many of those issues.

If we begin making parking exceptions I feel we will box ourselves into a corner and create more problems than we can solve.]

**Commissioner Beck** also thanked the commenters and shared many large cities have completely done away with parking standards. He encouraged the use of economic incentives to guide parking usage. **Shumaker** stated more time for public input was important so final revisions would likely be presented after March 2021.

**Shumaker** noted control of street parking has not been discussed by the City, mostly due to questions of enforcement. He advised keeping the issue before the City Council. **Shumaker** informed Commissioners a request for proposals to conduct a traffic study are coming up. It will help direct improvements needed based on traffic patterns.

It was determined three areas of concern were raised from the evening's comments:

- Review the impact of Covid-19 on eating establishments and their use of expanded exterior seating as it affected parking requirements;
- Modify parking requirements for health care and dental offices to align parking needs with patient area, also review net retail sales areas for similar purposes;
- Refine the incentives for mixed-use commercial/residential development.

**Shumaker** received consensus from the Commissioners on the above issues and will develop draft language to support the proposals.

>Tabitha Wiggins spoke again and asked the Commission to also consider parking requirements that change when an outdoor seating area becomes covered through a pavilion structure. It was discussed that pavilions are different than simple umbrellas and longer use duration could lead to more parking needs. **Vice Chair Zettler** offered the parking ratios under discussion may address the issue.

> Brian Adams asked to have parking ratios be the same for all lots in the downtown area. **Commissioner Beck** recommended striking the provision that addresses parking for un-platted parcels larger than 10,000 sq. ft.

#### **5. Zoning Amendment: Increasing Residential Building Capacity: Potential Map Change Expanding R3 Area**

**Community Development Director Shumaker** then informed the Commission about ongoing Planning Department work concerning potential increases to residential building capacity in the R2 and Core area R1 zones. He described the two main policy changes being considered:

- 1) Should more than 2 housing units be allowed on properties in these areas?
- 2) Should properties in these areas have the same development options as properties in the R3 zone?

Multiple opportunities for public involvement have been provided to property owners about their views on the issue.

#### **6. Planning Commission Bylaws: Amendment (2nd Review)**

Commissioners agreed the changes proposed were minor and non-controversial. There was no further discussion.

**MOTION** to approve Planning Commission Bylaws with amendments as presented made by **Commissioner Beck** with a second by **Commissioner Breckel**.

- Voting aye: **Commissioners Ray, Zettler, Breckel and Beck.**
- Voting nay: None

#### **D. Discussion**

**Shumaker** reported the proposed vacation of roads near Iman Cemetery has been met with push back from stakeholders. Further discussion will take place at the public hearing scheduled for March 16<sup>th</sup>.

**7. Thought of the Month: Urban Reserve.** **Shumaker** briefed Commissioners on the concept and definition of urban reserves from the Comprehensive Plan. Context was provided related to past implementation and Commissioners were asked to incorporate the concept into their review of future Planning Commission decisions.

#### **E. Adjournment**

**Vice Chair Auguste Zettler** adjourned the meeting at 8:00 p.m.



# 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:** Reducing Parking Requirements—Increasing Residential Building Capacity

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### 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 8<sup>th</sup> 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).

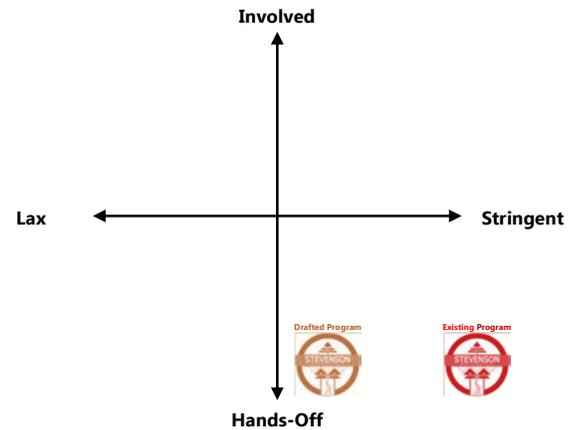
- Staff Review – The following inconsistencies, clarifications, and policies were identified by staff when incorporating the above into the existing code:
  - **Change of Use/Building Expansion.** The C1 parking standards include redundant and conflicting language compared to the standards applicable 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 30<sup>th</sup>, 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 31<sup>st</sup>, 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 18<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 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 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

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 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.

(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.

<b>Table 17.42.090-1: Off-Street Vehicle Parking Requirements</b>			
	<b>Use</b>	<b>Spaces Required</b>	
		<b>C1 District</b>	<b>Unspecified or All Other Districts</b>
<del>A.</del>	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>	<del>2 spaces per for each dwelling unit plus 1 space for each room rented,</del> except that one-bedroom dwelling units only require 1 space
<del>B.</del>	Hotel, <del>motel</del>	1 for each sleeping unit plus 1 space for each 2 employees on the evening shift	
<del>C.</del>	Hospitals and institutions	1 for each 4 beds	
<del>D.</del>	Theaters	1 for each 4 seats, except 1 for each 8 seats in excess of 800 seats	
<del>E.</del>	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	
<del>F.</del>	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	
<del>G.</del>	Dancehalls	1 for each 50 square feet of gross floor area	1 for each 50 square feet of gross floor area
<del>H.</del>	Bowling Alleys	6 for each alley	
<del>I.</del>	Medical and dental clinics	1 for each 150 square feet of <del>gross-net</del> floor area	1 for each 150 square feet of gross floor area
<del>J.</del>	Banks, <u>laundrettes</u> , business and professional offices with on-site customer service	1 for each 200 square feet of <del>gross-net</del> floor area	1 for each 200 square feet of gross floor area
<del>K.</del>	Offices not providing customer services on premises	1 for each 400 square feet of <del>gross-net</del> floor area	1 for each 400 square feet of gross floor area
<del>L.</del>	Warehouse, storage and wholesale business	1 for each 2 employees	
<del>M.</del>	Food <del>and beverage places</del> <u>service</u> with <del>sale and</del> consumption on premises	1 for each 100 square feet of <del>gross floor area</del> <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
<del>N.</del>	Furniture, appliance, hardware, <del>clothing, shoe,</del> personal services store	1 for each 400 square feet of <del>gross-net</del> floor area	1 for each 400 square feet of gross floor area
<del>O.</del>	Other retail <del>stores</del>	1 for each 200 square feet of <del>gross-net</del> floor area	1 for each 200 square feet of floor area
<del>P.</del>	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 <del>gross-net</del> 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>	
<del>Q.</del>	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 30<sup>th</sup>, 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 31<sup>st</sup>, 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.



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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.

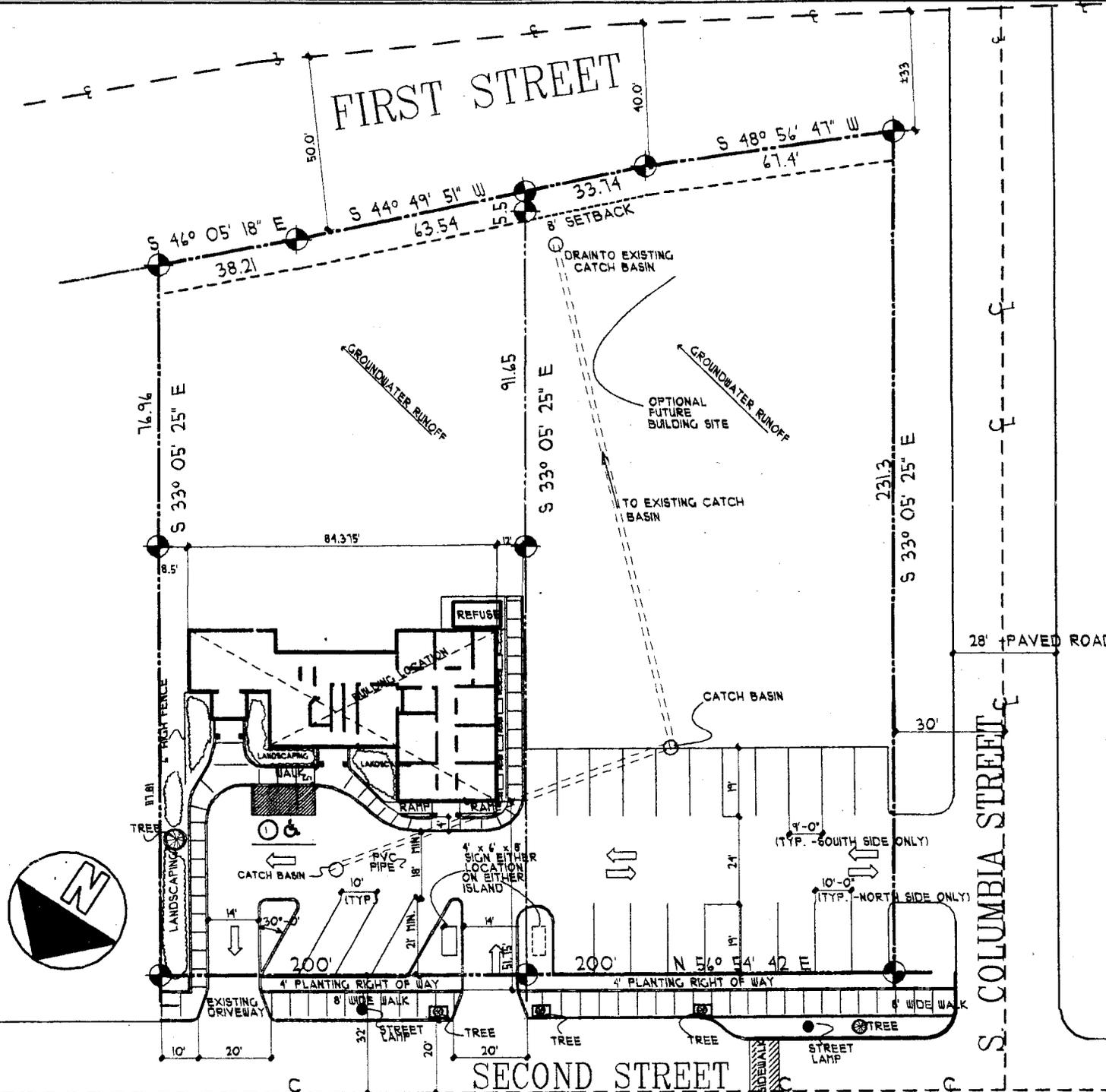
I purchased the property at NW 70 in 1999 with the desire to someday afford development as retail/multifamily, and or build a new dental office. While parking requirements at that time were prohibitive to making a realistic development, plans for updating or revising the parking requirements for the 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!



# SITE PLAN

SCALE: 1" = 40'-0"

N. COLUMBIA STREET

S. COLUMBIA STREET

### **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.

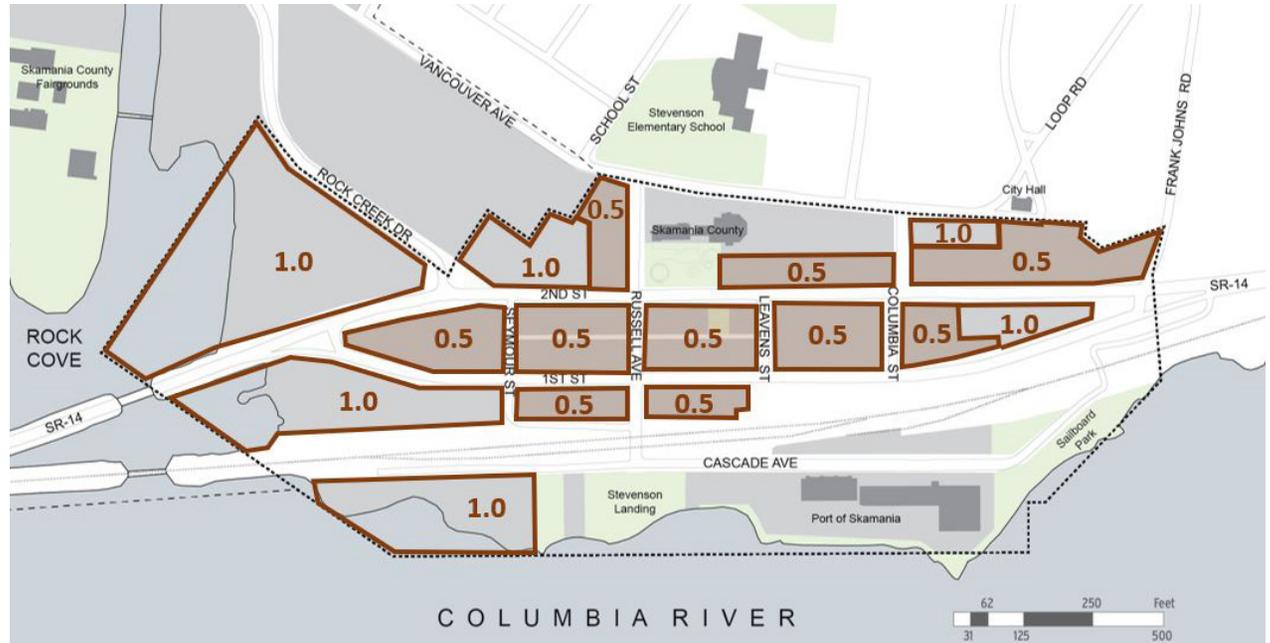
Coupled with a strategy for shared parking lots along with planned improvements to walking and biking routes that are anticipated to reduce parking demand, recommended regulatory changes that reduce the required minimum amount of both commercial and residential on-site parking are identified to the Chapter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



## 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



**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

(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:

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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

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.

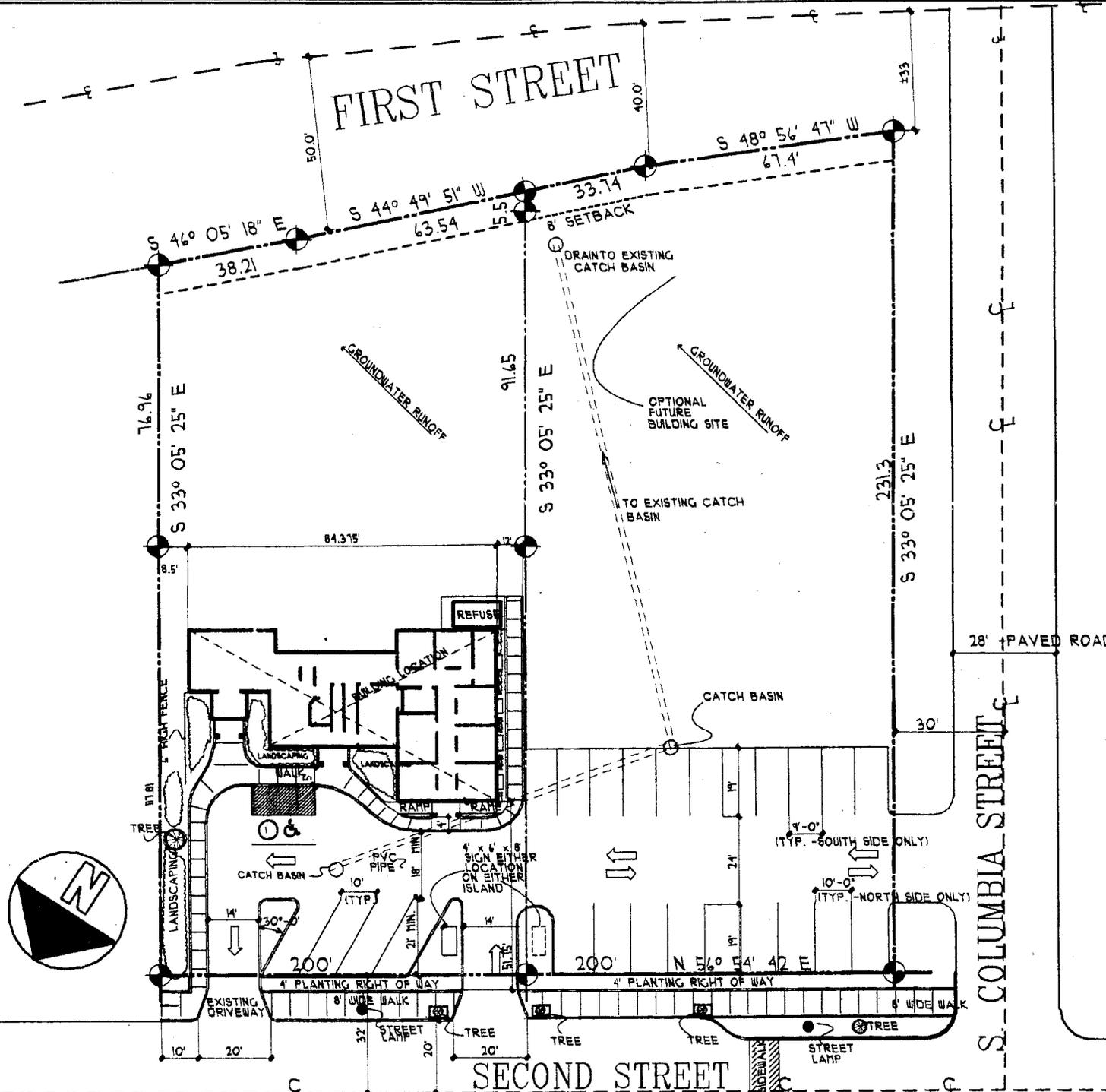
I purchased the property at NW 70 in 1999 with the desire to someday afford development as retail/multifamily, and or build a new dental office. While parking requirements at that time were prohibitive to making a realistic development, plans for updating or revising the parking requirements for the 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



# 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.

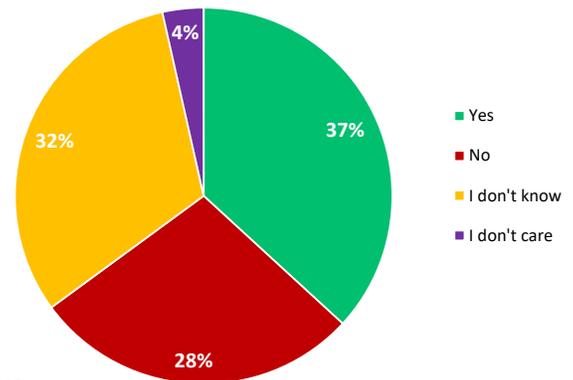
### Questionnaire Details

**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

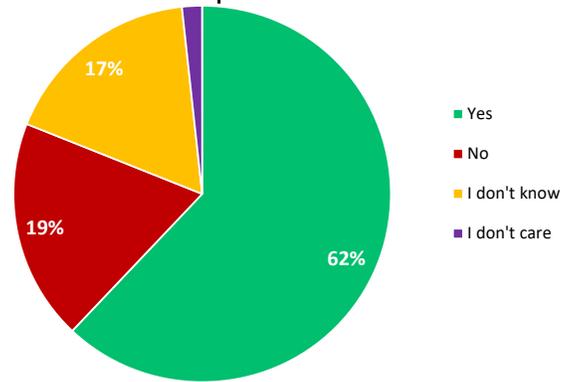
- SMC 17.10.312. Net Floor Area is defined to exempt several areas of buildings.
- SMC 17.42.090. Net Floor Area is substituted for Gross Floor Area in the parking ratio for several uses.

**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.

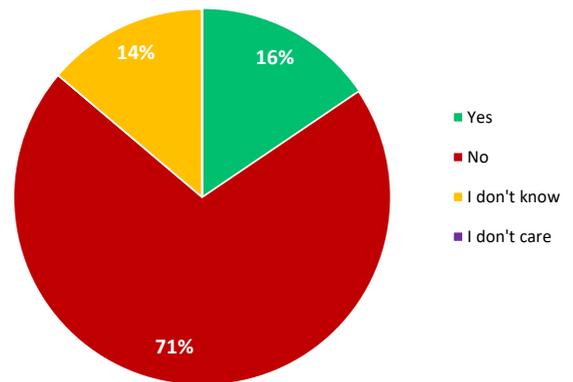
Should storage areas for retail stores and restaurants be exempt from the parking requirement?



**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.

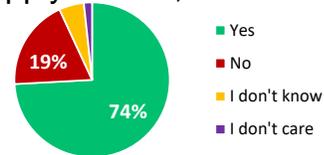
Answered: 58 Skipped: 0

**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.

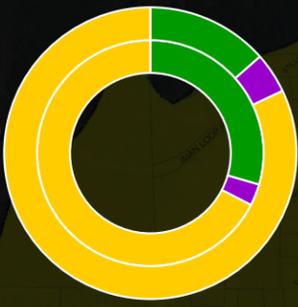
# Core Area R1

**Purpose:** "The Single-Family Residential District (R1) is intended to provide minimum development standards for residential uses where complete community services are available and where residential uses are separated from uses characteristic of more urban and/or rural areas."

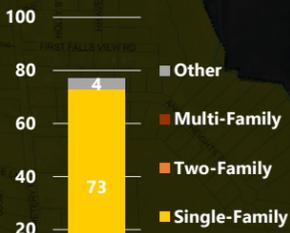
**Boundaries:** The initial area considered for rezoning includes all areas adjacent to a) R2 & R3 zones and b) the Stevenson Elementary and High schools where gravity sewer service is likely.

Existing Core R1 Parcel Status

- Infill (Vacant)  
12 parcels  
20.7 acres
- Infill (Redevelopment)  
4 parcels  
2.2 acres
- Developed  
73 parcels  
47.2 acres



Existing Core R1 Parcel Development Type

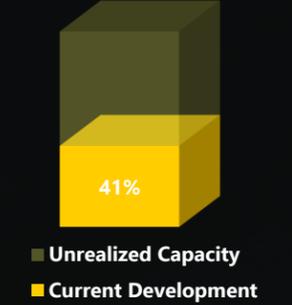


Total Area (acres)	# Homes	# Parcels	% of Area with Water	% of Area with Sewer
70.08	73	89	87%	38%
Density (Existing) Homes/Acre	Density (Allowed) Homes/Acre	Average Size (All Parcels)	Average Size (Vacant Parcels)	Average Size (Parcels w/ Potential Redevelopment)
0.93	14	32,300 sf	75,000 sf	27,100 sf

Core R1 Growth Projections



Past Development vs. Capacity



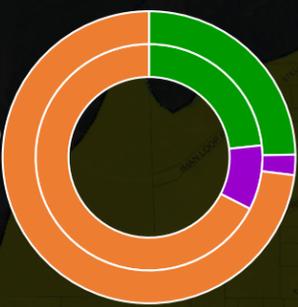
# R2 Area

**Purpose:** "The Two-Family Residential District (R2) is intended to provide minimum development standards for higher-density residential uses where complete community services are available and where residential uses are separated from uses characteristic of more urban and/or rural areas."

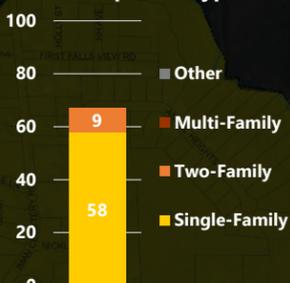
**Boundaries:** The initial area considered for rezoning includes all R2 areas as recommended in the 2020 Skamania County Housing Needs Analysis. Existing boundaries between this area and adjacent R1 and R3 areas are less than rational and likely result from political influences.

Existing R2 Parcel Status

- Infill (Vacant)  
22 parcels  
6.7 acres
- Infill (Redevelopment)  
2 parcels  
2.7 acres
- Developed  
65 parcels  
19.4 acres

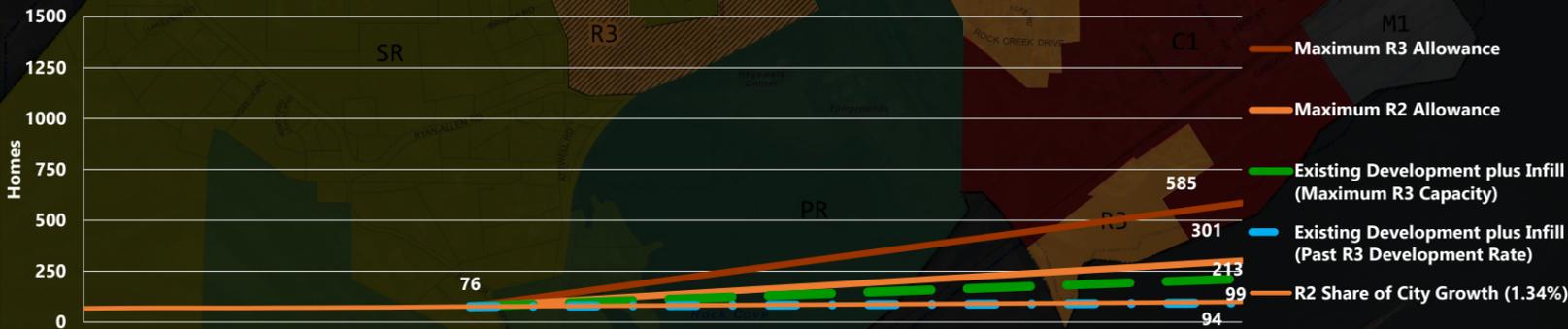


Existing R2 Parcel Development Type

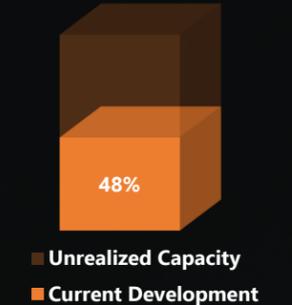


Total Area (acres)	# Homes	# Parcels	% of Area with Water	% of Area with Sewer
36.67	76	89	100%	100%
Density (Existing) Homes/Acre	Density (Allowed) Homes/Acre	Average Size (All Parcels)	Average Size (Vacant Parcels)	Average Size (Parcels w/ Potential Redevelopment)
2.07	12	14,100 sf	13,300 sf	57,700 sf

R2 Growth Projections



Past Development vs. Capacity



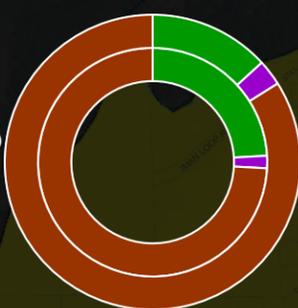
# R3 Area

**Purpose:** "The Multi-Family Residential District (R3) is intended to provide minimum development standards for various residential uses where complete community services are available and where residential uses are in close proximity to uses characteristic of more urban areas and separated from uses characteristic of more rural areas."

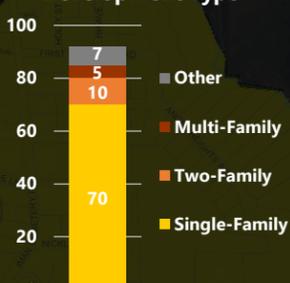
**Boundaries:** Existing boundaries between this area and adjacent R2 areas are less than rational and likely result from political influences. Changes are also considered between East Loop and Frank Johns.

Existing R3 Parcel Status

- Infill (Vacant)  
14 parcels  
15.9 acres
- Infill (Redevelopment)  
3 parcels  
1.2 acres
- Developed  
89 parcels  
48.9 acres

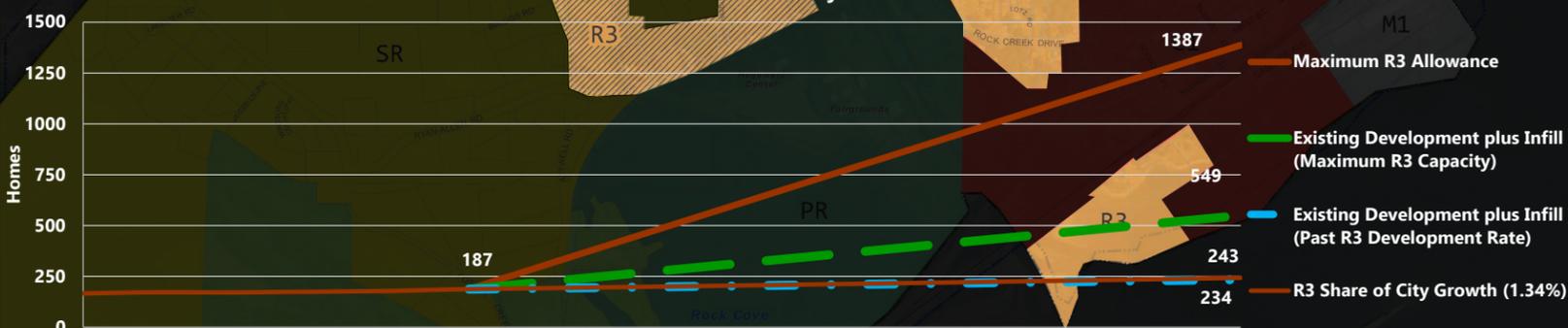


Existing R3 Parcel Development Type

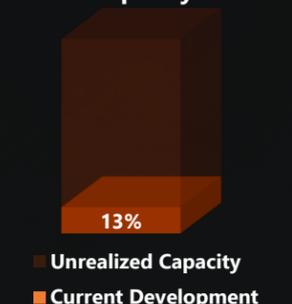


Total Area (acres)	# Homes	# Parcels	% of Area with Water	% of Area with Sewer
80.64	187	106	100%	100%
Density (Existing) Homes/Acre	Density (Allowed) Homes/Acre	Average Size (All Parcels)	Average Size (Vacant Parcels)	Average Size (Parcels w/ Potential Redevelopment)
2.32	21	27,100 sf	49,400 sf	16,800 sf

R3 Growth Projections



Past Development vs. Capacity





# City of Stevenson

## Planning Department

(509)427-5970

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

**TO:** Planning Commission  
**FROM:** Ben Shumaker, Community Development Director  
**DATE:** March 8<sup>th</sup>, 2021  
**SUBJECT:** Increasing Residential Building Capacity—Range of Expectations

---

### **Introduction**

This memo details key information contained in the infographic used to describe current and potential future trends in the Core Area R1 and R2 Districts where rezoning is considered. The infographic also provides the same information for the R3 District as a comparison. This information is intended to facilitate discussion on the potential rezone, whether it should be pursued, modified, or abandoned. No staff recommendations are made as part of this memo and no final decision is expected based on tonight's discussion. An addendum to this memo will be prepared to summarize the public involvement efforts and outline several policy discussion points.

Important note. Where the infographic provides projections, the range of outcomes are explicitly not forecasts (i.e., predictions of specific outcomes) nor do they reflect aspirational targets staff hopes to attain. Because they are projections and not forecasts, each reader must judge whether future development will trend more toward the zoning maximum or more toward the type of past development witnessed up to this point.

### **Purpose**

This text is taken directly from the Zoning Code, [SMC 17.15.020](#). Note: the designation for the "Core Area" are one does not currently appear in the Zoning Code. This terminology is unique this rezoning discussion.

### **Boundaries**

Staff prepared the brief description of area boundaries. An annotated map with additional description of the boundaries is provided in Attachment 2.

### **Existing Parcel Status**

The rings of this chart correspond to the values in the chart's legend. Outer rings show the proportion of parcels which are vacant (green), developed but considered to have redevelopment potential (purple), or developed but unlikely to be redeveloped color dependent on zone). Inner rings provide the acreage for the same 3 categories.

This chart is helpful to discuss the likelihood of future development in 2 ways:

- Potential for Change. Each of the six individual rings can be reviewed for the potential. The larger proportion of each that is either green (vacant) or purple (redevelopment potential), the more potential there is for infill development.
- Scope of Potential Change. The relative proportion of each category between rings. Where inner ring (acreage) proportions are larger than the outer ring (parcels), there is greater potential for change if infill development occurs on the parcels identified.

### **Existing Parcel Development Type**

The column in this chart includes all developed parcels (regardless of redevelopment potential) and reports whether the parcel is occupied by a single family home (gold), a two-family home (orange), multi-family home (brown), or other use (e.g., reservoir, church, etc.) (gray).

### **Data Table**

This information is collected based on data in the Skamania County Buildable Lands Inventory. See below for a specific discussion of this data source.

Some notes about the value in these tables:

- By coincidence, there are 89 parcels in both the Core Area R1 and R2 Districts where rezoning is considered.
- The density allowed in the Core R1 District does indeed exceed the density allowed in the R2 District. A conflict exists between this allowance and the relative purposes of each district.

### **Growth Projections**

The projections of this graph have been calculated based on data in the Skamania County Buildable Lands Inventory. See below for a specific discussion of this data source. The range of projections include the number of units allowed based on:

- Growth occurring at the baseline county-wide growth rate used in the *Skamania County Housing Needs Analysis* (1.34%) (thin solid line, color dependent on zone). Note: the nature of this projection differs from those that follow. This projection includes a time basis not present in the others. It also includes an assumption that housing unit growth would track at the same rate as population growth. This assumption has limitations.
- Growth resulting from infill development on vacant and potential redevelopment parcels at 13% of the maximum possible R3 allowance (the demonstrated past development proportion of the R3 District) (thick dashed blue line).
- Growth resulting from infill development on vacant and potential redevelopment parcels at the maximum R3 allowance (thick dashed green line).
- The complete demolition and redevelopment of all parcels as allowed under existing zoning (thick solid line, color dependent on zone).
- The complete demolition and redevelopment of all parcels at the maximum R3 allowance (thick solid brown line).

Data call-outs show the current number of units before the lines diverge and the range of projections allowed at each scenario.

### **Past Development vs. Capacity**

The column in this chart shows the extent to which parcel owners are maximizing the potential number of units allowed on their parcels (without considering the potential for land division).

### **Methodology/Key Data**

The following data fields were supplied as a part of the Skamania County Buildable Lands Inventory performed for the Skamania County Economic Development Council by the FCS Group:

- *Market Land Value* - This field represents the value of the land within a tax parcel as determined by the Assessor. All dollar values are presented in \$500 increments.
- *Market Total Value* - This field represents the combined value of the land and all improvements to the land. All dollar values are presented in \$100 increments.

- *Zoning* – This field is based on the City Zoning Map using the 9 zone names currently applicable within the City.
- *Land Classification* – This field was generated by FCS using the following categories: “Developed/Non-Residential”, “Partially Vacant”, “Public/Constrained”, “Vacant”, “Vacant Undersized”. Only one partially vacant parcel was identified for inclusion in the reporting of developed parcels with the potential for infill.
- *GIS SqFt* – This field indicates the size of tax parcels based on the Assessor-drawn boundaries. Areas are presented to the nearest tenth square foot.
- *Lot Net SqFt* – This field was generated by FCS through a GIS-analysis subtracting the following from the GIS SqFt field: the area (in acres) of any wetland, floodplain,  $\geq 25\%$  slopes. Areas are presented to the nearest tenth square foot.

The following data fields were developed by staff as part of this analysis:

- *Rezone Considered* - This field tracks whether properties are considered as part of the potential area-wide rezone. At this time, the categories are “Initial”, representing its inclusion in the initial consideration map or “Currently R3”. This field can be updated if reanalysis is desired.
- *Redevelopment, Value indicator* – This field is automatically calculated by dividing *Market Land Value* by *Market Total Value*. The *Skamania County Housing Needs Analysis* recommends using 50% as a determinant of potential redevelopment. Instead, staff has only identified those parcels where the land value makes up 70% or more of the total market value. This breaking point is essentially the difference between a stick-built home in need of TLC and an aging manufactured home or single-wide trailer home.
- *Existing Units* – This field was populated by staff using the best available information, all values are whole numbers. This field represents the number where the range of projections diverge.
- *Maximum Units, No Division* – This field was calculated based on *GIS SqFt*. For Core Area R1 properties, it is 2 where the *GIS SqFt* is 6,000 sf or greater and 1 when it is less than 6,000 sf. For R2 properties, the value is 2 for each tax parcel 7,000 sf or larger and 1 for each tax parcel smaller than 7,000 sf.
- *ZONE Maximum Units, Full Redevelopment* – This field was calculated by dividing the *GIS SqFt* field by the minimum lot size allowed in the zone. One unit was assigned to any existing tax parcel which is less than the minimum allowed in the zone. In the Core R1 area for tax parcels 6,000 sf or larger, this number was doubled to account for the allowance of accessory dwelling units. In the R2 area, remainders of 5,000 sf or greater result in an additional potential unit. The R3 calculations represent the highest number in the range of projections.
- *ZONE Maximum Units, Constrained Redevelopment* – The calculation of this field is the same in all regards to the previous calculation, however, *Lot Net SqFt* is used instead of *GIS SqFt*. This number is not shown in the infographic’s projections.
- *Likely Traffic Shed* – This field was populated based on staff judgement. Values are limited to the functionally classified as a “Collector” or “Arterial” street which is most likely to serve each parcel. Split traffic is not considered in this effort.

### **Limitations**

The following limitations are known and accepted by staff in the presentation of this information:

- **Errors in Source Data.** Where this memo relies on the Skamania County Buildable Lands Inventory, it is subject to the errors and limitations inherent in the analysis and the data on which it was based. The Skamania County Assessor’s 2019 information served as a primary data source for the analysis. Known and noteworthy limitations of that data source (e.g., non-alignment of legal lot boundaries with tax lot boundaries, inaccurate area calculations, now-dated information) limit the precision of the projections provided here.

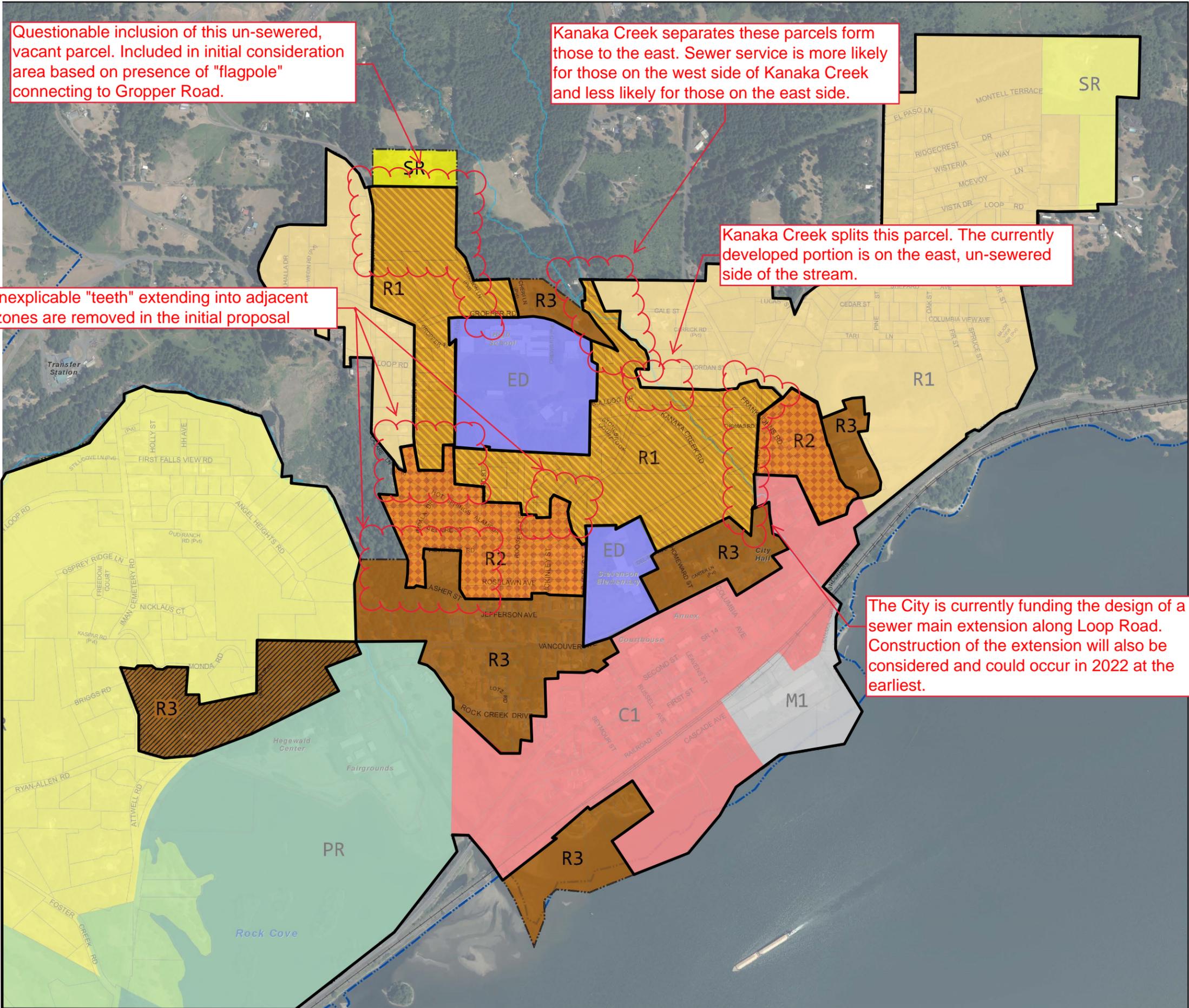
- Lack of QA/QC. Where this memo relies on newly collected/generated information, the small size of the city's staff prevents the quality assurances/quality controls available to larger organizations. Unknown errors may inadvertently result.
- Over-Reporting. Estimates of land constraints are highly suspect. The required buffers surrounding wetlands, streams, etc. are not considered constrained land in the Buildable Lands Inventory. The inclusion of these areas artificially increases the maximum number of units reported for parcels subject to such buffers. Additionally, streets, stormwater treatment areas, and other communal facilities are necessary to serve development. These facilities requires space and limit the maximum number of lots/units possible, especially during land division. The Buildable Lands inventory assumes 25% of land area needs to be devoted for these purposes. The projections reported here inflate the maximum number of units because this percentage has not been removed in any of the calculations.
- Under-Reporting. Again, the suspect nature of the estimated land constraints must be noted. Slopes greater than or equal to 25% are frequently built upon and the removal of these areas from lots artificially depresses the maximum number of units reported for parcels. Furthermore, the City allows for lot size averaging when land constraints would reduce the number of lots otherwise allowed on unconstrained parcels. Exclusion of constrained areas despite this allowance again artificially depresses the maximum number of units reported.

Prepared by,

Ben Shumaker  
Community Development Director

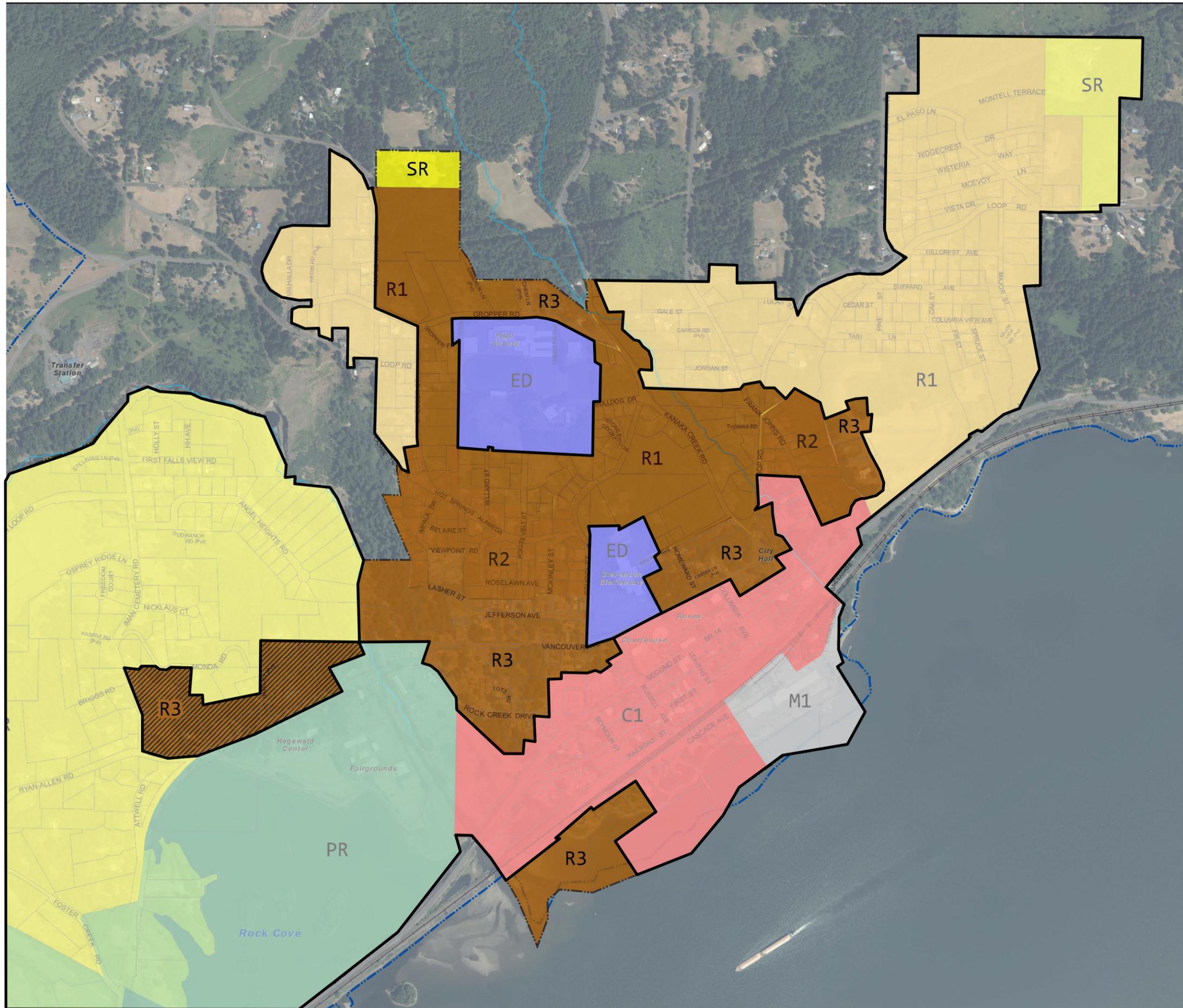
Attachments:

- Infographic
- Annotated Initial Consideration Area Map
- Skamania County Buildable Lands Inventory Technical Methodology, November, 2019 (Apparently Final though stamped Draft)



# Zoning Map City of Stevenson

- Commercial (C1)
- Education District (ED)
- Commercial Recreation (CR)
- Light Industrial (M1)
- Public Use and Recreation (PR)
- Single Family Residential (R1)
- Two Family Residential (R2)
- Multi-Family Residential (R3)
- Multi-Family Residential Overlay (R3)
- Suburban Residential (SR)
- R1 Area Considered for R3
- R2 Area Considered for R3
- Parcel
- City Limits
- Urban Area



## Zoning Map City of Stevenson

- Commercial (C1)
- Education District (ED)
- Commercial Recreation (CR)
- Light Industrial (M1)
- Public Use and Recreation (PR)
- Single Family Residential (R1)
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- Multi-Family Residential Overlay (R3)
- Suburban Residential (SR)

- Stream
- Parcel
- City Limits
- Urban Area



# Skamania County

## Buildable Lands Inventory Technical Methodology



**Project Consultants**

**FCS GROUP**

Todd Chase, AICP, LEED <sup>AP</sup>, Principal/Project Manager

Owen Reynolds, AICP, Project Consultant

Timothy Wood, Project Consultant

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## OVERVIEW

FCS GROUP was tasked with completing a Buildable Lands Inventory (BLI) for the Skamania County Economic Development Council (SCEDC) with a focus on key areas of the County which included:

- City of Stevenson (urban growth area)
- Carson area
- Home Valley area
- Mill A area
- Cook area
- Stabler area
- Underwood area
- West End area

A draft BLI analysis was conducted for the City of North Bonneville. However, the maps and results are included in this report, as the City has opted not to participate as a focus area.

This inventory included an assessment of land suitable for residential development within the County and provides SCEDC with a catalog of developable lands (including potential catalyst sites) required to address the housing related land use needs.

Using Geographic Information Systems (GIS) tools, FCS GROUP analyzed existing property types, Zoning and Comprehensive Plan designations, valuation, and environmental constraints. Skamania County property assessment data was used as a basis for the initial vacancy typing, followed by an analysis of applicable environmental constraints (floodways, protected areas, parks/open spaces, steep slopes) to remove lands unsuitable for development based on natural feature limitations.

The resulting BLI includes detailed information about tax lots in Skamania County and their suitability for residential development. This inventory provides a tabular and graphic representation of the key focus areas. The datasets used for this project, with source and a brief description, are listed below in **Exhibit 1**.

## Exhibit 1: Skamania County BLI Data Sources

Dataset	Type	Description	Source
County Boundary	GIS Layer	Boundary of Skamania County	Skamania County
NSA Boundary	GIS Layer	Boundary of National Scenic Area	NSA Data Library <sup>1</sup>
City Limits	GIS Layer	City of Stevenson & City of North Bonneville city limits	Skamania County
Urban Areas	GIS Layer	Boundaries of Urban Areas	NSA Data Library <sup>1</sup>
Place Name	GIS Layer	Points representing cities, towns, or places. Identifies focus areas for analysis	Skamania County
Places Of Interest	GIS Layer	Polygons representing places with dedicated land use (fire stations, schools, government facilities)	Skamania County
Site Structure Address Points	GIS Layer	Address file of structures located in analysis area	Skamania County
Rail Roads	GIS Layer	Burlington Northern Santa Fe railroad centerline	Skamania County
Road Centerlines	GIS Layer	County and City roads, State highway, registered private roads, some major USFS and DNR forest roads	Skamania County
Streams - DNR	GIS Layer	Water courses, streams, and rivers	WADNR via Skamania County
Waterbodies - DNR	GIS Layer	Water bodies and features	WADNR via Skamania County
Aerial Imagery	Raster	National Agriculture Imagery Program (NAIP) aerial imagery - July 2017	USDA <sup>2</sup>
Zoning_CompPlan	GIS Layer	Zoning designations in Skamania County, includes County, cities, Nat.Scenic Area.	Skamania County
Zoning_CompPlan	GIS Layer	Comprehensive Plan designations in Skamania County, includes County, cities, Nat.Scenic Area.	Skamania County
Land Use Designation (LUD)	GIS Layer	Generalized land use designation for National Scenic Area	NSA Data Library <sup>1</sup>
FEMA FIRM Flood Maps	GIS Layer	FEMA Flood Insurance Rate Maps data from FEMA	FEMA via Skamania County
NWI Wetlands - USFWS	GIS Layer	Local or National Wetlands Inventory - March 2013	USFWS via Skamania County
Parks & Open Space	GIS Layer	Parks within City & UGA Limits	City/County
Steep Slopes	Raster	Slopes 15% or greater derived from LIDAR Digital Terrain Model (DTM)	WADNR <sup>3</sup>
CAO	Digital Map	Critical Areas Ordinance supporting data layers (City of Stevenson only)	City of Stevenson
Parcels	GIS Layer	Parcels/Tax lots with owner attribution	Skamania County
General/Special Mgmt Areas	GIS Layer	General Management Areas and Special Management Areas (GMA/SMA)	NSA Data Library <sup>1</sup>
WADNR Lands	GIS Layer	Lands managed by Washington Department of Natural Resources	WADNR <sup>4</sup>
Owl Management Lands	GIS Layer	Lands managed for owl habitat by Washington Department of Natural Resources	WADNR <sup>4</sup>
Parcels	GIS Layer	Parcels/Tax lots with valuation (Assessed/RMV/PMV) attribution	Skamania County
ROW	GIS Layer	Parcels identified as Right of Way (ROW)	Skamania County
Structure Footprints	GIS Layer	Building footprints indicating presence of a structure on parcel	Skamania County
Parcel Building Details	Tabular	Building type, style, size, age, condition and quality	Skamania County

<sup>1</sup> - [Columbia River Gorge National Scenic Area \(NSA\) Data Library](#)

<sup>2</sup> - [USDA - National Agriculture Imagery Program \(NAIP\)](#)

<sup>3</sup> - [WADNR - Washington Department of Natural Resources LIDAR Portal](#)

<sup>4</sup> - [WADNR - Washington Department of Natural Resources Open Data Portal](#)

## Buildable Land Inventory Methodology

The objective of the residential BLI is to determine the amount of developable land available for future residential housing development within the area of analysis. The steps taken to perform this analysis are as follows:

1. **Calculate gross acres** by land use plan/zoning designation, including classifications for fully vacant and partially vacant parcels. This step entails “clipping” all the parcels that are contained in the project area and excludes parcels outside this area for consideration of development at this time.
2. **Identify development constraints and calculate gross buildable acres** by plan designation by subtracting land that is constrained from future development, such as such as existing public right-of-way, parks and open space, steep slopes, and floodplains.
3. **Net out public facilities and calculate net buildable acres** by plan designation, by subtracting future public facilities such as roads, schools and parks from gross buildable acres.
4. **Determine total net buildable acres by plan designation** by disaggregating net buildable acres from step three into general land use plan designations (e.g., low density, medium density, high density, etc.) and taking into account potential redevelopment locations and mixed-use development opportunity areas.

The detailed steps used to create the land inventory are described below.

## RESIDENTIAL LAND BASE

The residential land base reflects current Skamania County Comprehensive Plan land use classifications and zoning designations (Comprehensive Plan and zoning maps for County areas are provided as **Exhibits 2 and 3**). Select areas have a defined Comprehensive Plan land use designation; areas which do not have a defined Comprehensive Plan land use designation utilize the zoning designation as the future land use for that area.

Properties that are within the residential land base include the following designations:

### Residential Zoning Designations

- High Density Residential (HDR)
- Manufactured Home Subdivision (MH)
- Multi-Family Residential (MF)
- Multi-Family Residential (R3)
- Multi-Family Residential Overlay (R3)
- Residential 1 (R1)
- Residential 2 (R2)
- Residential 5 (R5)
- Residential 10 (R10)
- Residential (GMA) R-1
- Residential (GMA) R-2
- Residential (GMA) R-5
- Residential (GMA) R-10
- Rural Estate (RE)
- Rural Estate 20 (RES20)
- Rural Residential (RR)
- Single-Family Residential (SFR)
- Single-Family Residential (R1)
- Suburban Residential (SR)
- Two-Family Residential (R2)

### Residential Comprehensive Plan Use Classifications

- Rural I
- Rural II

In addition, commercial land on which housing development is allowed was included the following Zoning designations:

### Commercial and Mixed-Use Zoning Designations

- Mixed Use (MU)
- Neighborhood Commercial (NC)

For analysis purposes, each of these Comprehensive Plan classifications/zoning designations have been grouped into four residential development categories that represent the expected level of development based on the housing types/densities that are permitted within the County. It should be noted that new housing development must be permitted outright or by

November 2019

page 6

conditional development approval. This includes: low, medium and high density residential categories; as well as a commercial/mixed use category (which allows a mix of medium and high-density housing).

BLI findings and results were reviewed by County and City Staff and subjected to public review, then refined accordingly based on the input received.

DRAFT

Exhibit 2. Comprehensive Plan Designations

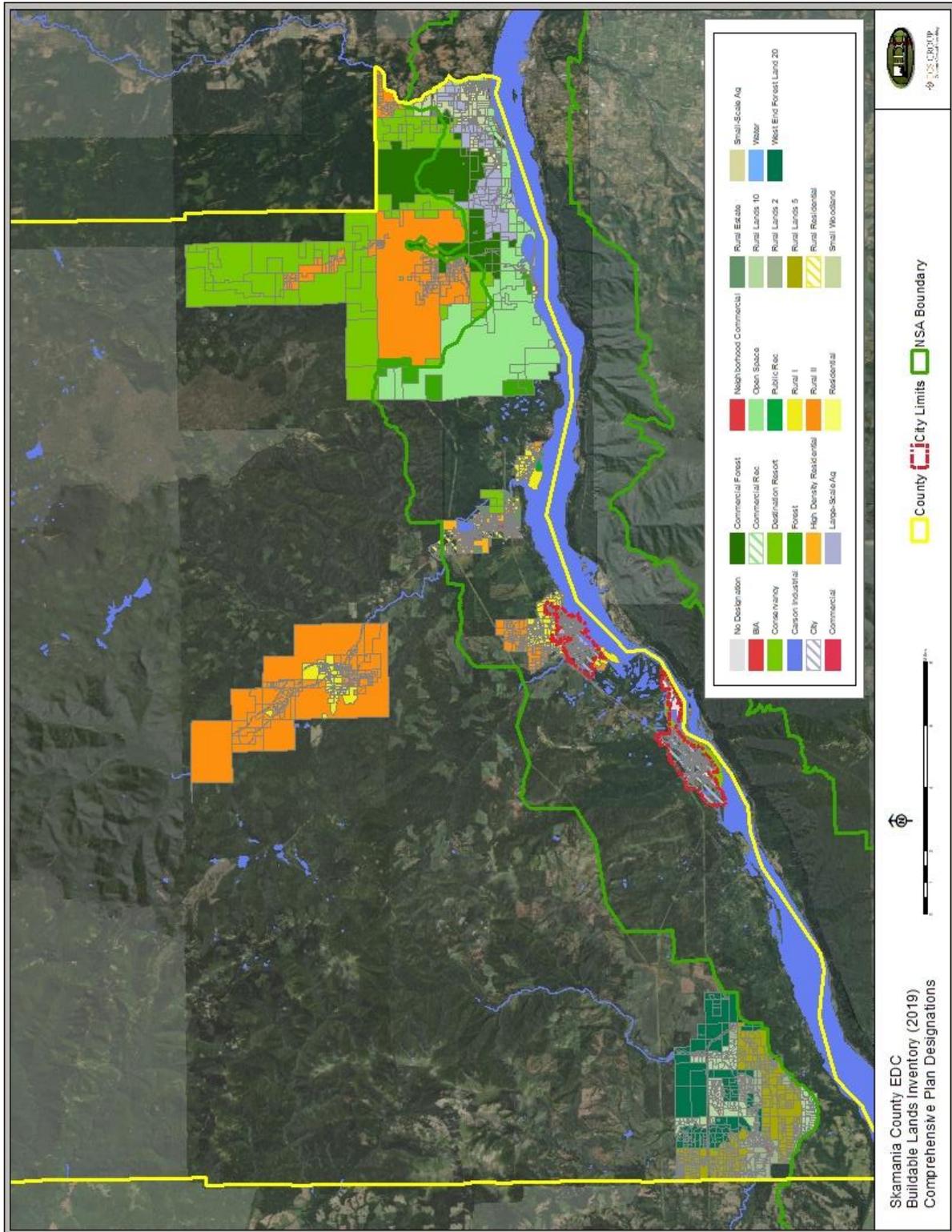
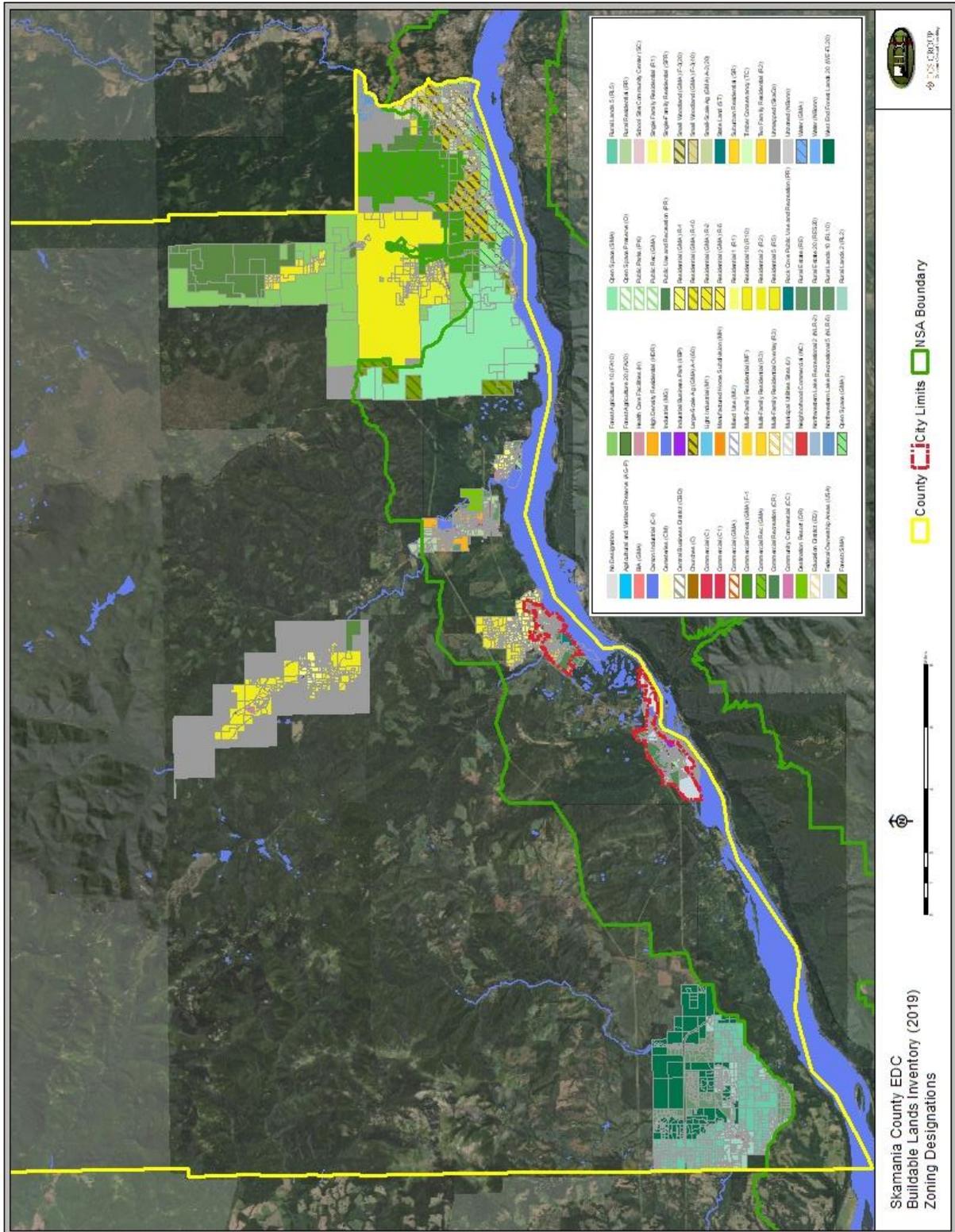


Exhibit 3. Zoning Designations



## LAND CLASSIFICATIONS

The next step includes classifying each tax lot (parcel) into one of the following categories.

- **Vacant land:** Properties with no structures or have buildings with very little value. For purpose of the BLI, residential lands with improvement value less than \$10,000 are considered vacant. These lands were also subjected to review using aerial photography; and if the land is in a committed use such as a parking lot, an assessment has been made to determine if it is to be classified as vacant, part vacant or developed.
- **Partially vacant land:** Properties that are occupied by a use (e.g., a home or building structure with value over \$10,000) but have enough land to be subdivided without the need for rezoning. This determination is made using tax assessor records and aerial photography. For lots with existing buildings, it is assumed that ¼ acre (10,890 sq. ft.) is retained by each existing home, and the remainder is included in the part vacant land inventory.
- **Vacant Undersized:** Properties that are vacant with less than 3,000 sq. ft. of land area. While this land area is not likely large enough to accommodate standard detached housing units, it may be suitable for accessory dwelling units (ADUs).
- **Developed & Non-Residential Land Base:** Properties unlikely to yield additional residential development for one of two reasons: they possess existing building structures at densities and are unlikely to subdivide or redevelop over the planning period; or they include parcels with Comprehensive Land Use Plan designations not included in the aforementioned residential land use classifications (such as commercial and industrial).
- **Public and Constrained (unbuildable) land:** These properties are unlikely to be developed because they are under a certain size (3,000 square feet), or restricted by existing uses such as: public ownership, roads and public right-of-way (ROW); common areas held by Home Owners Associations, parks/open space/recreation areas; cemeteries; and power substations.
- **Redevelopable Land:** In order to reflect existing market forces, a portion of developed properties were identified as “redevelopable.” These properties are a subset of developed, residentially zoned land that have existing “low value” structures which could be converted to more intensive residential uses during the planning period. The redevelopment land inventory includes tax lots have “land values” that are greater than “improvement values” based on current Skamania County assessor records.

These tax lot classifications were validated using aerial photos, building permit data, and assessor records. Preliminary BLI maps and results were refined based on input from Skamania County, City of Stevenson planning staff, and EDC staff along with public stakeholders during the planning process.

## DEVELOPMENT CONSTRAINTS

The BLI methodology for identifying and removing development constraints is consistent with best practices on buildable land inventories. By definition, the BLI is intended to include land that is “suitable, available, and necessary for residential uses.”

“Buildable Land” includes residential designated land within the project area, including vacant, part vacant and land that is likely to be redeveloped; and suitable, available and necessary for residential uses. Public-owned land is generally not considered to be available for residential use unless it is the intent of the public agency to see it developed for residential (i.e., as part of a public/private development or redevelopment project).

Land is considered to be “suitable and available” unless it is:

- Has slopes over 25 percent;
- Is within the 100-year flood plain (FEMA FIRM Zone A); or
- Parcels outside exempt areas within the Columbia Gorge National Scenic Area (NSA)

Based on best practices and data provided by the Skamania County, the following constraints have been deducted from the residential lands inventory.

- Land within waterbodies and floodways. Lands identified within waterbodies and floodways per the FEMA FIRM maps.
- Land within floodplains. This includes lands in flood-hazard areas (the 100-year floodplain ZONE A) from the buildable land inventory.
- Land within wetlands.
- Land with slopes greater than 25%.
- Land within natural resource protection measures. This includes parks and open spaces that are identified in the data provided.

**Exhibits 4-6** illustrate these types of “environmental” constraints.

Exhibit 4. Floodplains and Waterways

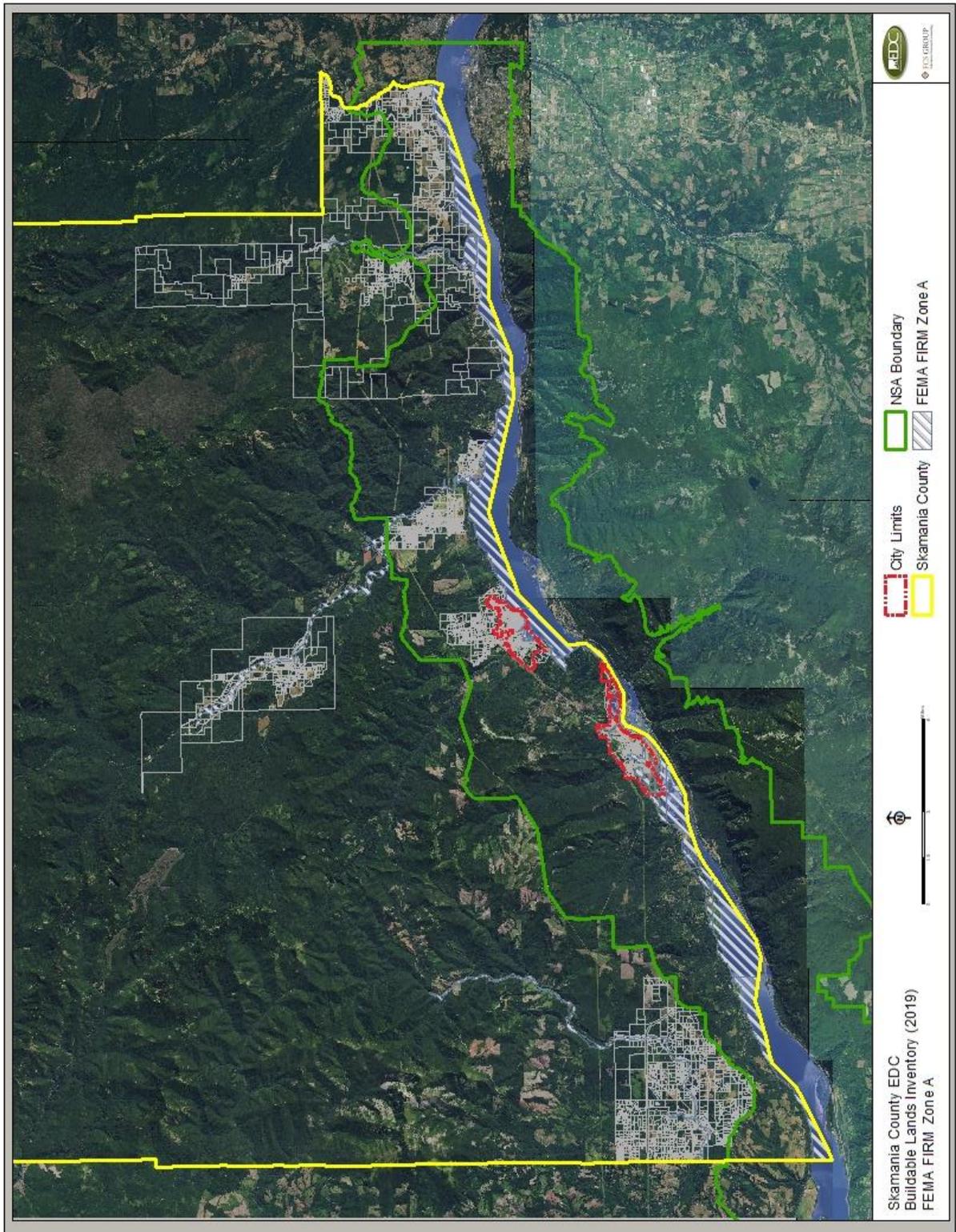


Exhibit 5. Wetlands

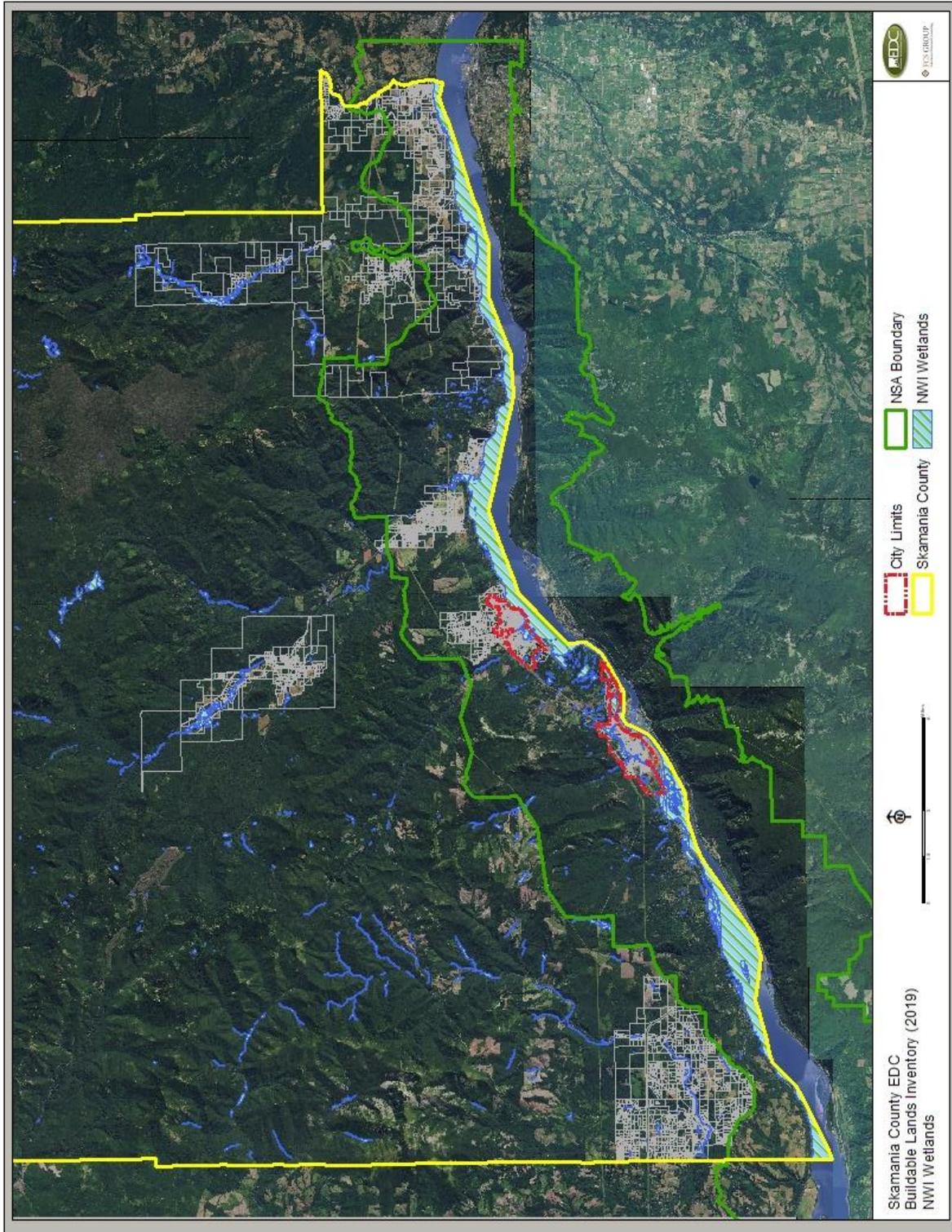
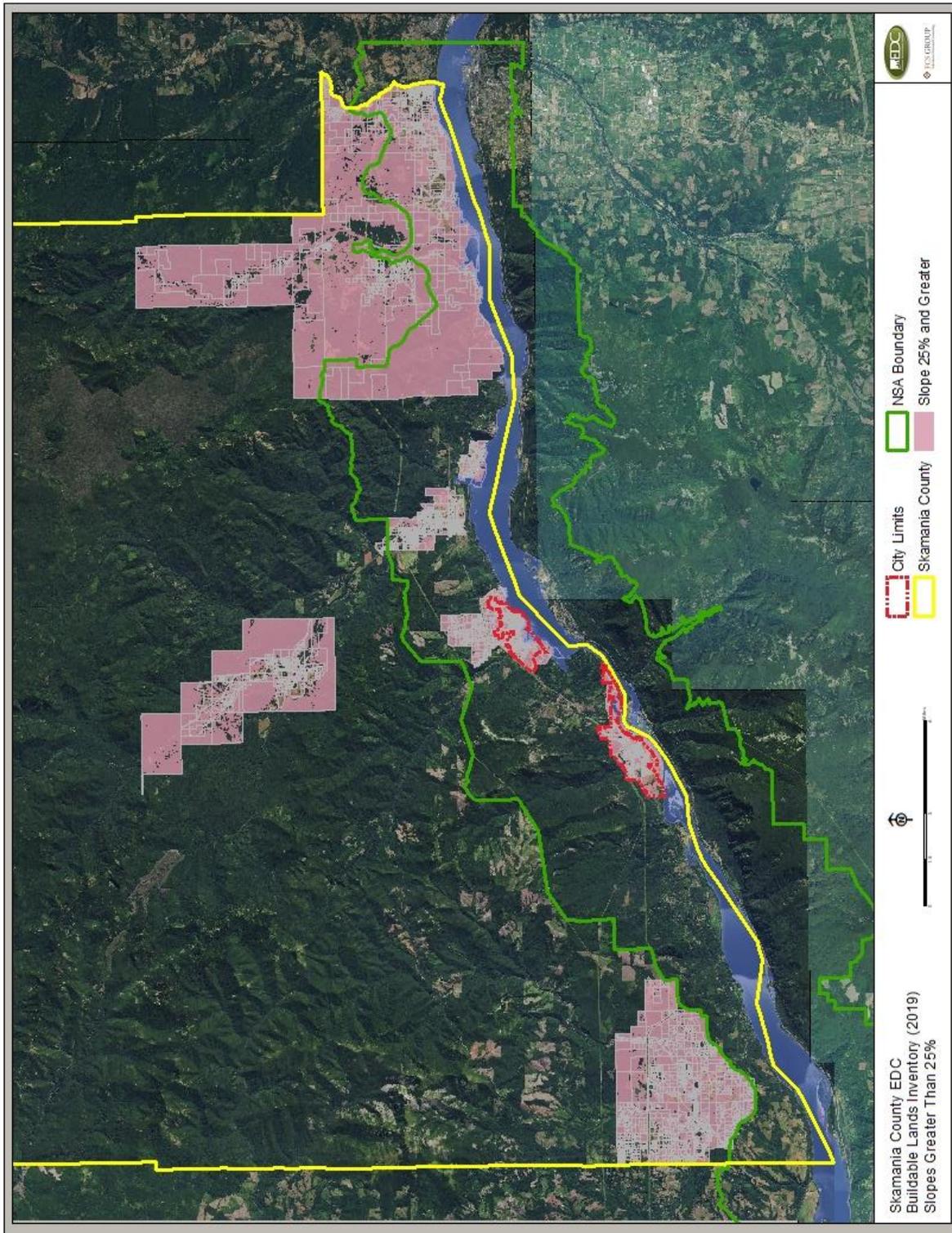


Exhibit 6. Slopes Over 25%



## RESIDENTIAL BUILDABLE LAND INVENTORY RESULTS

### Land Base

As noted above, the residential land base for the BLI includes all tax lots in the focus areas in residential, commercial and mixed-use designations. A summary of the land base by generalized plan designation is provided in **Exhibit 8**. The findings indicate that there are 5,361 tax lots in the land base with 36,032 gross acres.

**Exhibit 8: Gross Acreage in Land Base**

Land Classification	Count of Taxlot	Sum of Map Acres	Sum of Environmental	
			Constraints Acres	Sum of Lot Net Acres
Developed/Non-Residential	3,588	76,710	28,263	48,447
Partially Vacant	542	5,666	1,987	3,421
Unbuildable	133	655	248	407
Vacant	998	13,405	5,511	7,894
Vacant Undersized	100	29	23	6
<b>Grand Total</b>	<b>5,361</b>	<b>96,466</b>	<b>36,032</b>	<b>60,175</b>

### Buildable Land after constraints

The BLI methodology calculates the residential land base after accounting for the environmental constraints described previously in this report. The findings indicate that a total of 60,175 gross acres and 11,651 net acres are contained within the residential BLI in the focus areas. Approximately 7,655 acres (66%) are vacant, 3,397 acres (29%) are part-vacant, and 599 acres (5%) are considered to be re-developable (see **Exhibit 9**).

Buildable land has been organized into four general categories based on allowable density of the underlying zoning of each parcel. They are organized as follows:

- **Very Low:** generally allow development at less than one dwelling unit per acre. Specifically, these land uses allow between 0.05 and .5 dwelling units per acre.
- **Low:** Land classified as low density allows between one and 1.5 dwellings per acre.
- **Medium (Carson):** zoning allows up to 2 dwellings per acre.
- **Medium (Stevenson):** allows between 2 and 10 dwelling units per acre.
- **High (Stevenson):** allow between 16 and 34 dwelling units per acre.

**Exhibit 9: Residential Land Base with all constraints**

Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
High	19	6	5	30
Medium	505	593	68	1,166
Low	291	87	66	444
Very Low	6,840	2,711	460	10,010
<b>Grand Total</b>	<b>7,655</b>	<b>3,397</b>	<b>599</b>	<b>11,651</b>

Given that this study is organized as an analysis of several focus areas, it should be noted that each area has unique availability as relates to developable residential land which is summarized below. Detailed tables for each focus area are available in **Appendix A**.

## Carson

The majority of developable land in Carson is in the low-density category which allows one unit per acre. There are also over 250 acres of medium-density land which allows 2 units per acre. Stakeholder interview feedback suggested that those densities could be increased significantly if a public sanitary sewer infrastructure system was constructed in Carson.

Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
Medium	162.3	44.3	50.4	257
Low	211.8	223.0	30.6	465
Very Low	31.2	54.0	-	85
<b>Grand Total</b>	<b>405</b>	<b>321</b>	<b>81</b>	<b>808</b>

## Cook

Cook has very little vacant residential land based on the confluence of limited vacant land supply and various development constraints. This results in only one developable parcel which is part-vacant.

Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
Very Low	-	1.3	-	1
<b>Grand Total</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>

## Home Valley

Developable land in Home Valley is limited to low-density properties with a mix of vacant and part-vacant parcels which total 159 acres, all of which allow one unit per acre.

Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
Low	68	87	4	159
<b>Grand Total</b>	<b>68</b>	<b>87</b>	<b>4</b>	<b>159</b>

## Mill A

Mill A has a significant amount of vacant residentially zoned property, much of which is in the R-5 classification which allows one dwelling for every 5 acres. A review of these parcels indicates that the vast majority of the residentially-zoned properties in Mill A are owned by timber companies.

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Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
Very Low	3,774	412	41	4,227
<b>Grand Total</b>	<b>3,774</b>	<b>412</b>	<b>41</b>	<b>4,227</b>

### Stabler

Stabler has a mix of low and very low-density residential land, much of which is vacant. The low density properties allow one dwelling per acre, while the very low density properties allow one dwelling for every two acres.

Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
Low	163	82	13	258
Very Low	1,019	455	104	1,578
<b>Grand Total</b>	<b>1,182</b>	<b>537</b>	<b>117</b>	<b>1,835</b>

### Stevenson

Stevenson has the most diverse mix of densities and land use types among the focus areas, including the only high-density zoned land identified in this study. As with many of the focus areas, Stevenson has a significant amount of its developable land classified as vacant, including 19 acres in the high-density category and 54 acres in the medium-density category, which highlights the possibility that Stevenson could accommodate a significant amount of multifamily housing in the future. Much of this higher-density capacity can be served by Stevenson's existing sewer infrastructure which obviates the need to rely on septic tanks.

Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
High	19	6	5	30
Low	127	229	27	383
Medium	54	9	4	68
Very Low	250	191	20	461
<b>Grand Total</b>	<b>450</b>	<b>436</b>	<b>56</b>	<b>942</b>

### Underwood

The vast majority of developable residential land in Underwood is in the very low-density category, meaning that most residential development there would be limited to homes on much larger footprints.

Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
Low	8	1	1	10
Very Low	128	101	22	250
<b>Grand Total</b>	<b>135</b>	<b>102</b>	<b>23</b>	<b>260</b>

### West End

The West End focus area has significant amounts of very low-density properties. Like Underwood and Mill A, under existing conditions, the West End will yield mostly large lot dwelling

November 2019

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development. Given its proximity to Clark County, this focus area is likely to absorb commuter housing demand from the Portland-Vancouver region.

Row Labels	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total
Low	2	4	4	9
Very Low	1,639	1,496	274	3,409
<b>Grand Total</b>	<b>1,640</b>	<b>1,500</b>	<b>277</b>	<b>3,418</b>

## Development Capacity

The aggregate of the focus areas identified in this report have a total of 11,651 acres within the residential BLI land base (net of constraints). If we assume that 25% of the net land area within very low, low and medium density land classifications is devoted to future public roads, public facilities, parks and unknown site development issues, the potential dwelling unit capacity at buildout has been determined for 8,746 acres. Using density allowances identified in City and County zoning codes, the total residential dwelling unit development capacity in Skamania County is estimated to be 4,850 dwelling units (**Exhibit 12**).

It should be noted that the City of Stevenson is the only focus area that would allow a mix of low and medium density townhomes and higher density midrise apartments and mixed use developments to occur. It is likely that lower density detached homes would occur throughout the remaining portions of the county.

**Exhibit 12: Potential Residential Development Capacity**

Location	Vacant Acres	Part-Vacant Acres	Redevelopable Acres	Total Developable Acres	Total Dwelling Unit Capacity	Share of Total
Carson	304	241	61	606	889	18%
Cook	-	1	-	1	-	0%
Home Valley	51	65	3	120	116	2%
Mill A	2,830	309	31	3,170	762	16%
Stabler	886	403	88	1,377	780	16%
Stevenson	342	329	43	714	1,652	34%
Underwood	101	77	17	195	41	1%
West End	1,230	1,125	208	2,563	610	13%
<b>Grand Total</b>	<b>5,746</b>	<b>2,550</b>	<b>450</b>	<b>8,746</b>	<b>4,850</b>	<b>100%</b>

**Exhibit 13** illustrates the buildable vacant and partially vacant land areas for the residential land base within the focus areas. Individual focus area-specific buildable land maps are available in **Appendix B**.



# APPENDIX A: DETAILED DEVELOPABLE LAND

## SUMMARY

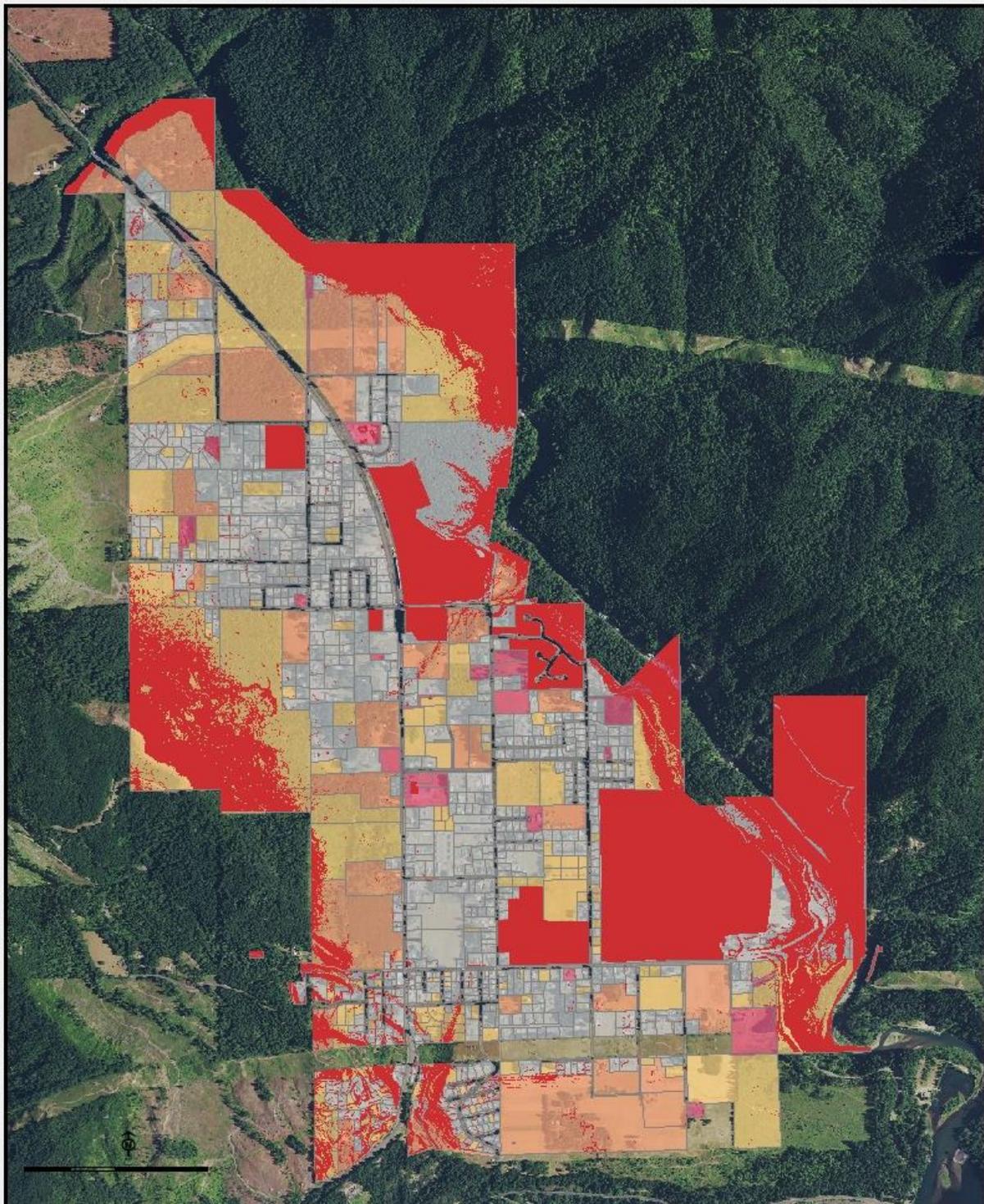
Location	Zone	Density (DU/Acre)	Grouping	Vacant Acres	Part-Vacant Acres	Redevelopable Acres
Stevenson	Residential (R-1)	1	Low	53	195.58	15.17
Stevenson	Residential (R-2)	0.5	Very Low	120.38	79.79	12.47
Stevenson	Residential (R-5)	0.2	Very Low	129.31	111.31	7.6
Stevenson	Single Family Residential (R-1)	7	Medium	44.27	4.31	3.83
Stevenson	Suburban Residential	2	Medium	73.98	33.49	12.12
Stevenson	Two-Family Residential (R-2)	10	Medium	1.91	0.69	0
Stevenson	Multi-Family Residential (R-3)	16	High	1.32	2.05	0.67
Stevenson	Multi-Family Residential Overlay (R-3)	16	High	6.13	0	0
Stevenson	Commercial (C-1)	34	High	11.56	4.23	4.3
Stevenson	Community Commercial (CC)	3	Medium	8.24	4.49	0
Carson	Rural Residential	1.5	Low	193.4	198.74	25.37
Carson	Rural Estate	0.05	Very Low	31.24	54.02	0
Carson	High-Density Residential (HDR)	2	Medium	162.25	44.33	50.35
Carson	Commercial	1	Low	18.4	24.28	5.26
Cook	Residential (GMA) (R-10)	0.1	Very Low	0	1.34	0
Mill A	Residential 10 (R-10)	0.1	Very Low	26.55	39.41	0
Mill A	Residential 2 (R-2)	0.5	Very Low	413.04	162.63	39.82
Mill A	Residential 5 (R-5)	0.2	Very Low	3333.96	210.23	0.9
Stabler	Residential 1 (R-1)	1	Low	158.39	77.15	10.67
Stabler	Residential 2 (R-2)	0.5	Very Low	1019.07	455.02	103.76
Stabler	Community Commercial (CC)	1	Low	4.45	4.55	2.33
West End	Rural Lands 10	0.1	Very Low	353.26	320.14	52.35
West End	Rural Lands 2	0.5	Very Low	292.78	343.74	32.63
West End	Rural Lands 5	0.2	Very Low	992.6	832.31	188.71
West End	Neighborhood Commercial (NC)	1.5	Low	1.56	4.22	3.54
Underwood	Residential (GMA) (R-1)	1	Low	7.69	1.31	1.23
Underwood	Residential (GMA) (R-10)	0.1	Very Low	0	3.5	0
Underwood	Residential (GMA) (R-2)	0.5	Very Low	16.38	15.73	3.45
Underwood	Residential (GMA) (R-5)	0.2	Very Low	30.74	79.15	18.14
Underwood	Residential 10 (R-10)	0.1	Very Low	72.84	0	0
Underwood	Residential 2 (R-2)	0.5	Very Low	7.59	2.55	0
Home Valley	Residential 1 (R-1)	1	Low	44.83	72.71	3.95
Home Valley	Community Commercial (CC)	1	Low	23.54	14.4	0

# APPENDIX B: FOCUS AREA BUILDABLE LAND MAPS

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DRAFT

Carson Buildable Land Map

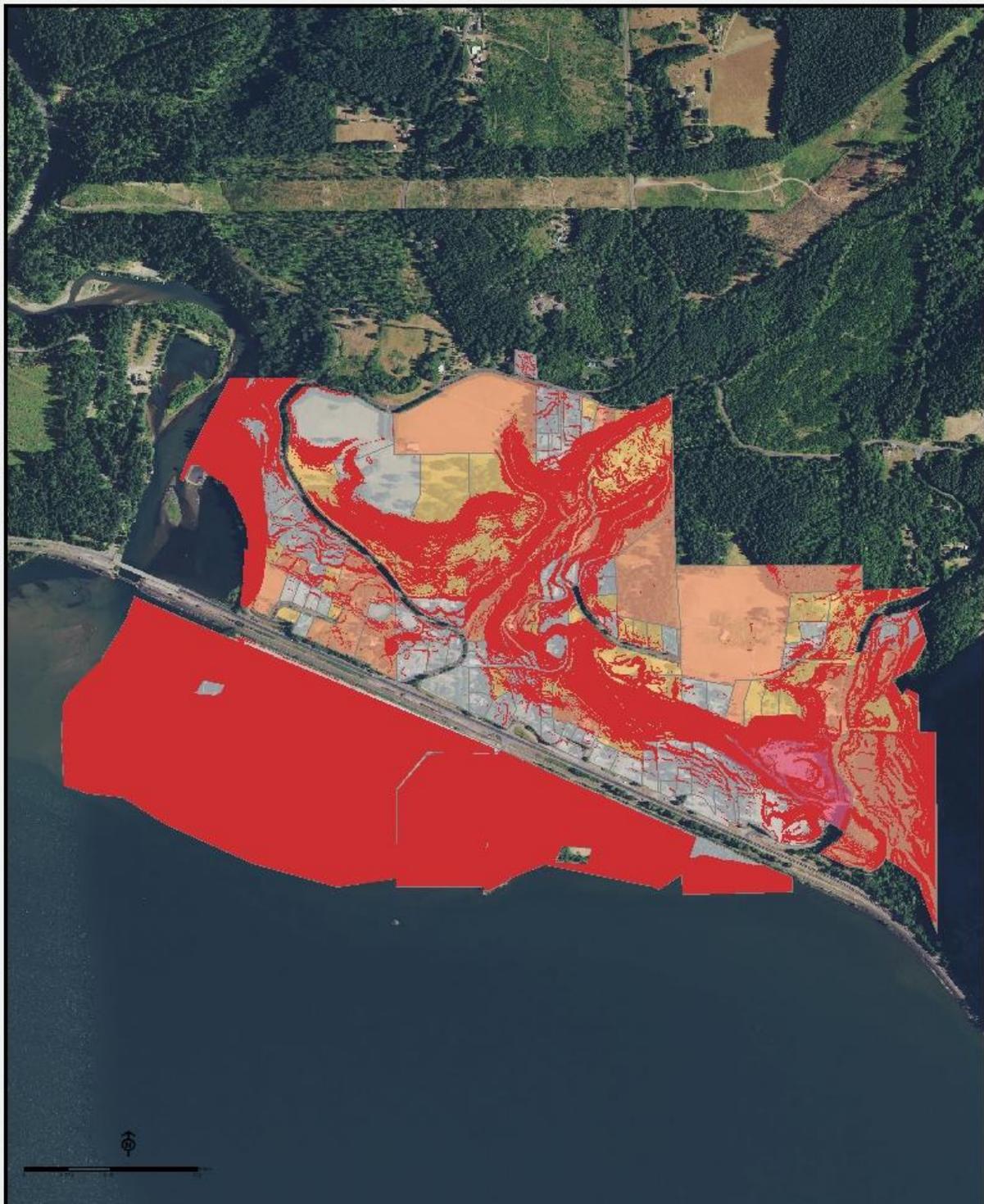


Skamania County EDC  
Buildable Lands Inventory (2019)  
Land Classification with Constraints  
Carson Area

- |                           |                   |                  |             |
|---------------------------|-------------------|------------------|-------------|
| Developed/Non-Residential | Vacant            | Partially Vacant | Constraints |
| Public/Constrained        | Vacant Undersized |                  |             |



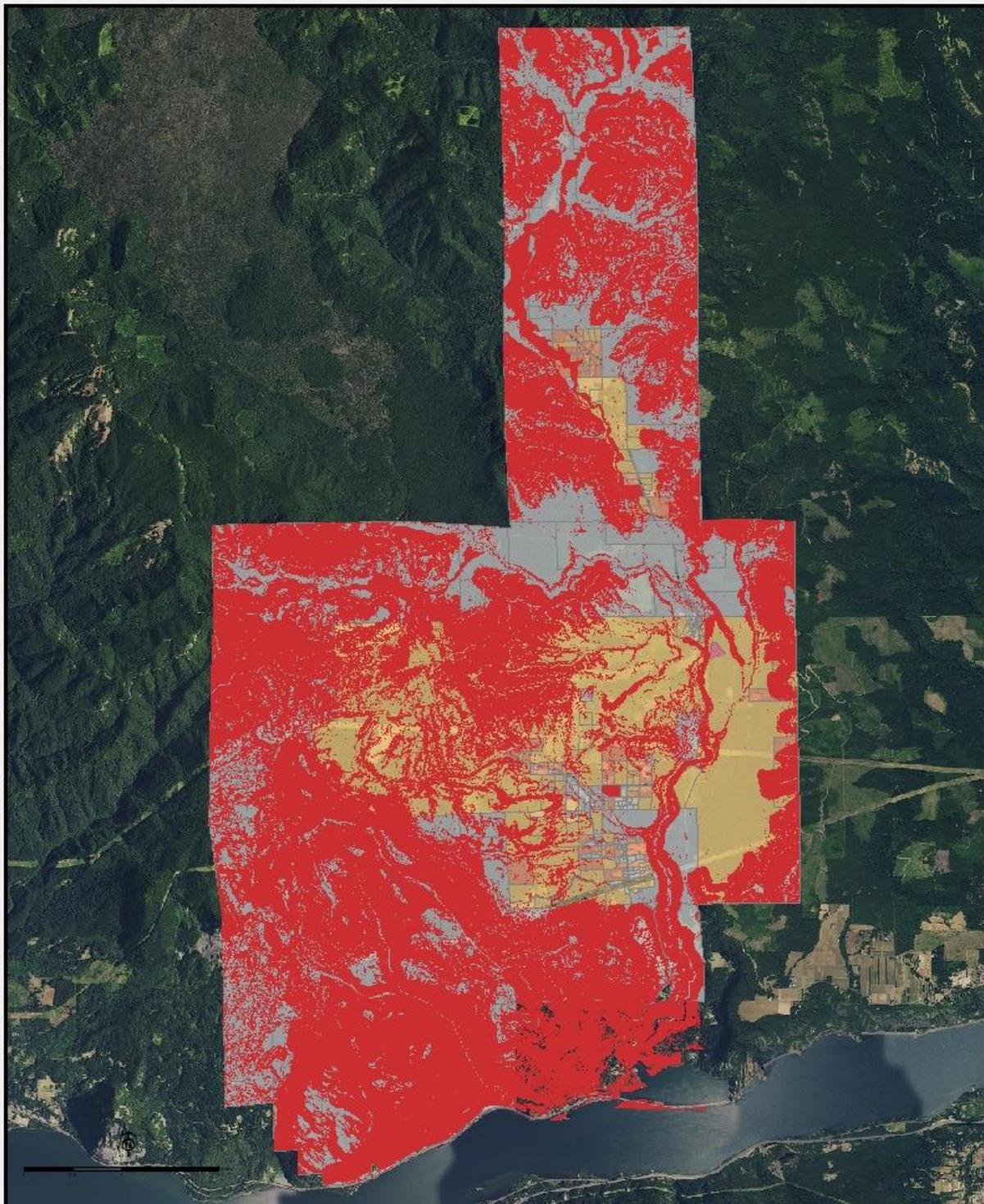




Skamania County EDC  
Buildable Lands Inventory (2019)  
Land Classification with Constraints  
Home Valley Area

- |                           |                   |                  |             |
|---------------------------|-------------------|------------------|-------------|
| Developed/Non-Residential | Vacant            | Partially Vacant | Constraints |
| Public/Constrained        | Vacant Undersized |                  |             |

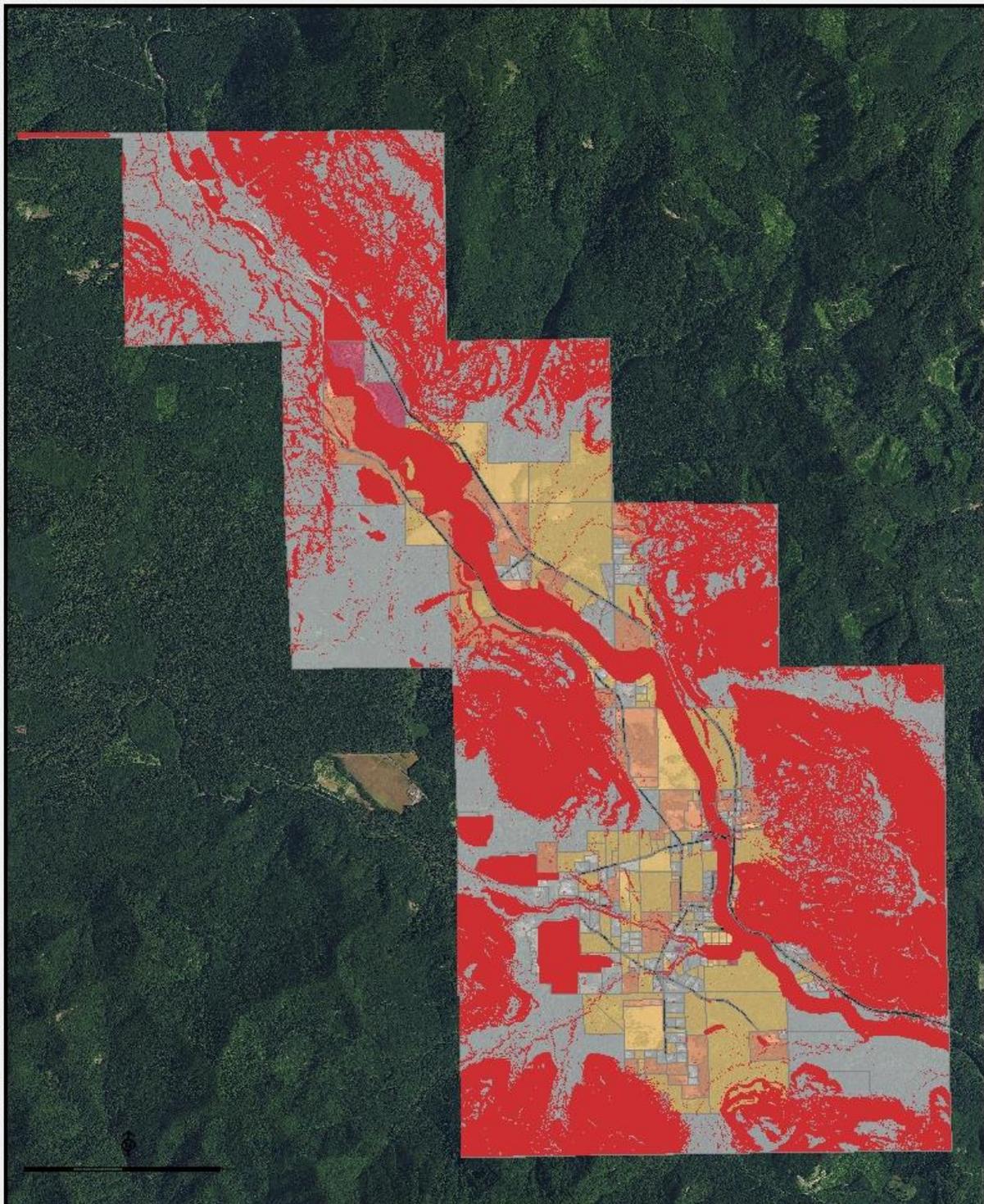




Skamania County EDC  
Buildable Lands Inventory (2019)  
Land Classification with Constraints  
Mill A Area

- |   |   |  |   |
|---|---|--|---|
|  Developed/Non-Residential |  Vacant            |  Partially Vacant |  Constraints |
|  Public/Constrained        |  Vacant Undersized |  |   |

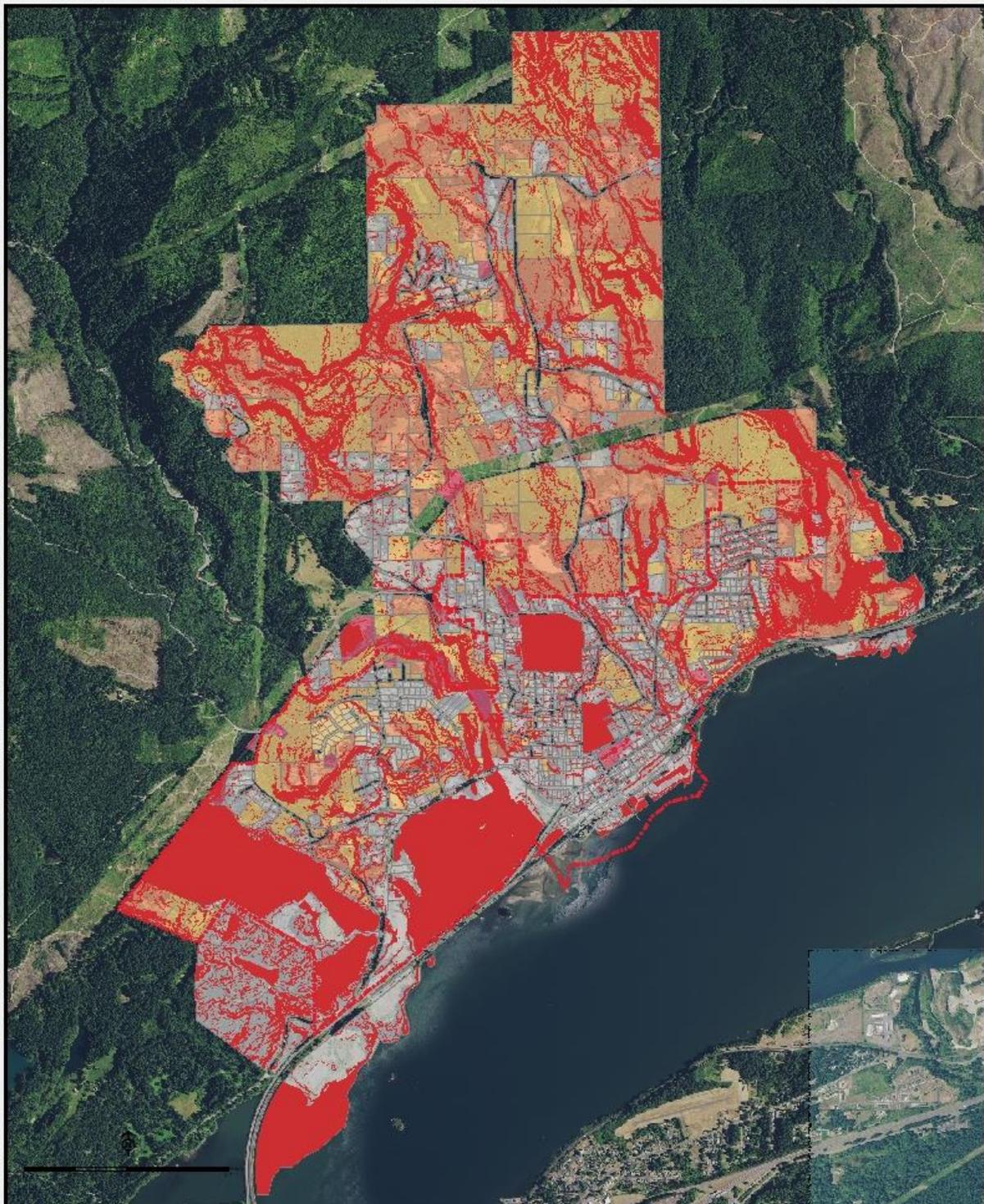




Skamania County EDC  
Buildable Lands Inventory (2019)  
Land Classification with Constraints  
Stabler Area

- |                           |                   |                  |             |
|---------------------------|-------------------|------------------|-------------|
| Developed/Non-Residential | Vacant            | Partially Vacant | Constraints |
| Public/Constrained        | Vacant Undersized |                  |             |

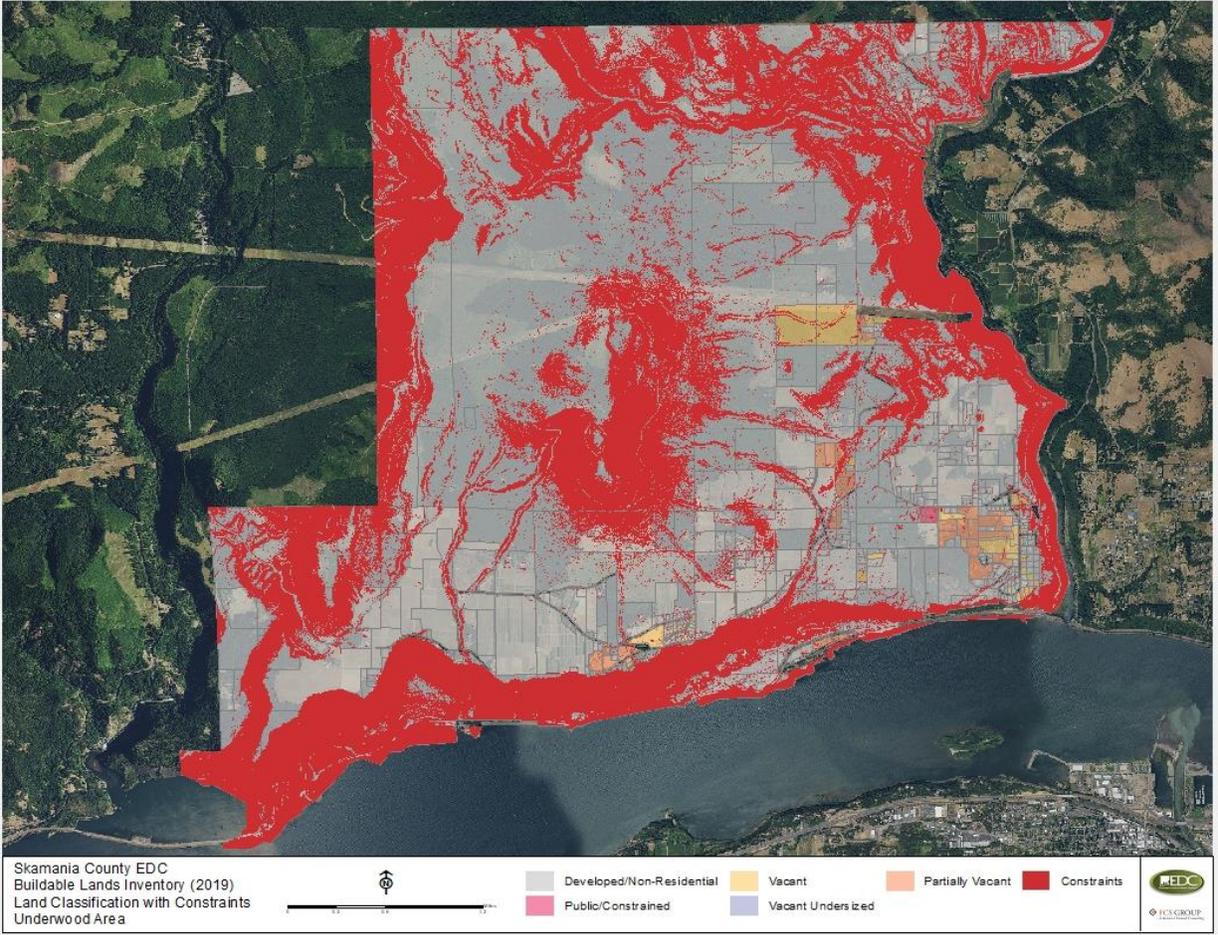


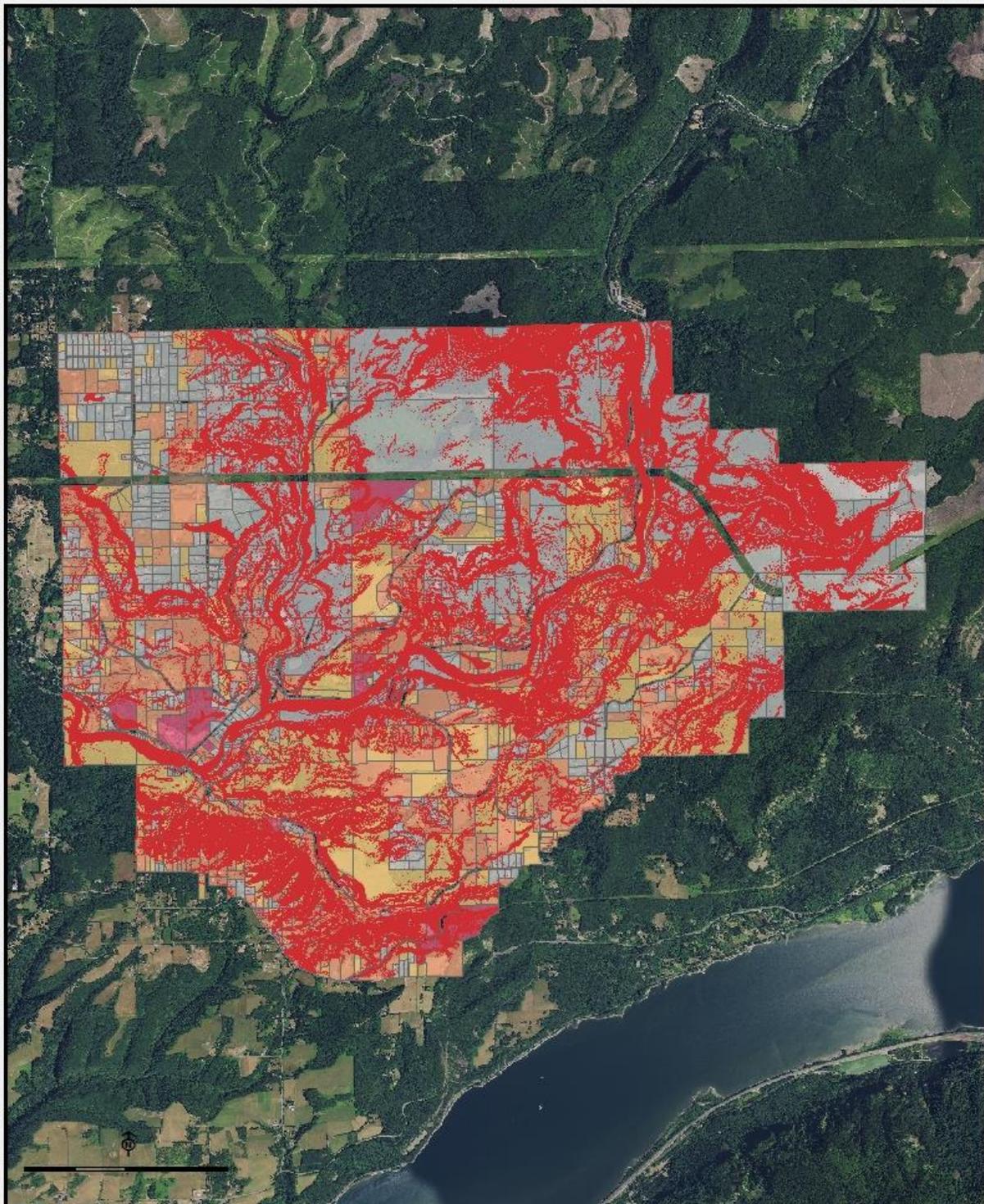


Skamania County EDC  
Buildable Lands Inventory (2019)  
Land Classification with Constraints  
Stevenson Area

- |                           |                   |                  |             |
|---------------------------|-------------------|------------------|-------------|
| Developed/Non-Residential | Vacant            | Partially Vacant | Constraints |
| Public/Constrained        | Vacant Undersized |                  |             |







Skamania County EDC  
Buildable Lands Inventory (2019)  
Land Classification with Constraints  
West End Area

- |                           |                   |                  |             |
|---------------------------|-------------------|------------------|-------------|
| Developed/Non-Residential | Vacant            | Partially Vacant | Constraints |
| Public/Constrained        | Vacant Undersized |                  |             |





# 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: R2 & Core Area R1 District Zoning Map Amendment; Public Participation Summary**

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This memo summarizes the 7 public involvement strategies incorporated into the Planning Commission's discussion of a Zoning Map amendment potentially expanding the R3 Multi-Family Residential District boundaries. The memo builds on the results of that effort and introduces several Planning Commission discussion points to guide next steps. No final decisions are expected at tonight's meeting.

### **Summary of Discussion Points**

The following discussion points have been prepared for tonight's meeting. Because community responses to the questionnaire were so mixed, staff is attempting to facilitate more targeted discussion by providing staff recommendations in the discussion points. See below for additional detail:

1. Should owner occupancy of a home cease being required when 2nd housing unit is allowed on core area R1 properties? (Staff recommendation: Yes, this requirement should cease.)
2. Should more than 2 housing units be allowed on core area R1 and R2 properties? (Staff recommendation: Yes, more than 2 units should be allowed)
3. Should core area R1 and R2 properties have the same development options as properties in the R3 zone? (Staff recommendation: No, the R3 regulations are not appropriate for all of these areas)  
If any/all of the above answers are "No":
4. Should a different "Middle Density" residential district be created and applied to core are R1 and R2 properties? (Staff recommendation: Yes, a new district may better be able to facilitate an increased building capacity while also responding to community concern about the expansion of the R3 District.)
5. Should specific areas from the Initial Consideration Area Map be excluded from future discussions about a Zoning Map amendment? Additionally, should specific areas excluded from the Initial Consideration Area be included in future discussions about a Zoning Map amendment? (Staff recommendation: If a new district is created as recommended above, the current boundary between the R3 and R2 districts should be more logically established, especially along School Street, lower Frank Johns Road, and adjacent to Cascade Village Apartments)
6. Should discussions about Zoning Map amendments continue when no specific project is being proposed for evaluation? (No staff recommendation provided)
7. Should discussions about Zoning Map amendments continue without discussion of a broader "Mandatory Inclusionary Zoning" strategy? (No staff recommendation provided)  
If a Zoning Map Amendment should continue to be discussed:

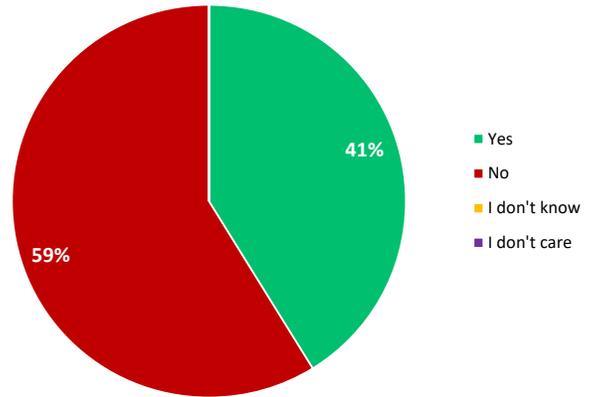
**Detail on Discussion Points**

**1- Should owner occupancy of a home cease being required when 2nd housing unit is allowed on core area R1 properties?**

Property owners and other respondents were asked this policy question in the Core Area R1 community questionnaire. (Note: staff changed the framing of this question in this report. As a result “no” answers indicate the community opposing a change. The framing of the question previously was “Should owner occupancy continue being required before a 2<sup>nd</sup> housing unit is allowed on core area R1 properties?”). Respondents indicated a 9% majority opposed to change. Notably, while no respondents took the opportunity to explain their support of a change, 2 (one in capital letters) chose to voice their opposition.

Staff recommendation: Yes, this requirement should cease. Owner occupancy as a condition of adding an Accessory Dwelling Unit is a topic being hotly discussed at the state-wide level. Staff anticipates changes to state statute which will either preempt the City from making this requirement or condition funding or other state benefits on elimination of this requirement.

Should owner occupancy cease being required when a 2nd housing unit is allowed on core area R1 properties?



**Text Responses-**

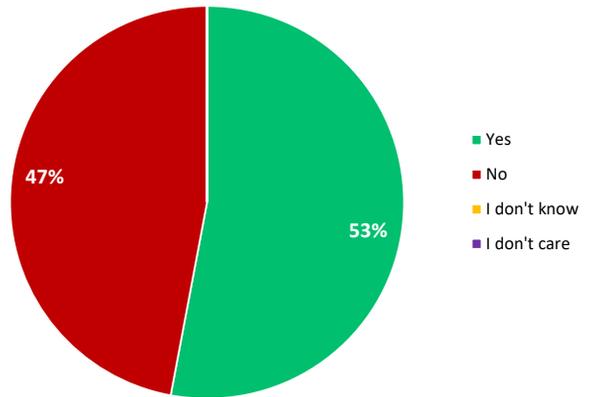
- No, because owner's living on the property helps build a community of individuals that are invested in and care about the community.
- NO. If owner occupancy is not required it is likely that both units will be used for short-term rentals rather than meeting your stated goal to provide for more affordable housing for permanent residents. R1 zoning does not allow for certain uses that are allowed in R3. What is to prevent those uses from negatively impacting the livability in established R1 Residential neighborhoods if this change is implemented? R3 examples include: Townhomes, B&Bs and Hostels, and also Hotels with Condition Use approval.

Answered: 17 Skipped: 0

**2- Should more than 2 housing units be allowed on core area R1 and R2 properties?** Both the Core Area R1 and R2 questionnaires asked this question explicitly. Results were mixed. Respondents to the Core Area R1 questionnaire supported the increased allowance by 3%. Respondents to the R2 questionnaire opposed the increased allowance, by plurality, but not majority. In the Core Area R1, 2 respondents, again one in capital letters, described their opposition to the increase and none described their support. In the R2 District, one respondent chose to describe what staff determined was support, but none chose to describe their opposition.

Staff recommendation: Yes, more than 2 units should be allowed. The concept of allowing more units is core to the conversation put forward. Advancing the new allowance will move that conversation forward without preventing discussion about whether the R3 allowances should be applied. Furthermore adding more units within the boundaries discussed provides walkable options to the community's downtown and schools. For those choosing to walk, this will further reduce the cost of living in comparison to the same home in an area farther from these community amenities.

**Should more than 2 housing units be allowed on core area R1 properties?**

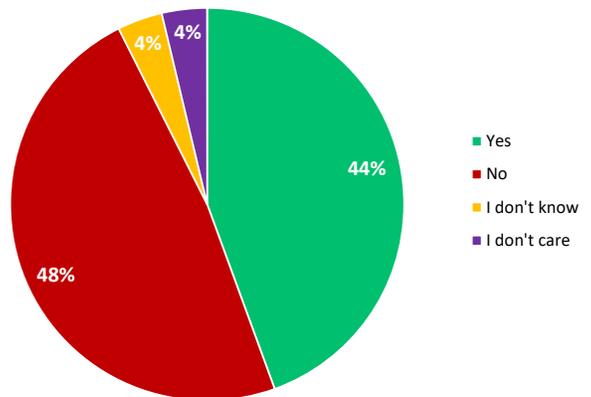


**Text Responses-**

-No. My family did not invest years of hard work and labor and decide to purchase a Residence and agree to a 30 year mortgage to live in a densely populated area/region. If we wanted that, we'd have moved to Vancouver/Portland.  
 We picked Stevenson because it was removed from the hustle and bustle of City life, but still afforded us a rural lifestyle without being too removed from civilization that it made living in the 21st Century overly difficult and challenging as a technologically reliant household. I work as a Software Engineer and need reliable access to Electricity and Internet.  
 -NO. R1 is intended for single family residences. Allowing more than 2 units per property will drastically change the look, feel, and reality of living in these residential areas. R1 zoning does not allow for certain uses that are allowed in R3. What is to prevent those uses from negatively impacting the livability in established R1 Residential neighborhoods if this change is implemented? R3 examples include: Townhomes, B&Bs and Hostels, and also Hotels with Condition Use approval.

Answered: 17 Skipped: 0

**Should more than 2 housing units be allowed on properties currently zoned R2?**



**Text Responses-**

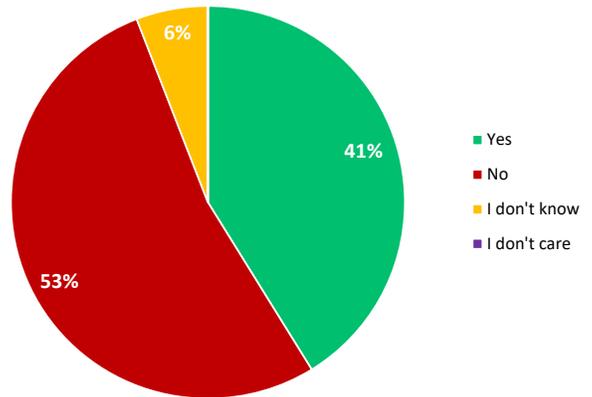
-Yes (Staff categorized). I don't have a problem building more housing on lots but parking needs to be considered. More affordable housing would be fantastic for the area but crowding our narrow streets with more street parking isn't desirable.

Answered: 27 Skipped: 0

**3- Should core area R1 and R2 properties have the same development options as properties in the R3 zone?** Both the Core Area R1 and R2 questionnaires asked this question explicitly. Results were mostly in opposition to this change. In the Core Area R1 questionnaire, 53% opposed expansion of the R3 District to that area. In the R2 Questionnaire, 56% were opposed. In neither questionnaire did a respondent more fully explain their support, but between them, 4 respondents explained their opposition, again, one in capital letters.

Staff recommendation: No, the opposition to expansion of the R3 District to these areas should cause the City to look for other options.

**Should core area R1 properties have the same development options as properties in the R3 zone?**

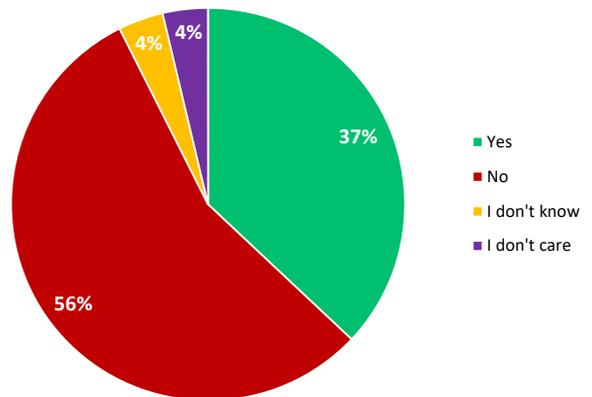


**Text Responses-**

- No (Staff categorized). One of the reasons why suburban cities developed the way they did is the desirability of "air and light" over the density and privacy intrusions of more concentrated urbanization. We have plenty of land, and many undeveloped approved subdivisions around Stevenson. Why eliminate the option of privacy.
- No, we don't want to live on or immediately near Apartments, Condominiums, or residential multi-unit complexes
- NO. Opening up R1 development options to include all R3 Allowed and Conditional Uses is also opening a potential can of worms which would detract from the "livability" property owners in those areas/neighborhoods currently enjoy, resulting in a net negative. Have you considered instead re-purposing the industrial buildings on the waterfront for mixed commercial/residential use in order to provide more affordable housing, for example? The existing industrial businesses/uses do not belong on Stevenson's Downtown Waterfront and should be relocated to one of the Port's Industrial Parks instead.

Answered: 17 Skipped: 0

**Should properties in the R2 zone have the same development options as properties in the R3 zone?**



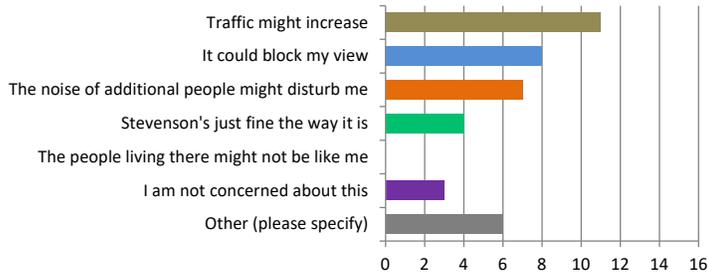
**Text Responses-**

- No. The density allowed in R3 is too much for R2 areas. Maybe allow half as houses.

Answered: 27 Skipped: 0

Note: the following pages provide additional context from the community questionnaires. The discussion points resume on page 8.

If you are worried about the possibility of multi-family development in the current core area R1 zone, what causes this concern? (Check all that apply)

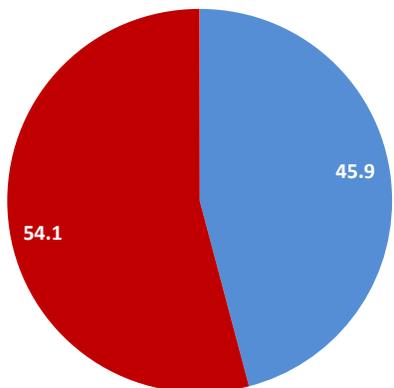


**Text Responses-**

- In sufficient services to handle vehicles and the accumulation of trash in multifamily developments.
- As far as I am concerned, R1 is for residents that want to have their house (maybe with a mother-in-law type of unit and not a 4-plex in the middle of a neighborhood with nicer single family homes. Typically owners live in R-1, larger living units generally involve a lot of transition.
- We moved to Stevenson to avoid suburban, clustered, crowded City life. We grew up rural and wanted to give that to our children as well to appreciate nature and wildlife.
- It could decrease surrounding property values.
- This will definitely impact "livability" in the R1 Single Family Residential zone/neighborhoods. You did not mention all of the impacts above, in particular "Parking" which is already in very short supply in some locations. Please also keep in mind the community's goals and desires as outlined in the Comprehensive Plan when considering implementing changes better suited to an Urban environment, cities with a much larger population.
- Would change the character of neighborhood. Less green space and trees.

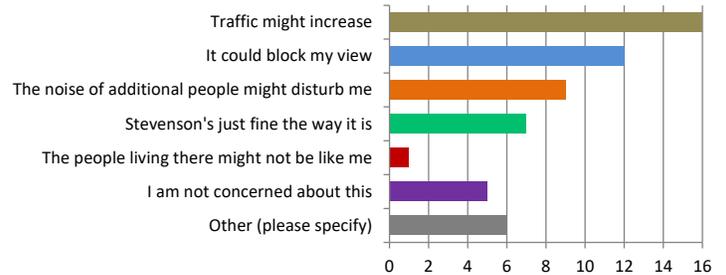
Answered: 17 Skipped: 0

The Stevenson water and sewer systems serve what equates to 1,179 (water) and 939 (sewer) homes. The development and upkeep of these systems relies on the monthly payments of these customers. The addition of new homes can reduce each individual customer's



Answered: 15 Skipped: 2

If you are worried about the possibility of multi-family development in the current R2 zone, what causes this concern? (Check all that apply)

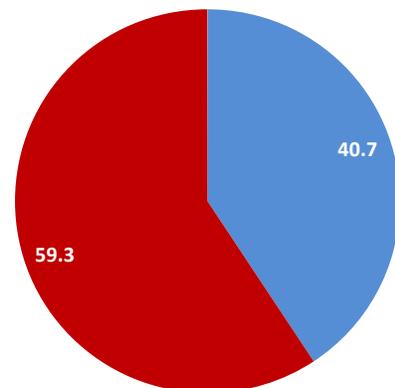


**Text Responses-**

- Snarky sounding options listed.
- I do not want multi family homes in my neighborhood. I do not want increased housing capacity on larger lots. One of the reasons I live here is due to the space around me. I don't want to recreate Portland in Stevenson.
- Too many people living too closely together might be a concern.
- There are limited parking issues. Property taxes will increase. Traffic WILL increase. Change the SR zones to R3 there is more room.
- more traffic, no parking, more people more density, I prefer our R2 space that we have. I would not like a 4 plex next to me on an 8000 sq ft lot.
- The area between Vancouver Ave and Hot Springs Alameda should be changed to r1 and no new rental properties allowed. This area has the few remaining historic homes in Stevenson.

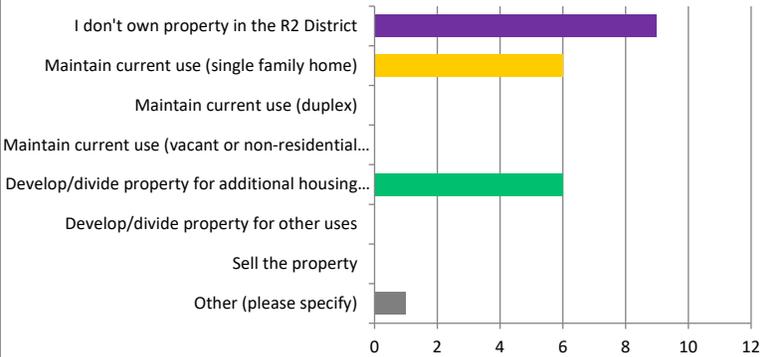
Answered: 24 Skipped: 3

The Stevenson water and sewer systems serve what equates to 1,179 (water) and 939 (sewer) homes. The development and upkeep of these systems relies on the monthly payments of these customers. The addition of new homes can reduce each individual customer's



Answered: 20 Skipped: 7

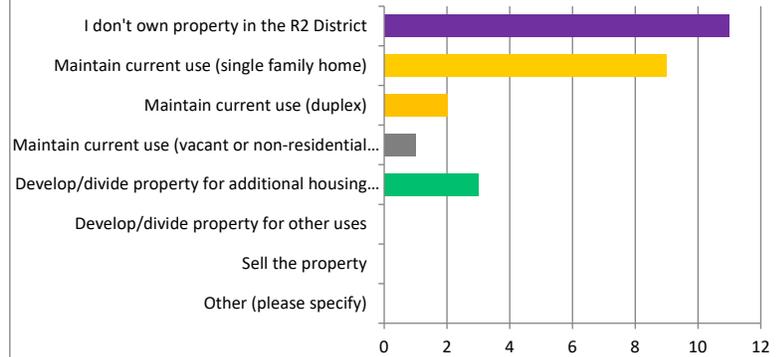
### In the next 5 years, which of the following do you most intend to do with your Core Area R1 District property?



**Text Responses-**

- Develop/divide property for additional housing (staff categorized). build small/downsize single home on undeveloped lot.
- Shouldn't this question refer to the R1 Zone? Copying and pasting from one survey without proof reading is a grave mistake so your survey answers are not statistically valid as a result.
- Develop/divide property for additional housing (staff categorized). Thinking about an ADU but last I checked it was required to be attached to the main house. Dropping that requirement would be a big win for adding housing without overdoing it.

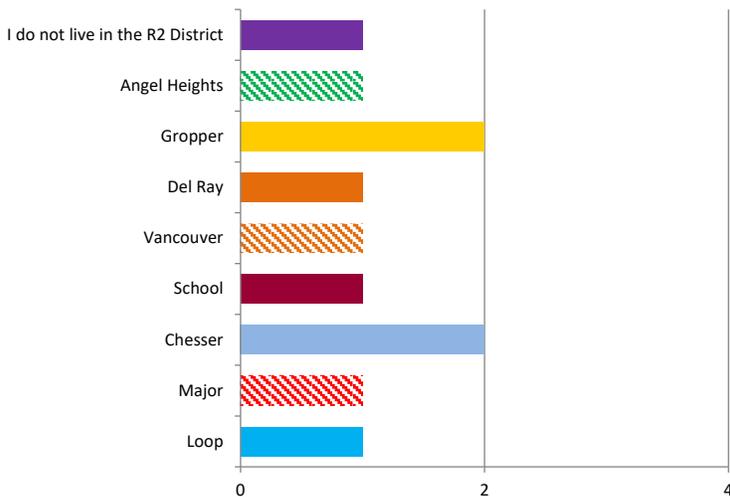
### In the next 5 years, which of the following do you most intend to do with your R2 District property?



**Text Responses-**

None submitted.

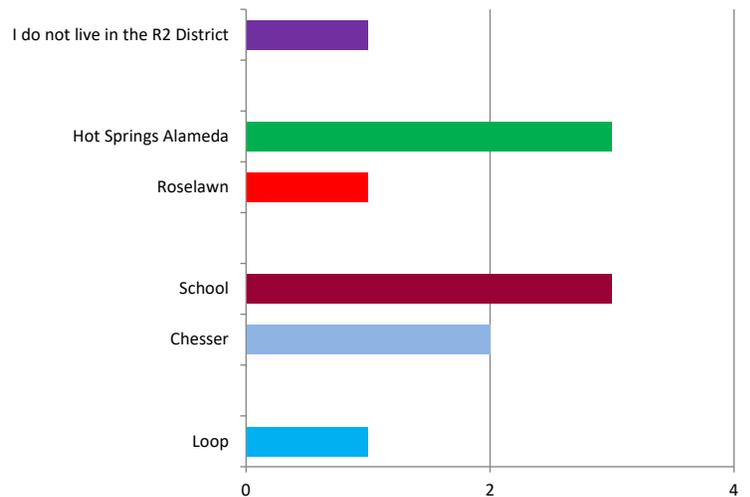
### Which street(s) is/are adjacent to your R1 property?



Note: Hashmarks indicated areas where no zone changes area currently being considered. Angel Heights Road is within the SR Suburban Residential District. Adjacent zoning to Vancouver Avenue is PR Public Use & Recreation, R3 Multi-Family Residential, ED Education, or C1 Commercial. Major Street is in the R1 District but outside of the initial consideration area map.

Answered: 11 Skipped: 6

### Which street(s) is/are adjacent to your R2 property?



Note: Hashmarks indicated areas which are not subject to R1 Zoning. Angel Heights Road is within the SR Suburban Residential District. Adjacent zoning to Vancouver Avenue is PR Public Use & Recreation, R3 Multi-Family Residential, ED Education, or C1 Commercial. Major Street is in the R1 District but outside of the initial consideration area map. No changes are being considered in these areas.

Answered: 11 Skipped: 16

If you'd like to share a specific case study of how the existing R1 zoning regulations have caused you to redesign or abandon a development proposal, please do so here.

**Text Responses-**

-We have a property in Stevenson that has the potential to be split into 3 lots. We have been restoring/remodeling the single family home on the property for the past year. Our plans for the home have changed from rental, to sale to AirBnB.

The difficulties we've seen with the current planning has pushed us towards AirBnB, which might be a worst case scenario for the city.

Here are the issues that we've run across.

1) The sewer/water fees are prohibitively expensive for us. At ~\$20K, they are 4 times higher than Cascade Locks. How is this possible?

2) Stevenson demands that the house is occupied by owners in order to have an ADU. Adding ADUs is the best way to increase housing stock, in my opinion, and we cannot consider it with current rules. We cannot change residency to Stevenson....

3) Tiny Homes are not allowed. Tiny Homes can be nice looking and efficient. Allowing the opportunity for a tiny home in everyone's backyard (owner occupied or not) would greatly increase housing stock with minimal resource usage.

Best case scenario: You allow for each non owner-occupied home to include an ADU or tiny home with low(er) sewage/water hookup fees. Allow only one structure to be used as an overnight rental (AirBnB, Homeaway, etc.) and the other must be used for longer term rentals or owner-occupied. Collect overnight lodging taxes from the AirBnBs and use the money for home programs.

-R1 allows for Single Family Residential homes. Why would anyone abandon their development proposal due to the zoning regs if they researched the R1 development options beforehand and selected a property more suited for their conflicting development? SMH.

Answered: 2 Skipped: 15

If you'd like to share a specific case study of how the existing R2 zoning regulations have caused you to redesign or abandon a development proposal, please do so here.

**Text Responses-**

-We were considering building an ADU in our backyard and renting it out as a vacation rental. But now we're holding off because with the new regulations, it might have to be a permanent long term rental and we want more flexibility and control over who rents it and for how long.

-N/A

-My property is in the R1 "Gold" zone adjacent to the school property. We have been limited in developing due to minimum lot size requirements for this zone. We would welcome a change to accommodate higher density.

Answered: 3 Skipped: 24

If you'd like to share a specific case study of how the existing R1 zoning regulations have protected your neighborhood from a development or change you didn't want, please do so here.

**Text Responses-**

-R1 zoning does not allow for certain uses that are allowed in R3. What is to prevent those uses from negatively impacting the livability in established R1 Residential neighborhoods if this change is implemented? R3 examples include: Townhomes, B&Bs and Hostels, and also Hotels with Condition Use approval.

Answered: 1 Skipped: 16

If you'd like to share a specific case study of how the existing R2 zoning regulations have protected your neighborhood from a development or change you didn't want, please do so here.

**Text Responses-**

-We currently have a view of the river & mountains because there is a large parcel w/ a steep slope across the street from our house. We're worried multi family units would be built w/ the proposed changes and block our view, increase traffic and force us to want to move.

-R2 allows for more privacy, attractive neighborhood that is uncrowded, less and thus safer traffic for families, trees and garden areas, no parking lots, good neighbor relations.

-We originally purchased our home in an R2 neighborhood, not R3. We continue to enhance & invest in our property in an R2 neighborhood, not R3. With the growing popularity of the event center up the hill & vacation rentals throughout the area, traffic has increased on our road since we purchased the property in 2013. I have not seen a vehicle yet to follow the speed sign of 15mph. It is probable traffic & speed will only increase with more people if our neighborhood changes to an R3 zone. Our property is also on the route to the dump. Cleaning up other peoples trash that has blown onto our property from their vehicles is a frequent task. I believe the quality of life will diminish by adding more people to our quaint neighborhood if the current R2 zone is changed to an R3.

-N/A

Answered: 3 Skipped: 24

**4- Should a different “Middle Density” residential district be created and applied to core area R1 and R2 properties?** This discussion point is being advanced in response to the results of the questionnaires and was therefore not included in either one.

Staff recommendation: Yes, a new district may better be able to facilitate an increased building capacity while also responding to community concern about the expansion of the R3 District.

If supported by the Planning Commission after discussion at tonight’s public workshop, staff would prepare text for a new draft zoning district. The district would replace the R2 Two Family Residential District in the City’s hierarchy and relying on the existing R2 use allowances of SMC 17.15.040, the existing dimensional standards of SMC 17.15.060, and other less consequential standards currently applicable to the R2 District. Changes to the density standards of SMC 17.15.050 would be the focus of staff’s drafting effort and would be presented for discussion at the next meeting.

**5- Should specific areas from the Initial Consideration Area Map be excluded from discussions about a Zoning Map amendment? Additionally, should specific areas excluded from the Initial Consideration Area be included in future discussions about a Zoning Map amendment?** This discussion point is being advanced in response to the results of the questionnaires and was therefore not included in either one.

Staff recommendation: If a new district is created as recommended above, the current boundary between the R3 and R2 districts should be more logically established, especially along School Street, lower Frank Johns Road, and adjacent to Cascade Village Apartments.

Regarding expanding the Initial Consideration Area, staff’s goal in its drafting was to cast a wide net so the Planning Commission would be faced with contraction as the primary discussion. Expansion remains possible, though some areas may be better served by entertaining a site-specific rezone advanced by an applicant instead of an area-wide rezone advanced by the City.

**6- Should discussions about Zoning Map amendments continue when no specific development project is being proposed for evaluation?** This discussion point is being advanced in response to the Community Liaison discussions with interested shareholders of the Core Area R1 and R2 districts. It was, therefore, not included in the questionnaires.

Staff recommendation: No recommendation is provide for this discussion point.

**7- Should discussions about Zoning Map amendments continue without discussion of a broader “Mandatory Inclusionary Zoning” strategy?** This discussion point is being advanced in response to the Community Liaison discussions with interested shareholders of the Core Area R1 and R2 districts. It was, therefore, not included in the questionnaires. Prototypical Mandatory Inclusionary Zoning programs require all developments of a certain size to designate a certain percentage of the units created to affordable housing. This policy has not been considered in detail by the City in the past, and is not included in the grant which has funded the current discussions.

Staff recommendation: No recommendation is provide for this discussion point.

## **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 ~40 (Core Area R1) and ~40 (R2) community members known by staff to own or have interest in the respective districts. 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 2/2/2021 and 3/5/2021. Separate links were created to track whether the respondent was answering the letters mailed/emailed or the Facebook post.

**Questions-** Nine (9) questions were asked of respondents in both the R2 and Core Area R1 questionnaires. Respondents of the Core Area R1 Questionnaire were asked an additional question which was not relevant to the R2 District. The questions were preceded by a short explanation of each issue. The questionnaire directly asked tonight's first 3 discussion points, offering 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. A multiple-choice question offered respondents the ability to air concerns they had about the potential zone change. A critical thinking scale asked respondents to weigh their concerns against their monthly water/sewer utility bills. A multiple-choice question asked property owners to describe their future intentions. An open-ended question asked for the street adjacent to the respondents' property. Two (2) open-ended questions were available to more fully describe specific experiences with the zoning regulation. Finally, respondents were asked for their email addresses if they desired to receive updates on the discussion.

**Response Rate-** The Core Area R1 questionnaire generated 17 responses overall, with individual questions ranging 1 and 17 answers. The R1 questionnaire generated 27 responses overall, with individual questions ranging 3 and 27 answers.

**Limitations-** As noted by as part of one respondent's answer to an errantly framed question, 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 93 (R2) & 83 (Core Area R1) views, 10 (R2) & 13 (Core Area R1) post clicks, and 4 (R2) & 2 (Core Area R1) reactions, comments or shares. The follow-up, survey reminder post generated 55 (R2) & 55 Core Area R1 views, 1 (R2) & 5 (Core Area R1) post clicks, and 0 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 Core Area R1 (89 parcels) and R2 (89 parcels), 3 Core Area R1 & 2 R2 letters 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 49 (Core Area

R1) & 50 (R2) individuals. As a result of these efforts, several written comments (Attachment 1) were submitted. These engagement strategies also led to 1 interview with resident/property owner about sewer system extension along East Loop Road:

**Broken Promises**– The area between Kanaka Creek and Loop Road was annexed several years ago (early 2000s) because of failing septic systems (particularly for a now-demolished home at the corner of Loop and Frank Johns Road. The City would not allow connection of the home because it was outside city limits so the neighborhood agreed to annex into the City to allow connection. After annexation, the City never pursued a project to extend the sewer system to serve this area. When property owners discussed it, they were told they would have to pay for the project upfront. This was cost prohibitive, so instead, the owners of several properties have had to deal with their own septic issues anyway. For some, this meant full installations of new systems. With the cost of sewer utility rates today, this is no longer seen as a drawback.

Interviews conducted late last year when the R3 District text amendment was considered may be relevant to this discussion as well. Those interviews involved 2 builders with experience developing property in the district and the property manager for 2 subsidized apartment complexes in the district. Key components of the discussions involved the following topics.

**Demand**– Waiting lists for apartments range from 2 years (2 to 3 bedroom units to 5 years (1 bedroom units). - This demand is partially driven by seniors. This demand spreads beyond the apartment complexes. An estimated 60% of housing vouchers go unused in the community because of a lack of available housing. -Rentals are getting top dollar and there are not enough of them.

**Market Response**– Not seeking to maximize allowable density (existing).  
-Catering to retirees, who still want space on a lot even if the home is small.  
-Managers are left saying “Look in Washougal, look in Washougal” when discussing housing with prospective tenants.  
-Not catering to high-end housing (e.g., Hood River townhome/condo development)

**Barriers**– Expense of sprinkler systems is added for construction of tri-plexes and up.  
-Bank lending differs for construction of tri-plexes and up.  
-Age of developers makes them risk adverse; shorter returns on investment (i.e., 1 year) are a greater priority than overall percent of return.  
-Potential for market downturns limits risk-taking.  
-Street requirements (both the expense and the territory required) limit development. Private streets more viable than public streets.  
-Construction material costs typically increase between 10-12% per year.  
-Lumber costs have jumped 64% this summer (COVID).  
-Lack of up-front capital limits development possibilities.  
-Up-front costs (permits, connection fees) lengthen the time period for returns on investment.  
-Consumer condo financing is more available than it had been previously, but buyers still prefer to “own the dirt” (townhome, detached dwellings)

**Solutions**– Any construction of 1 bedroom or studio units would benefit the local housing situation, where professional staff have trouble finding housing when taking jobs in the community.  
-Consider reducing water/sewer connection fees to incentivize multi-family construction.  
-Keep making similar efforts as these policies.  
-Better utilize the available land base of the county, where sewer systems should be extended/created.

**F-Community Liaisons-** Auguste Zettler (a Planning Commissioner living in the R2 District) and Paul Hendricks & Annie McHale (City Council members living in the Core Area R1 District) agree to serve as conduits for other owners in those areas to communicate their concerns.

**G-Planning Commission Workshops-** Tonight's meeting provides the next step in the public involvement effort, and the results of tonight's discussions will guide next steps.

Attachments:

- 1- Kaplan, Fuller, Ashley, Rutledge(x2) Written Comments (6 pages)



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## Proposal to change where I live to R3

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**Karen Rutledge** <bakerkrn@gmail.com>

Sun, Mar 7, 2021 at 7:52 PM

To: Mike.Beck@ci.stevenson.wa.us, Jeff.Breckel@ci.stevenson.wa.us, Shawn.VanPelt@ci.stevenson.wa.us, Valerie.Hoy@ci.stevenson.wa.us, Auguste.Zettler@ci.stevenson.wa.us

Cc: Ben Shumaker <ben@ci.stevenson.wa.us>, Leana Kinley <leana@ci.stevenson.wa.us>, citycouncil@ci.stevenson.wa.us

Dear Planning Commission,

My husband and I have lived in our single family home since 2016. Additionally we own five additional R1 lots in the affected areas. We have plans to develop these lots with single family homes. According to Ben Shumaker, these proposed changes could conceivably prevent us from building these homes.

When I asked Ben if the change in zone R1 to zone R3 would force us to abandon our plans to build single family homes on these lots, he answered, "That's possible." If this is no longer true, and single family homes would be allowed if changed to R3, then I would welcome being provided this information in writing. Taking away our ability to build single family homes would be patently unfair and in my mind would be a "taking" of our property without compensation.

Many of us bought homes and property here with the hopes of continuing to enjoy the unique characteristics of Stevenson. Namely the trees, beautiful mountain and river views and space. Changing a large swath of Stevenson to R3 would forever change the character of our town.

I do understand the need for additional housing, especially affordable housing. Which is why we are considering building modest single family homes. I believe a better way to encourage more housing would be to provide incentives for people to build by waving sewer hookup fees or providing tax abatement for a specified period of time. Or as Paul Hendricks recently advocated when he was running for county commissioner, base the city building and other fees on square footage.

Thank you for considering my concerns regarding the proposed zoning changes in my neighborhood.

Sincerely,

Karen Rutledge  
360-771-1726



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## Planning response - Zoning amendment

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Andy Kaplan <adk667@gmail.com>  
To: planning@ci.stevenson.wa.us

Fri, Feb 19, 2021 at 10:52 AM

Hi there,

I could not access the surveymonkey so thought that I'd send info.

We have a property in Stevenson that has the potential to be split into 3 lots. We have been restoring/remodeling the single family home on the property for the past year. Our plans for the home have changed from rental, to sale to AirBnB.

The difficulties we've seen with the current planning has pushed us towards AirBnB, which might be a worst case scenario for the city.

Here are the issues that we've run across.

- 1) The sewer/water fees are prohibitively expensive for us. At ~\$20K, they are 4 times higher than Cascade Locks. How is this possible?
- 2) Stevenson demands that the house is occupied by owners in order to have an ADU. Adding ADUs is the best way to increase housing stock, in my opinion, and we cannot consider it with current rules. We cannot change residency to Stevenson....
- 3) Tiny Homes are not allowed. Tiny Homes can be nice looking and efficient. Allowing the opportunity for a tiny home in everyone's backyard (owner occupied or not) would greatly increase housing stock with minimal resource usage.

Best case scenario: You allow for each non owner-occupied home to include an ADU or tiny home with low(er) sewage/water hookup fees. Allow only one structure to be used as an overnight rental (AirBnB, Homeaway, etc.) and the other must be used for longer term rentals or owner-occupied. Collect overnight lodging taxes from the AirBnBs and use the money for home programs.

I've done my research and there may be mistakes. I would be fine to be corrected! Would love to be part of the solution!

Andy K

RECEIVED

FEB 22 2021

BY: \_\_\_\_\_

Sarah Hendry Fuller  
PO Box 450  
Stevenson Washington 98648

City of Stevenson  
Planning Department  
P.O. Box 371  
Stevenson, Washington 98648

Dear Members of the EDC,

I received your letter and "discussion draft" of the proposed zone changes in the R2 and R1 zones in the city of Stevenson

After carefully reading both the letter and the "discussion draft" with its amendments I am wondering about a few things. Why is there a need for 2,000 additional residences? Who made that determination? Following the age old adage to "follow the money" who will be the financial beneficiary of building these new residences? How will the current residents (who are already strapped for cash with the pandemic and all its changes) be able to fund an expanding infrastructure and pay the inevitable higher property taxes as the cost of housing prices rise? It is said that the additional 2,000 will cause the cost of infrastructure to go down because it will be more evenly distributed but in the mean time the cost will skyrocket for our present residents as the infrastructure is being built. And, again, "following the money" who really benefits from all this?

The other thing that struck me in reading the letter was the last sentence in the first paragraph of the letter. "The city is hoping to discuss these changes with you PRIOR TO THEIR ADOPTION. Forgive me but this sounds suspiciously like a done deal. Is our input a mere formality? Is the decision to rezone R2 and R1 to R3 already made?

And finally are there ecological impacts if housing becomes more dense. I think there might be. Perhaps it is something for you to consider.

Thank you for your consideration.

Respectfully,

  
Sarah Hendry Fuller



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## Potential Zone Change

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**Karen Ashley** <karen@stevensonvetclinic.com>  
To: Ben Shumaker <ben@ci.stevenson.wa.us>

Fri, Sep 11, 2020 at 9:17 AM

Thank you!

On Thu, Sep 10, 2020 at 2:01 PM Ben Shumaker <ben@ci.stevenson.wa.us> wrote:

See below.

*BEN SHUMAKER*

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**From:** Gabe Spencer [mailto:[spencer@co.skamania.wa.us](mailto:spencer@co.skamania.wa.us)]  
**Sent:** Thursday, September 10, 2020 1:44 PM  
**To:** Ben Shumaker <[ben@ci.stevenson.wa.us](mailto:ben@ci.stevenson.wa.us)>  
**Subject:** RE: Potential Zone Change

Not necessarily in direction, that has to do with sales which fluctuate but it has some effect on how we determine a value for tax purposes. By going to C1 we will be using sales from other C1 zoned properties an analysis may or may not conclude a differing value. My thoughts are that over time a higher potential for increased taxable value would occur with a more development friendly zoning.

Gabe

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**From:** Ben Shumaker <[ben@ci.stevenson.wa.us](mailto:ben@ci.stevenson.wa.us)>  
**Sent:** Thursday, September 10, 2020 1:46 PM  
**To:** Gabe Spencer <[spencer@co.skamania.wa.us](mailto:spencer@co.skamania.wa.us)>  
**Cc:** Karen Ashley <[karen@stevensonvetclinic.com](mailto:karen@stevensonvetclinic.com)>  
**Subject:** FW: Potential Zone Change

**\*\* WARNING:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. \*\*

Hi Gabe-

The City is considering redrawing some of our zoning boundaries. Most of this will involve changes from R2 (or some R1) to R3. As part of this, we are also considering changing the zoning of the Vet Clinic, City Hall, and the Living Faith Church from R3 to C1.

If these changes take effect, the zoning would be more development friendly for each lot. Would this impact the way the properties are taxed?

Thanks,

*BEN SHUMAKER*

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**From:** Karen Ashley [mailto:[karen@stevensonvetclinic.com](mailto:karen@stevensonvetclinic.com)]  
**Sent:** Thursday, September 10, 2020 1:27 PM  
**To:** Ben Shumaker <[ben@ci.stevenson.wa.us](mailto:ben@ci.stevenson.wa.us)>  
**Subject:** Re: Potential Zone Change

Do you know what it does to property tax rate?

On Thu, Sep 10, 2020 at 12:39 PM Ben Shumaker <[ben@ci.stevenson.wa.us](mailto:ben@ci.stevenson.wa.us)> wrote:

Hi Karen-

As discussed, please see attached and let me know if you have any questions.

Shortly, you'll also receive an email about a potential change to the text of the R3 Zone. If you want to make the change to C1 Commercial, then you can disregard that email.

This same letter is being sent to the City and the Living Faith Church.

A will deliver a hard copy too.

Thank you,

*BEN SHUMAKER*

*PLANNING DIRECTOR*

*CITY OF STEVENSON, WASHINGTON*

*(509) 427-5970*



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## My concerns regarding proposed zoning changes

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Karen Rutledge <bakerkrn@gmail.com>

Mon, Oct 12, 2020 at 2:32 PM

To: Ben Shumaker <ben@ci.stevenson.wa.us>, planning@ci.stevenson.wa.us

Dear Ben and Planning Commission members,

I have concerns regarding the proposed zoning changes. They are:

1. The map provided in the packet is not clear and it is impossible to find individual streets on it.
2. We want to be assured that any increase in density will not take away a home owner's right to put an individual house on any lot that now allows for this.
3. A traffic study is slated to be done in the near future. Wouldn't it make more sense to have this traffic study completed before making zoning changes? In our neighborhood, we have neighbors who already are being told that access from certain vacant lots for single family homes can be problematic, depending on where the driveways are built. It doesn't make sense to add density before this traffic study is completed.
4. I understand that the city is eager to get a grant next year that is tied to these zoning changes. Still, your process feels rushed here, and I have concerns that with COVID 19 and the precautions necessary there, that the important public input phase will be lacking. In addition, the materials I've seen so far on this matter are difficult to decipher. For example, it is hard for citizens to understand how this will directly affect them (*especially with the map not being clear*).

Thank you for considering these points.

Karen Rutledge



# *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:** R2 & Core Area R1 District Zoning Map Amendment; Additional Written Comments

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This memo introduces 2 additional written comments submitted for Planning Commission consideration as of 3:30pm today.

Attachments:

- 1- May, Miller Written Comments (2 pages)



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## RE: Proposed Rezoning of Single Family and Two-Family Land to High Density Use.

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Rick May <rick@mayandassociates.net>

Mon, Mar 8, 2021 at 12:34 PM

To: david.ray@ci.stevenson.wa.us, mike.beck@ci.stevenson.wa.us, jeff.breckel@ci.stevenson.wa.us, valerie.hoy@ci.stevenson.wa.us, auguste.zettler@ci.stevenson.wa.us, "Ben@ci.stevenson.wa.us" <Ben@ci.stevenson.wa.us>

Dear Planning Commission,

As noted in yesterday's email, the Stevenson Planning Department is asking you to consider a rezoning of a large area of Stevenson from lower density R-1 to high density R-3 residential zoning this evening. The information packet for your Monday meeting is 91 pages long. Below are hopefully useful comments from the packet, along with supporting information.

**Packet Page – 62 – FCS Group Buildable land Report** – *“Stevenson has a significant amount of its developable land classified as vacant, including 19 acres in the high density category and 54 acres in the medium-density category, which highlights the possibility that Stevenson could accommodate a significant amount of multifamily housing in the future. Much of this higher-density capacity can be served by Stevenson's existing sewer infrastructure which obviates the need to rely on septic tanks.”*

**Packet Page – 63 – FCS Group Buildable land Report** – Exhibit 12, Stevenson – total developable acres – 714. Total Dwelling Unit Capacity – 1,652 housing units.

**Johnson Economics Report** – Page 20 – Stevenson Housing Demands Comments – *“we project net growth in demand for ownership homes of 65 units over the next ten years. The majority of this demand will be for detached single-family homes. Attached homes (townhomes, duplexes) are projected to see demand growth of seven units in the baseline scenario while the projected demand growth for condominium units (stacked flats) is negligible. Growth in rental demand is expected to be dominated by apartment demand, representing roughly 40 units over the ten-year period in the baseline scenario.”*

As noted above, there is 19 acres of vacant high-density R-3 zoning in Stevenson. This zoning allows one dwelling per 2,000 square feet of land, or approximately 21.78 dwellings per acre. If we assume final density would be only half this amount, then Stevenson has approximately 207 apartment or townhome units available on this vacant land alone. The Johnson Report notes an apartment demand for “roughly 40 units” over the next 10 years. At this estimated rate of absorption, assuming no apartments or rental townhomes are built downtown or in any medium density zoned areas, there is currently slightly over a 50-year supply of land available for high density apartment use.

I also understand and support the need for affordable housing. If Stevenson's goal is to create more affordable housing, including rentals I suggest the following be considered:

- (1) Allow ADU units to be rented.
- (2) Create parking regulations and joint use parking which would better support multi-family development in our business district.
- (3) Look at creating economic incentives so building affordable housing makes economic sense.
- (4) Do not require sewer hookup for home or ADU development when bringing sewer to a site is not economically feasible, slope and/or setbacks create limitations or sewer extension is not projected in the near future.
- (5) Allow tiny homes and other creative smaller square foot dwellings.
- (6) Allow for less burdensome variance requirements before approval and more options to “cure” within the variance process.

Thank you for your time. Good luck with your meeting.

Rick May  
[Rick@mayandassociates.net](mailto:Rick@mayandassociates.net)  
503-341-2932



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

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## A New Meeting Document is Available from Stevenson, WA

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**Doug Miller** <dougmill72@gmail.com>

Mon, Mar 8, 2021 at 7:33 AM

To: Ben Shumaker <ben@ci.stevenson.wa.us>, planning <planning@ci.stevenson.wa.us>

Thank you for the update, Ben. I hope to attend part of this evening's meeting remotely, but personal commitments may make that impossible.

Quick clarification, the annotated zoning map on page 43--is that simply today's zoning map with annotations, or does it somehow reflect a change in the overall proposal?

Also as a remind my parents may be open to inclusion in the rezone to R3, they are on a single 2.5 acre lot on the extreme N edge of the city limits, across the street from the other large, unsewered parcel in your annotation. 685 Maple Way. I think it could be a nice property in which density could be added, especially if sewer were extended to the adjacent larger parcel to the east.

**Doug Miller**  
Sisters, OR  
541-728-6812

[Quoted text hidden]