



# City of Stevenson

## Planning Department

(509)427-5970

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

**TO: Downtown Property Owners**  
**FROM: Ben Shumaker**  
**DATE: February 3<sup>rd</sup>, 2021**  
**SUBJECT: C1 Commercial District Owners—Parking Requirement Amendment Proposal**

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This letter is intended to proactively engage you about potential changes to the zoning regulations affecting your property. The potential changes are proposed in response to a recent study by the Skamania County Economic Development Council (EDC) assessing the availability of land for housing. In their *Skamania County Housing Needs Analysis* the EDC is anticipating the need for ~2,000 new housing units over the next 20-years. The study also found that a lack of appropriate infrastructure as well as the development regulations currently implemented by the City and County limit the ability to provide these new homes. As a result, housing costs, utility pricing, and community frustration is expected to increase. The City's draft Downtown Plan for SUCCESS! addresses these issues and more as it recommends several changes to the Zoning Code. The City is hoping to discuss these changes with you prior to their adoption.

The proposed changes currently revolve around the following policy questions:

- 1) Should new housing downtown have fewer roadblocks?
- 2) Should storage areas for retail stores and restaurants be exempt from the parking requirement?
- 3) Should outdoor seating at restaurants require less parking than indoor areas?
- 4) Should more options be available to supply off-site, off-street parking?

Attachment 1 is provided to illustrate how affirmative answers to these policy questions might be incorporated into the zoning regulations applicable to your property. Changes have ~~red strike through~~ representing deletions and red underline representing additions.

The changes are titled "discussion draft", reflecting their intent to function as a starting point, not a desired endpoint. Your contributions to this discussion are an important part of the drafting process. Please complete the online questionnaire at <https://www.surveymonkey.com/r/KNKYXR>

Suggestions for fewer/alternative/additional changes will help ensure the Zoning Code implements the citizens' desires as well as their needs. To make the attachment as legible as possible, provisions applicable to the C1 District are shown in black ink. All other provisions are included for comparison purposes and appear in gray ink with smaller font.

**Process:** The Planning Department is hopeful this change can be reviewed and adopted this spring. The City Planning Commission and City Council will hold informational meetings on the proposed changes in February and the Stevenson City Council will hold a public hearing at 6:00pm on Thursday, March 18<sup>th</sup>. Following the public hearing, adoption is possible.

The next meeting will take place remotely at **6:00pm on February 8<sup>th</sup>, 2021**.

Join us at <https://us02web.zoom.us/j/89884084279> and via teleconference at 253-215-8782 or 301-715-8592, Webinar ID# 898 8408 4279.

**Additional Request:** The City is looking for some specific “case studies” of how the Zoning Code affects people’s lives and livelihoods. If you have a specific example from your experience, we’d appreciate you’re sharing it. Specifically, we’d like to know:

- 1- Have the existing provisions of the Zoning Code caused you to redesign or abandon a development proposal?
- 2- Have the existing provisions of the Zoning Code protected your neighborhood from a development or change you didn’t want?

To share a specific instance, please contact the city at 509-427-5970 or [planning@ci.stevenson.wa.us](mailto:planning@ci.stevenson.wa.us).

Decisions on this topic are not expected until March at the earliest. In addition to this letter, you should expect at least 2 other on this topic:

- 1- Request for initial opinions on the zoning text amendments (*this letter*).
- 2- Notification of the last draft ordinance and meeting where decisions will be made (expected early March).
- 3- Request for opinions on a potential new zoning criteria: minimum density overlay (expected late March).

If you would like more information on this topic, including background reports, electronic copies of this letter, and information on other proposed changes, you can find it at: <http://ci.stevenson.wa.us/letsbuild>

Attachments:

- 1- Discussion Draft Zoning Amendment

**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, off-street parking and loading shall be provided in accordance with the requirements of SMC 17.42 Parking and Loading Standards.
  2. Off-street parking is not required ~~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.~~
  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)

**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,~~ however, that no parking space need be provided in the case of enlargement ~~or expansion~~ or expansion where:
1. — ~~The~~ 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.
- C. 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~~ September 15<sup>th</sup>, 1994.
- D. For the purposes of this section, any installation of outdoor seating which increases the net eating/dining area of a food service use shall be considered as 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.

~~CD.~~ 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 ~~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 services, and hotels: 1,000 feet;
- C. For ~~hospitals, sanitariums, homes for the aged, asylums, orphanages, club rooms, fraternity and sorority houses, and all~~ other uses: ~~three hundred~~300 feet.

(Ord. 894 (part), 1994).

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

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

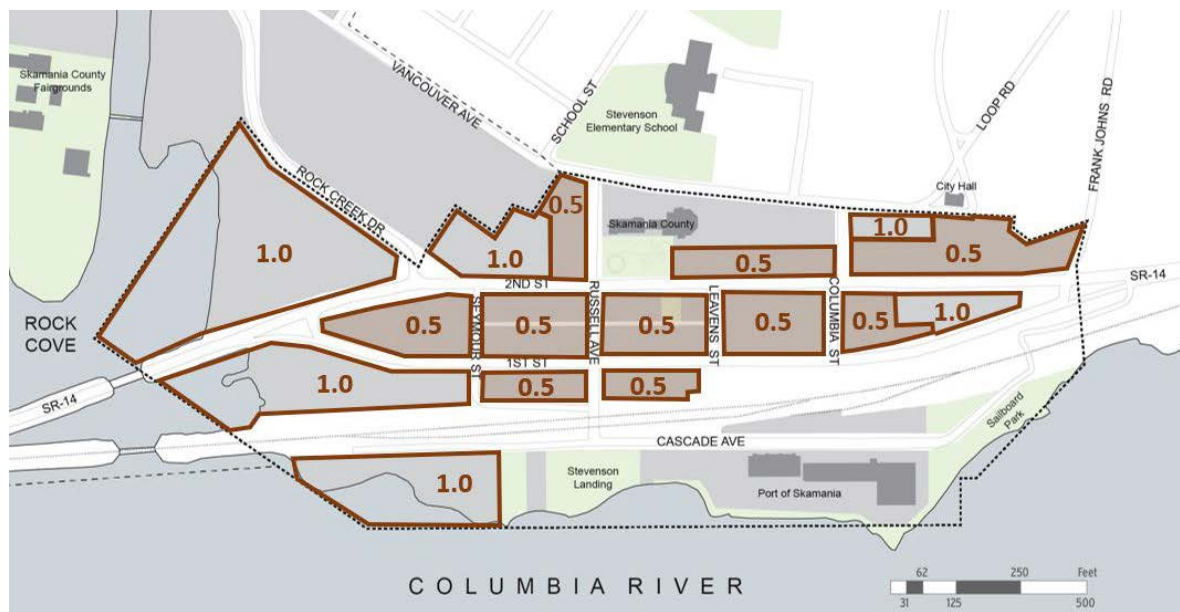
| Table 17.42.090-1: Off-Street Vehicle Parking Requirements |   |  |   |
|--|---|--|---|
|  | Use   | Spaces Required  |   |
|  |   | <u>C1 District</u>   | <u>Unspecified or All Other Districts</u>   |
| <del>A.</del>  | Residential <del>structures</del>   | <u>1.5 for each two or more bedroom dwelling,<br/>1 for each one bedroom dwelling,<br/>0.5 for each dwelling less than 500 square feet</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>metel</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  |   |
| <del>H.</del>  | Bowling Alleys  | 6 for each alley   |   |
| <del>I.</del>  | Medical and dental clinics  | 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 gross floor area   |   |
| <del>K.</del>  | Offices not providing customer services on premises   | 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> services with sale and consumption on premises          | <u>1 for each 100 square feet of net eating/dining area indoors<br/>1 for each 400 square feet of net eating/dining 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 | <u>1 for each 400 square feet of net retail sales area</u>   | 1 for each 400 square feet of gross floor area |
| <del>O.</del> | Other retail <del>stores</del>   | <u>1 for each 200 square feet of net retail sales area</u>   | 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 gross floor area   |  |
|               | <u>Charter Tour Service</u>  | <u>3 for each 1 to 6 passenger vehicle,</u><br><u>4 for each 7 to 12 passenger vehicle,</u><br><u>7 for each 13 to 25 passenger vehicle,</u><br><u>9 for each 26 to 40 passenger vehicle,</u><br><u>15 for each vehicle with 41 or more passengers</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. Mixed-Use Residential Structures. On lots less than 10,000 square feet lot area, the spaces required for residential units shall be reduced according to the ratios in SMC Figure 17.42.090-1: Mixed Use Parking Standards, provided General Sales or Services Uses [SMC 17.13.020] comprise the primary use of the mixed use development.

Figure 17.42.090-1: Mixed Use Parking Standards



2. 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.

(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).