

# BACKGROUND DOCUMENTATION: 2019 PLAN FOR SUCCESS!

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5/8/2019



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## **Plans**

### **4 1972 *Comprehensive Plan for Stevenson, WA, Skamania County Planning Commission***

More of a descriptive assessment than a plan, this document was prepared for the City by the County. Where recommendations are made in this document they appear in paragraph format with "could" and "should" statements near the end of the plan's 6 topic-specific elements and the summary implementation element. Barely visible sticky notes appear on the right-hand side of the scanned pages where such recommendations occur. At the time, a one-way couplet through downtown was discussed in a positive light, and many aspects of the land use plan remain relevant.

### **8 1977 *City of Stevenson Downtown Improvement Plan, Environmental Disciplines, Inc.***

This framework plan was well-accepted—as demonstrated by its continued support in the 1984 *Stevenson Comprehensive [sic] Plan*—and addressed 15 identified "problems" and 8 "deterrents", many of which remain relevant today. A final note on the downtown's development potential is extremely important and not always understood: retail sales in this small market "are essentially providing a service, not a product...an individual businessman can 'cut across and combine' some traditional merchandise groups". [Today, Bonnie Heemeier of Bloomsbury and Out on a Limb is a good example of a business cognizant of the need to "cut across and combine" merchandise products and taking this one step further to provide supportive services.] The plan includes several promotional strategies and a development framework reliant "on an improvement program for existing commercial buildings and an incremental growth of new commercial space". Pages 19-32 recommend framework, policies, and projects for the downtown's development, transportation, and parking improvement.

### **11 1983 *Cityscape Master Plan: Stevenson, Washington, Callan & Willson***

Self-acknowledged as an incomplete plan, this report documents the results of a community work session hosted by the Stevenson Business Association. On Page 1, the report describes the work session's focus on 3 still-important aspects/projects in downtown. The resulting document addresses facts, goals, needs & concepts related to the downtown area. This plan focuses in on tourism, accessibility, and recreation (cycling, windsurfing, swimming) as major goals for the first time. Design standards are supported in this document and it supports use of materials and areas that are easily maintained and vandalism-resistant.

### **12 1984 *City of Stevenson Comprehensive [sic] Plan, City of Stevenson***

A comprehensive plan addressing 5 elements, this plan was not amended until it was replaced by the current, 2013 *Stevenson Comprehensive Plan*, which nevertheless carried forward some of this plans objectives.

### **19 1991 *Planning for Downtown Revitalization: Stevenson, Washington, Walker & Macy***

This plan was part of a flurry of activity surrounding construction of the Skamania Lodge. Game-changing anticipation surrounded the Lodge's construction and it is reflected in this plan's departure from the measured, incremental steps recommended in the 1977 *Downtown Improvement Plan*. This plan provides a vision for the downtown overall and discusses 3 themes (Access and Circulation, Parking, Building Character/Development Opportunities) and concludes with several improvement ideas and implementation measures. Appended to this plan is an analysis entitled *Stevenson Downtown Revitalization: Retail Market Evaluation* by E.D. Hovee & Company. The information in this plan was used as the basis for the current zoning regulations of the downtown, especially as it deals with off-street parking requirements. The full proposed parking program relied on creation of a Parking and Business Improvement Area to provide options for relief from the off-street parking requirements, however, that portion of the program was never implemented.

### **20 1991 *Stevenson, Washington Pedestrian and Bicycle Links, Walker & Macy***

This supplement to the 1991 downtown plan includes a comprehensive diagram for all commercial area pedestrian ways, visionary cross sections and detailed specifications to include in construction documents. Many components of this plan have been implemented in the intervening years and many are likely to be reaffirmed through this planning effort. This document largely side-steps the issue of 1st street which was being discussed in detail through different forum.

### **25 1995 *Stevenson Downtown Design Program: City of Stevenson, Washington, Spencer & Kupper***

This short document contains 2 sub-studies. The first aggregates and verifies recommendations several the City, Port, and WSDOT planning efforts from 1991 through 1994. Recommendations appear on pages 3-5 and include a Façade Improvement Program, Sidewalk & Streetscape Improvements, Commercial Tourist Attractions on the Waterfront, Coordinated Marketing, and Parking Improvements. I am unable to locate the 1993 *Port of Skamania County Waterfront Access Master Plan*. The second study considers the feasibility of a trolley/shuttle traveling the ~2 mile distance between Skamania Lodge/Interpretive Center and the downtown waterfront. The consultants recommended against establishing the shuttle program.

### **29 1997 *SR 14 Corridor Management Plan: Columbia River Gorge National Scenic Area, David Evans and Associates, Inc.***

Three documents are included under this cover and are part a multi-agency effort for the scenic highway. A vision and 4 high-level goals appear on pages 5-7 of the first document. Issues and policies for downtowns are included on pages 13 and 21. The second document includes design guidelines for highway structures, signs, etc. These guidelines may or may not be transferrable to Stevenson's downtown setting. The route development plan in the third document identifies the Stevenson area as Segment C (Page 23-24 and Figure 2c). Truck movements, which will likely be a discussion point, are included in Appendix C.

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## **Plans, Continued**

### **31 1997 *Rock Cove Environmental Evaluation and Comprehensive Plan*, Fishman Environmental Services**

A truly comprehensive plan for the Rock Cove subarea, this effort addresses much of the same root question as the 1994 fill feasibility analysis by Beak Consultants and more. Analyses of the environmental conditions, land uses, facilities, and dredging considerations are performed in the lead up to a Recommended Conceptual Plan (Figure H-2) and 12 Goals and several goal-specific recommendations (pages 11-20). The City's 2018 *Shoreline Restoration Plan* references and these goals as possibilities for continued implementation. The technical appendices to this report include the aerial photos that are the basis of the 1935-2018 aeriels, a methodology to perform ongoing bathymetric assessments, a visual assessment of the area, and additional background information.

### **33 1998 *Waterfront Business Development Plan*, Unknown & ED Hovee & Company**

The goals of this plan provide for a transition of the Port's waterfront industrial area into a retail/tourism destination over the course of 2 phases. The plan focuses on properties the Port owned and didn't own. Among the visionary features of the plan, a pedestrian overpass is proposed to go over the railroad from Columbia Street to the redeveloped waterfront. The simultaneous need and its questionable feasibility surrounding that proposal leads to the City's 2019 grant request for the 1st Street sidewalk project. Some of the waterfront access proposals in this plan will be constrained by the Port's 2017 Stevenson Shoreline Restoration & Enhancement Project.

### **34 1999 *Downtown Stevenson Draft Development Framework, Standards & Design Guidelines*, Crandall Arambula**

The organization and contents of this draft plan will be ring familiar as the current effort moves forward. The development framework and the design guidelines emanate from the central belief that "the pedestrian is the priority". This plan calls for initiation of a design review process and separate regulatory provisions for the core and fringe areas of downtown. The biggest focus of this plan's is the public areas of downtown. The interaction/design of development adjacent to the public areas is a secondary focus. Use-based provisions of the proposal are kept to a minimum, but where they are recommended they call to preserve the core of the downtown for active retail areas.

### **44 2010 *Skamania County Multi-Jurisdictional Natural Hazards Mitigation Plan*, Skamania County Department of Emergency Management**

As required by the Federal Emergency Management Agency for Hazard Mitigation Grant eligibility, this plan identifies hazards and documents the probability, vulnerability and risk of such hazards becoming disasters. Stevenson-specific analysis is included beginning on Page 135 and includes a list of projects on pages 144-151. This plan must be updated before these projects are eligible for FEMA's grant funding.

### **47 2012 *Stevenson Wayfinding Master Plan*, Rock Cove Design**

Acting on the recommendations of the 2005 visitor/tourism assessment, this plan provides a system of designs and locations for pedestrian and vehicular wayfinding. The plan divides Stevenson into 4 districts (Downtown, Rock Cove, Waterfront, and Upper Stevenson) and calls for a distinctive quality in the City's investments. Many signs have been installed, however some concerns exist regarding propensity for the signs to blend into the built environment and the decision to exclude specific business names from the signs. Another lesson learned through this plan relates to its timing with the Zoning Code's regulation of private sign. Ideally, the City's adoption of this plan and the investments in its implementation would've been a prelude to our 2011 zoning update. That did not occur and many are still frustrated by the sign code.

### **48 2013 *Stevenson Comprehensive Plan*, City of Stevenson**

The current comprehensive plan is guided by 4 Cornerstone Principles: High Quality of Life, Natural/Scenic Beauty, Healthy Economy, and Active Waterfront and the Downtown and Waterfront areas are specifically addressed as 1 of the plan's 9 goals. A specific listing of each of the comp plan's objectives and tactics is forthcoming and will need to be addressed as one of the filters through which the final drafts of the current effort will be evaluated. Recommendations for amendments to the comp plan and its Future Land Use Map are welcomed and appreciated.

### **57 2017 & 2019 *Stevenson General Sewer Plan and Wastewater Facilities Plan Update, as Amended*, Tetra Tech**

With an initial 6-Year Capital Improvement Plan totaling more than \$16mil, this plan generated a great deal of community concern. The 2018 value planning effort addressed these issues and resulted in an amendment to the plan. The amended plan still calls for almost the same amount of improvements. The City is currently under administrative order from the Washington Department of Ecology to address the waste water treatment plant's deficiencies. A locally adopted moratorium is in place to prevent new connections that would contribute greater than residential waste to the system, however a businesses pretreatment of its wastes to reach residential levels would be allowed to connect. Improvements to the plant call for buildings within the required front setback. Improvements within the collection system call for construction within the downtown area and along Rock Creek Drive. The projects appear in Chapter 5 and are associated with the detailed cost estimates in Appendix D.

### **59 2018 *Community Generated Alternative Solutions: Stevenson, Washington, Collins Woerman***

The Center for Sustainable Infrastructure led development of this plan in response to the shocking needs identified in the 2017 sewer plans. The value planning effort tried to take a step back from the sewer-specific needs to see if cost sharing and/or cost saving actions could bring down the burden on the community's sewer rate payers. The report includes 5 strategies for further review. The 4th and much of the 2nd strategies has been evaluated and found infeasible, however the appropriate mix between 1st, 2nd, and 3rd are still being considered. The fifth strategy could be evaluated as part of the current effort.



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## **Plans, Continued**

### **60 2018 *Comprehensive Scheme of Harbor Improvements, Port of Skamania County***

As required by RCW 53.201, this plan lays out the Port's mission, vision and 5 goals. The goals are then associated with specific objectives and strategies for action. An inventory of the Port's facilities and properties is included on pages 8-11. The capital improvement plan listed as Appendix B identifies the Port's intent to invest more than \$1.5mil in their Stevenson properties/buildings over the period from 2018-2023.

### **62 2018 *City of Stevenson Shoreline Restoration Plan, City of Stevenson***

Part of the suite of documents required for our Shoreline Management Program, this plan identifies restoration actions to improve the ecological functions of Ashes Lake, the Columbia River, Rock Cove, and Rock Creek. These actions can be implemented voluntarily or as mitigation for projects impacting those waterbodies. Figure 3-1 provides an action plan where specific projects are considered. This plan provides a cross reference to the 1997 comprehensive plan for Rock Cove.

### **63 2019 *Downtown Stevenson Draft Interim Zoning Controls, City of Stevenson and Crandall Arambula***

Prepared as a 3rd way between the several development moratoria in effect and status quo regulations, this plan was not adopted by the City Council. The document uses Crandall Arambula's proposed 1999 plan for downtown as its basis, expands the plan area to include the Rock Creek Drive corridor, takes a lighter touch when considering Design Guidelines for private development, and adds Development Incentives to the overall framework.

### **70 2019 *Water System Plan Update: City of Stevenson, Murray Smith***

This state-required update has not been as controversial as the 2017 General Sewer Plan has been. The 10-year capital improvement program (Page 6-9) indicates the need for ~\$2.6mil in investments to the system—a similar rate of investment as the City has made over the preceding 10-years. The 20-year program though would see a bigger jump in investment based on the need for a higher-elevation reservoir, and east-west extensions to serve potential new development. Figures 6-2 and 6-3 show the maps of these improvements, which are explained on pages 6-2 through 6-8. Detailed estimates of the capital improvement plan are in Appendix F.

## **Projects**

### **7 1975 *Economic Feasibility Analysis: Sternwheeler Riverboat Development, Mid-Columbia Gorge, Jack Jarvis & Company, Inc.***

A joint project between the ports of Cascade Locks and Skamania County, this report resulted the Port of Cascade Locks' acquisition or construction (it is unclear to me which) of the *Columbia Gorge Sternwheeler* tour boat. Assumptions underlying the analysis relied on a trans-modal connection with the Port of Cascade Locks' proposed aerial tramway (pages 11-12) from Cascade Locks to Ruckel Spur. Docking in Stevenson is proposed and recommended improvements to dockside facilities are explicitly limited to docking and boarding functions, with other improvements delayed until tourism, market, and population increases justify them.

### **21 1992 *Downtown Stevenson/S.R. 14 Corridor Study, David Evans and Associates, Inc.***

The project implemented as a result of this study transformed the community in ways that are still being understood and discussed. The study includes traffic counts and future projections and evaluated 2 options for the highway corridor and options for several side streets connecting to the highway. The public involvement effort concluded with the recommendation that the 1st Street extension and connections to 2nd Streets should operate as a 2-way couplet.

### **24 1994 *State Route 14 Stevenson Access Improvements Environmental Assessment, Washington State Department of Transportation***

This WSDOT report further considers alternatives for 1st and 2nd streets in order to comply with environmental regulations. The alternatives considered include one- and two-way couplets, and the no action alternative. The report's contents and conclusions are summarized in the matrix on pages v-xiv which documents anticipated impacts and proposes mitigation measures related to each alternative.

### **35 2000 *Rock Creek Drive 2000 Upgrade, Wallis Engineering***

This project was envisioned in the 1991 pedestrian links plan as part of the connection between downtown and Skamania Lodge. The 2015 Skamania Lodge Trail project, the County's pathway around the Fairgrounds, and another Rock Creek Drive Project (the CAD files for neither of which I have located) complete this connection. Sidewalks, landscaping, and an pedestrian addition to the Rock Creek Bridge were all included in this project. The CAD files for all are included.

### **37 2002 *SR 14/2nd Street Couplet Upgrade, Wallis Engineering***

This project has been the biggest investment by the City in its downtown, and the pedestrian was clearly the priority. The project included a modest plaza (modest in relation to both the 2016 concepts and to the concepts developed at the initial engineering stages of this project) within the Courthouse Lawn. CAD files included.

### **45 2011 *Columbia Street Improvements, Wallis Engineering***

This project added a sidewalk, stormwater improvements and repaved 1 block of Columbia Street. CAD files included.

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## **Projects, Continued**

### **49 2013 *Destination Stevenson Waterfront, Rock Cove Design and Tom Owens***

This visionary project would provide a remarkable arrival experience for cruise ships disembarking at the Stevenson Landing and a recreational amenity for other users of the waterfront. The monument entry at Cascade Avenue was constructed as part of that street's improvement and the sign at the end of the pier has been installed. Continued implementation toward this concept is unknown and the current improvements planned by the Port using Recreation and Conservation Office and Regional Transportation Commission funding modify the location of the trail from Russell Street to Leavens Street. It is unknown whether other portions of the concept are being implemented.

### **50 2014 *Sunstone One at Skamania Preliminary Plat, DL Design Group Inc.***

This 11-lot subdivision is surrounded by the Skamania Lodge property. The preliminary plat has been approved, however construction has not begun and the property (and rights to the subdivision) is currently being marketed by the owners. A sidewalk for the project along the Foster Creek Road frontage is required, but allowed to be delayed until a later date (logically when the sidewalk is extended from Rock Creek Drive to the property).

### **51 2015 *Stevenson Trail Extension (Skamania Lodge) Project, Wallis Engineering***

This project added a sidewalk/multiuse pathway to Rock Creek Drive and a paved connection (separated from SR 14) connecting Rock Creek Drive to the gravel Mallicott Road. A local travel writer has dubbed this "The Trail of the Gods" because of its future connection to the Bridge of the Gods and the potential addition of a trail to that structure.

### **52 2015 *Cascade Avenue Street Improvement Project, BergerABAM***

This project added sidewalks to Cascade Avenue between Russell and Leavens streets. Diagonal parking was included to ensure adequate future supply. Traffic calming is included at intersections, and, importantly, additional gates were installed at the railroad crossing in order to silence the horns of the 40+ trains using the corridor each day. CAD files are included.

### **53 2016 *Improving Pedestrian Safety & Trail Experience at the Bridge of the Gods, HDR***

This is the more important of 2 studies looking at the feasibility of adding a pathway to the Bridge of the Gods. This bridge serves as the Pacific Crest Trail, but there are no pedestrian facilities on the Bridge. The initial study was funded through a grant Stevenson received on behalf of the Port of Cascade Locks, the bridge's owner and created a coalition involving the City, the Port, the Pacific Crest Trail Association, and the Friends of the Gorge's Towns-2-Trails program. This second report added conceptual improvement needs at the bridgeheads and conceptual images to assist with the funding search for the \$12mil+ planning level cost estimate. The Port continues to seek funding for these improvements, including a current request for Oregon state legislative appropriation.

### **55 2016 *Stevenson Park Plaza Project Final Conceptual Designs, Rock Cove Design***

Another inspirational concept from Rock Cove Design, the "Looking to the Future" concept has become a rallying cry and the impetus behind the formation of the Stevenson Downtown Association (a certified mainstreet organization). This concept reimagines the plaza as an outdoor community asset with restrooms, performance spaces, decorative retaining walls, outdoor seating for the adjacent restaurant, etc. This project is currently seeking funding, including a current request for Washington state legislative appropriation.

### **56 2017 *Stevenson Shoreline Restoration and Enhancement Project, Bair LLC and Associates***

This project involves fill within the Columbia River to extend the land available for development and halt shoreline erosion that had destroyed the previous waterfront pathway. The scale of the fill has since been dialed back and a portion of the project has been completed. Currently the required amount, location, and character of the vegetation is being reconsidered and will be installed along with the 2019 pathway project between Russell and Leavens streets.

### **58 2017 *Kanaka Creek Road Street Improvements Project, BergerABAM***

This project is located on the northern periphery of downtown across from City Hall. The street was repaved and sidewalks added in certain locations. CAD files are included.

### **64 2019 *Waterfront Cut-Off Path Clean-Up Day Work Plan, City of Stevenson***

Part of the annual clean-up day program, 7 volunteers were involved with this project. The cut-off path itself was created during the 2018 clean-up day by volunteers from the Pacific Crest Trail and Washington Trails associations and is explained in more detail with the 1st Street project below. Together, the pathway and sidewalk projects form a substitute for the pedestrian overpass envisioned in the 1998 Port plan for the waterfront.

### **66 2019 *Conceptual 1st Street Traffic Calming, Sidewalk, Overlook Project, City of Stevenson***

This grant proposal is due in early May and decisions will be made in early July. The grant-level concept would add pedestrian crossings and traffic calming measures to a high-speed corridor and an overlook where the sidewalk would connect to the waterfront cut-off path. Together those projects are a substitute for the pedestrian overpass from downtown to the waterfront as envisioned in the Ports 1998 plan. If successful with this grant, the project could serve an early implementation measure for the Plan for SUCCESS!.

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## **Projects, Continued**

### **67 2019 *Port of Skamania County Waterfront Trail Improvements, Wallis Engineering***

This funded project will potentially be constructed by the Port this year. This project is related to the Port's 2017 shoreline enhancement project. The overall planting plan will include the corridor adjacent to the existing path to the east. This trail will replace a pathway lost to erosion and the permitting process will clear the commercially zoned areas landward of the trail for future development. However—other than the water access areas at Leavens Point, use of the areas waterward of the trail will be discouraged. CAD files are not included for this project at this time, but likely can be.

### **68 2019 *SW Russell Avenue Improvements, Wallis Engineering***

Anticipated for construction in 2020, this project will extend the pedestrian-oriented improvements of 2nd Street down to the waterfront, repave the street and calm traffic on 1st Street via the addition of pedestrian curb extensions. Final design will be completed by August, and there is room for the Plan for SUCCESS! to influence this project if necessary. Ahead of this project—likely this summer—the overhead utilities in the corridor will be placed underground. CAD files are not included for this project at this time, but can be as things move forward.

### **69 2019 *Draft Needs Assessment: Stevenson Fire Hall, Mackenzie***

Picking up where the 2016 Strike Team report left off, this report provides conceptual designs and cost estimates for a new fire station at intersection of Foster Creek Road and Rock Creek Drive. The \$6mil+ project for the ~12,000 square foot building is being questioned by the City Council to the extent that new properties or the addition of mixed use elements within the project's program may be considered.

## **Analyses**

### **1 1935 through 2018 *Aerial Photographs of Rock Cove, Various***

This collection of aerial photographs has been tried by the city to demonstrate change over time. Changes are drastic. The pre-Bonneville Dam pasture land became a post-Dam, industrially-used inlet, which was partially filled for the County Fairgrounds and partially excavated during the installation of the WWTP outfall. More recent photographs show the stream's accretion and delta formation as a result of the overwhelming sediment load delivered (primarily) by the 2006-2007 Piper Road Landslide.

### **2 1940 *Columbia River Industrial Site Survey: Astoria to The Dalles, Bonneville Power Administration***

Largely a historical curiosity, this assessment describes 2 potential industrial sites within 2019 city limits. Site A is referred to as "Rybro" (a name/term I am not familiar with) and includes the area of Skamania Lodge, the former Hegewald Mill, and a portion of the former CoPly Mill site. Site B describes the Columbia River waterfrontage in downtown. This report also anticipates some level of regional service by identifying 4 sites east of Stevenson which had the potential to receive Stevenson's services. At that time the rail line carried 4 passenger and 6 freight trains per day. The highway at that time was a federal route (US 830) and the Bridge of the Gods charged \$0.50 per car. Sewage was disposed of by directly discharging into the Columbia. The community had a 10-bed, one operating room hospital at the time.

### **3 1967 *Skamania County Economic Base Study, Kozlovski Associates***

A deep dive into available socioeconomic demographic data. The economic base was characterized according to 4 industrial categories (Forestry, Agriculture, Tourism & Outdoor Recreation Facilities, and Other Industrial Development Potentials). This study concludes with 6 recommendations involving further study of industrial sites/sectors/developments, recreational facilities, transportation, and shopping trends.

### **5 1975 *Feasibility Analysis: Commercial Area Development Stevenson, Washington, Jack Jarvis & Company, Inc.***

Partially conducted in response to the expansion of the Bonneville Dam, this Urban Renewal-era analysis of the "commercial" area focuses primarily on retail commercial uses. Square footage available at the time is tabulated on Page 12 and estimates of trade leakage appear on Page 23. The proposal to fill the gap appears in the report's final chapter. To conduct the analysis, the blocks within the commercial area were given numbers for the first time (pages 26-27). The addenda to the analysis tabulates the results of a consumer survey performed by the consultant. Recommendations from this analysis have gone largely without implementation.

### **6 1975 *Report of Proposed Expansion to the Port of Skamania County's Existing Industrial Park at Stevenson, Washington, All Engineering, Inc.***

Also partially in response to the expansion of the Bonneville Dam, this analysis envisioned the Port's acquisition and development of the Stevenson waterfront from the vacated Hamilton Road at the western end through to "Slaughterhouse Point" on the eastern end where an at-grade rail crossing and new intersection on the state highway were planned. The recommended Phase 1 (the industrial buildings existing today) had already been developed when the report was written. Its unimplemented phases 2 and 3 relied on land acquisition and—by today's standards—an unimaginable quantity of fill within the Columbia River to be transported as part of the Dam's expansion. Confusion was identified regarding the City's Ordinance 94 and whether streets in the area have been vacated. Notably, the plan shows 1st Street's extension and use as a one-way couplet with 2nd Street and a new road and utility connections extending into the river eastward.

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## Analyses, Continued

**9 1979 *Site Evaluation & Use Study: Port of Skamania County Commercial/Industrial Property, Parametrix, Inc.***

This report the development potential for 3 Port of Skamania parcels (North Bonneville, Stevenson, & Carson). The conclusions of the report appear on pages 6-7 and support the Port's development of industrial parks generally as ways to achieve economic diversity. The recommendations on pages 7-8 reiterate the 1975 report's need to coordinate development of Area 2 in Stevenson with vast amounts of fill material removed for the Bonneville Dam's expansion. This report recommends commercial development in addition to industrial development along the Stevenson waterfront, beginning with a restaurant at the tour boat landing. The improvement plan replaces the 1975 proposal for a rail crossing and highway intersection at Slaughterhouse Point with a cul-de-sac.

**10 1983 "Economic Development in Skamania County", Applied Economics, Inc.**

This short report colorfully and viscerally documents the tensions between Skamania County's reliance on the timber industry vis-à-vis its difficult-to-realize tourism potential. Worth reading.

**13 1986 *Tree Inventory Summary: City of Stevenson, Washington, Washington State University Cooperative Extension Service***

This report includes a short summary of findings followed by original copies of tree assessment forms. The trees identified in these forms are begging to be geo-located using current technology and reassessed.

**14 1986 *Community Audit and Industrial Site Inventory, Mid-Columbia Economic Development District***

A less-than-fully-intelligible collection of tables for communities and sites throughout the region. Stevenson's 6 top industrial sites are listed—but never geographically keyed—on page 11. Four of the sites are described on pages 34-37.

**15 1988 *Columbia River Gorge National Scenic Area Economic Opportunity Study, Economics Research Associates***

Prepared as a preliminary step leading to adoption of the *Management Plan for the Columbia River Gorge National Scenic Area*, this provides detailed analyses of 8 major economic sectors and brief reviews of 4 minor sectors. Strengths and Weaknesses for the sectors were assessed and opportunities and strategies identified. Actions for downtowns are encouraged and appear on pages VII-23-VII-24 and in Appendix A (which includes a copyright warning).

**16 1988 *Skamania County Retailers Survey, Washington State University Cooperative Extension Service***

Together with the consumer survey performed by Jack Jarvis & Company in 1975, the Customer Survey performed in 1997, and HHPR's 2003 business questionnaire, this survey provides methodologies and questions which can be evaluated and included in an ongoing survey program. This survey concludes with identifying the need for education and training for business owners/managers and education (marketing) for community awareness of what is available.

**18 1988 *Columbia Gorge Conference Center Traffic Study, Intergovernmental Resource Center***

This traffic study preceded development of Skamania Lodge and includes traffic counts, projections, and alternatives for the area between the Bridge of the Gods and Wind River Highway. Widening, signalization and removal of on-street parking is proposed within downtown Stevenson. The analysis refers to several older names for roads (e.g., "Second Street Extension" instead of "Rock Creek Drive").

**22 1993 *Competitive Advantage Analysis for Skamania County, ED Hovee & Company***

An industrial base study and basic analysis focusing on the Manufacturing, Warehouse Distribution, Computer-Related Services, and Research & Development sectors. The study documents the declining reliance of timber-related industries. On pages 32-33, the report recommends primary and secondary target industries where Skamania County would present a competitive advantage. A 7-step recruitment strategy concludes the study.

**23 1994 *The Proposed Stevenson Mill Pond and Home Valley Park Mill Pond Fill Projects: Feasibility and Permitting Analysis, Beak Consultants Incorporated***

This analysis is a short "how-to" in permitting and compliance with environmental regulation. The proposed project is not well defined in the study but would've involved some degree of fill for creation of new uplands in Rock Cove, a 0.5 mile pedestrian trail and necessary mitigation.

**26 1995 *Fatal Flaw Analysis for Watercraft Recreation Sites, JD White Company, Inc.***

Focusing on the potential development of a marina, this study reviewed 43 sites on both sides of the Columbia River between North Bonneville and Home Valley according to a copyrighted 5-step "Fatal Flaw Analysis". Of the 43 sites, only 18 were analyzed in-detail (The scanned document only includes sites within the Stevenson Urban Area.). Recommendations and the study's summary matrix begin on page 329. Additional study is recommended for 4 sites, all of which are in the Stevenson area.

**27 1995 *Needs and Opportunities Assessment: Skamania County, Washington, Randall Business Development, Inc.***

With an executive summary that perfectly captures the economic conversation that continues to drive (and divide) many local government decisions throughout the County, this report provides a broad look at the state of the County's revenue streams and highlights where decisions (sometimes hard ones) need to be made as the County copes with the continued decline of federal timber revenue sharing. Because only 12.4% of the entire county was not owned by a government agency at the time, a key recommendation of this report is to ensure that remainder has adequate zoning and infrastructure to support industrial/manufacturing uses (and not rely on retail/tourism industries to replace lost revenues).

# **BACKGROUND DOCUMENTATION: 2019 PLAN FOR SUCCESS!**

## **Analyses, Continued**

**28 1997 *Downtown Stevenson Market Analysis and Customer Survey*, Unknown Author**

Together with the consumer survey performed by Jack Jarvis & Company in 1975, WSU's Retailer's Survey from 1988, and HHPR's 2003 business questionnaire, this survey provides methodologies and questions which can be evaluated and included in an ongoing survey program. Points of interest based on the survey are listed on Page 21.

**30 1997 *Columbia Gorge Bi-State Opportunity Study & Action Agenda*, ED Hovee & Company**

An outside update to the 1988 study by Economic Research Associates, this study expands the focus to include demographic, housing, infrastructure, labor, and capital in addition to the analysis of industrial sectors. A SWOT analysis was performed as part of the study, and it concludes with references to the Regional Economic Development Strategy maintained by Mid-Columbia Economic Development District.

**32 1997 *Columbia River Gorge National Scenic Area Economic Monitoring Report*, ED Hovee & Company**

Another update to the 1988 study by Economic Research Associates, but performed by a separate organization, this study also expands the original focus to include demographic and housing characteristics, in addition to the analysis of the trends of specific industrial sectors. Section 4 of the report uses IMPLAN software as it attempts to balance some of the analysis' bad news by showing the positive impacts from federal funding obligated as part of the Scenic Area Act. The \$5mil devoted to the development of Skamania Lodge had the largest local impact, but smaller revolving fund loans, grants, and recreational amenities are also analyzed and ballyhooed.

**36 2000 *Skamania Forward*, Barney & Worth, Inc.**

This report builds on the key tensions discussed in the 1995 assessment by Randall Business Development. The problem of declining federal timber revenue sharing had become more pronounced by this time, and the recommendations are more detailed as a result (though most focus on the governmental structures directly controlled by the County). The recommendations include strategic investments (Page 41) in the Skamania Lodge expansion, redevelopment of the Port's riverfront site, additional industrial sites, telecommunications, business expansion and recruitment, and infrastructure needs.

**38 2003 *Skamania County Trade and Revenue Study: A Revenue Analysis and Trade Capture Strategy*, Harper Houf Peterson Righellis Inc.**

Characterized as Part 1 of a 2-part effort, this report is a deep and broad look at Skamania County's socio-demographic and business, economic, and fiscal environment. This report address the economic impacts the proposed casino in Cascade Locks are addressed for the first time (Page 14) and an industry location quotient analysis is included (pages 14-17). Findings on page 26 show hotel and industrial development having the biggest job producing impacts. Retail and office development are found to produce the biggest impacts from sales and payroll income, respectively. Next steps based on these analyses were to be included in Part 2, however the City doesn't have a copy of this and it is unknown whether it was ever completed. Appendix B to the report includes a business questionnaire, which—along with the consumer survey performed by Jack Jarvis & Company in 1975, WSU's Retailer's Survey from 1988, and the 1997 downtown survey—could provide a basis for an on-going survey/questionnaire program.

**39 2005 *Skamania County, Washington Visitor/Tourism Assessment*, Destination Development Incorporated**

Roger Brooks' efforts appear for the first time (a series of webinars in 2012 provided the second) in Skamania County through this report. It focuses on the first impressions the County gives both in person and in the online materials available at that time. There are 50 suggestions in the report on how each experience can be improved. The on-site assessment begins on Page 23 and Stevenson is addressed on pages 43-55. Stevenson provides the basis for suggestions 37-50, though other suggestions remain relevant.

**40 2006 *Rock Creek Bridge Hydraulic Analysis: Alternatives Analysis & Engineer's Recommendation*, KPFF Consulting Engineers**

This report addresses the (Pre-Piper Road Landslide) accretion of Rock Creek since construction of the Bonneville Dam. Including the no-action alternative, 5 proposals are evaluated by this report based on 8 criteria. Replacement of the bridge is the recommended alternative. The recommended replacement was to be a single-span, 180' long, 36' wide structure located ~240' north of the existing bridge. Pages 8-11 and Appendix H provide specific details on this alternative.

**41 2007 *Oblique Aerial Photographs of Stevenson and Vicinity*, Washington Department of Ecology**

This selection of photographs was taken by the Washington Department of Ecology as part of their Coastal Atlas program. This should cover all of our vicinity, but additional photos are available through Ecology's website: <https://fortress.wa.gov/ecy/coastalatlus/>.

**42 2007 *Fish Passage Assessments*, Washington Department of Fish & Wildlife**

The assessments included here are not a comprehensive collection of all fish-passage reports available for the City, which in themselves do not represent a comprehensive analysis of all passage barriers. Where road improvements address passage barriers, it could bring in outside grant funding atypical (non-transportation) sources.

**43 2009 *Downtown Street Tree Evaluation*, J.D. Walsh and Associates**

With a map of all street trees along 1st and 2nd Streets, this report documents the species, caliper, and condition of each downtown street tree. Recommendations from the report include adoption of policies and ordinances for new plantings, tree removal and preservation. A complaint tracking program is recommended as well as monitoring and pruning programs. Several trees have been removed and replaced in the intervening years since this evaluation, and it is unknown to what degree this report's recommendations have been followed.



## **Analyses, Continued**

### **54 2016 *Stevenson Fire Hall Strike Team Report, City of Stevenson***

This study fulfilled the Fire Hall Strike Team's state goal to "identify the best footprint and the best piece of dirt for a new fire hall. The footprint identified involved a 2-phase project, initially constructing ~9,700 square feet of building for apparatus bays, administrative uses, and an emergency operations center staffed by the Skamania County Department of Emergency Management. If necessary to house career firefighters in the future, the footprint would be expanded to a total of 11,000 square feet. To identify the best site, the Strike team analyzed 52 vacant or underutilized sites within the community according to 38 distinct evaluation factors. The 2019 fire hall needs assessment lays out a building on the site (at the intersection of Foster Creek Road and Rock Creek Drive) selected through this effort.

## **Programs**

### **17 1991 *Skamania County Business Investment Guide, Skamania County Economic Development Council***

This 32-page brochure provides key information to support business recruitment, retention, and growth. How long the EDC continued to update and publish this guide is unknown, and today the EDC's webpage largely serves the same functions.

### **46 2011-12 *SketchUp Models of Downtown and Waterfront Buildings (Excluding Homes), Rock Cove Design***

This memo highlights the intent of this program. The SketchUp models can be found online in the 3D Warehouse at <https://3dwarehouse.sketchup.com/user/0998066009200125561556012/City-of-Stevenson?nav=models> and <https://3dwarehouse.sketchup.com/user/0192001150093459999446871/Stevenson-BusinessAssociation?nav=models>. The City maintains the passwords for both accounts where models have been uploaded. The models provide the ability to comprehensively measure building heights and facades. The sign code requires use of these models when "signs of outstanding design" are proposed, and the approved draft Shoreline Master Program requires their use when shoreline conditional uses and variances are proposed. Continued upkeep and additions to this program have not been considered.

### **61 2018 *Stevenson Fire Hydrant Data, Skamania County Assessor's Office***

Bringing the City lightyears into the future, this recently prepared dataset provides staff the ability to review hydrant locations, gallons per minute and pressure with the click of a button. The City uses Google Earth for this purpose as we lack GIS capabilities.

### **65 2019 *Stevenson Landing Docking Calendar, Port of Skamania County***

Passengers and crew members disembark into downtown Stevenson based on this schedule. Most cruises also have a convoy of tour buses to take them to area attractions but there is room to expand on their impact to downtown Stevenson's economy.