



# City of Stevenson

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

## February 2021 Planning Commission Meeting

Monday, February 08, 2021

6:00 PM

### A. Preliminary Matters

- 1. Public Comment Expectations:** Chair Selects Public Comment Option  
Webinar: <https://us02web.zoom.us/j/89884084279>  
Conference Call: +1 253 215 8782 or +1 346 248 7799  
ID #: 898 8408 4279  
Tools: \*6 to raise hand & \*9 to unmute
- 2. Minutes:** January 11th, 2021 Meeting Minutes
- 3. Public Comment Period:** (For items not located elsewhere on the agenda)

### B. New Business

### C. Old Business

- 4. Zoning Amendment: Increasing Residential Building Capacity:** Downtown Parking Reductions
- 5. Zoning Amendment: Increasing Residential Building Capacity:** Potential Map Change Expanding R3 Area
- 6. Planning Commission Bylaws:** Amendment (2nd Review)

### E. Adjournment

### D. Discussion

- 7. Thought of the Month:** Urban Reserve

# Stevenson Planning Commission Meeting Minutes

Monday, January 11, 2021

6:00 PM

The meeting was held remotely via the Zoom platform.

**Attending:** Planning Commissioners Auguste Zettler, Davy Ray, Jeff Breckel, Mike Beck.

**Excused Absence:** Chair Valerie Hoy-Rhodehamel

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

**Public attendees:** Mary Repar

**Commissioner Mike Beck** volunteered to lead the meeting temporarily. He called the meeting to order at 6:07 p.m. and conducted roll call for attendance. **Commissioner August Zettler, Vice-Chair** arrived at 6:08 p.m. to chair the meeting.

## A. Preliminary Matters

1. Public Comment Expectations: Chair Selects Public Comment Option

**Acting Chair Zettler** asked commenters to keep their remarks limited to 3 minutes. He reminded people how to use the tools provided to offer comments. (\*6 to raise hand & \*9 to unmute.)

2. **Motion** to approve the minutes from the December 14th, 2020 Planning Commission Meeting as presented was made by **Commissioner Breckel** with a second provided by **Commissioner Beck**.

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

3. Public Comment Period

>Public comment was provided by Mary Repar. She suggested taxing second homes in Stevenson to generate funds to build affordable housing for residents. She noted over 40 children considered homeless are attending school in Stevenson. She indicated she would provide additional comments regarding public access to Rock Creek through Iman Cemetery at a later time in the meeting.

## B. New Business

4. Annual Elections: Establishing a Planning Commission Chair and Vice-Chair

Valerie Hoy-Rhodehamel was nominated to serve as Planning Commission Chair for 2021 by **Commissioner Beck**. **Acting Chair Zettler** seconded the motion.

- Voting aye: **Commissioners Breckel, Beck, Ray and Zettler.**

- Voting nay: None

Auguste Zettler was nominated by **Commissioner Breckel** to serve as Planning Commission Vice-Chair for 2021. **Commissioner Beck** seconded the motion.

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

## C. Old Business

### 5. Planning Commission Bylaws: Amendment (1st Review)

**Community Development Director Ben Shumaker** and Commissioners discussed several revisions to the current Planning Commission by-laws. One clarified residency requirements for Planning Commission members, including the one at-large position. A second revision provided guidance on electing a replacement Chair or Vice-Chair when a vacancy occurs. A third change corrected a minor spelling error. The proposed changes will be considered for approval at the February 2021 PC meeting. **Commissioner Zettler** received confirmation that if a current member moves they would have to resign their position.

### 6. Iman Cemetery Road Vacation: Draft Letter to City Council

**Shumaker** presented for review the draft letter to the Stevenson City Council regarding the Planning Commission's recommendations on the proposed Iman Cemetery Road Vacation.

**Commissioner Breckel** requested a fourth point be added to acknowledge the PC's respect for and understanding of land owner's interests in order to avoid creating an attractive nuisance that may lead to potential trespassing.

A brief discussion between Commission members was held regarding alternative routes for the public to access Rock Creek.

>Mary Repar stated there is a need for public access to Rock Creek. She said property owners knew what they were buying when they purchased the site. She pointed out the Cemetery District had also requested the road be kept open.

**Commissioner Beck** pointed out the letter was intended to provide the City Council an offer from the Planning Commission to help review or establish any public access and/or property acquisition plans required by the state in order to vacate streets. Any decision would be made by the City Council.

**Commissioner Ray** asked if affected homeowners had been invited to provide input. **Shumaker** related there had been a subcommittee established in part to solicit public comments in order to balance multiple interests.

**Commissioner Zettler** requested and received a 'thumbs-up' demonstrating consensus among the Commission members to have **Shumaker** add the information requested and submit the letter to the City Council for consideration.

### 7. Land Division Code Amendment: Application & Review

**Community Development Director Shumaker** initiated general discussion on several proposed changes to SMC Title 16, (related to Short Subdivisions, Subdivisions, and Boundary Line Adjustments) and SMC Title 17 (related to Zoning.)

**Shumaker** noted the changes under discussion would amend timelines for decisions regarding application reviews. No specific policy guidance points were highlighted to discuss. The intent of the changes is to move to the use of calendar days only rather than the current practice of using both working days and calendar days to determine timelines. The proposed changes are explained below:

1) **Short Plats:** Currently 45 days (unspecified calendar or working), with an interim deadline of 20 working days. The proposal lengthens this timeline to 56 calendar days to incorporate the 28- calendar day period for determination of completeness, a 21-calendar day period for comments from outside the Planning Department, and the balance to incorporate comments into a decision.

2) **Subdivisions:** Currently, no timeline is specified. The proposal establishes a maximum 56- calendar day period between submittal of a fully complete application and the Planning Commission hearing.

3) **Boundary Line Adjustments:** Currently 20 working days, within an interim deadline of 10 working days. The proposal lengthens the timeline however the specifics have not yet been developed, likely to be between 35 and 42 calendar days.

After reviewing the proposed changes the Commissioners declared their approval of them, noting that clarity and certainty are important. **Commissioner Breckel** stated he was in favor of the maximum timeline set for Subdivisions. Consensus was again provided by the Commissioners through a ‘thumbs-up’ process.

**Shumaker** related when all proposed changes to the Land Division Code have been reviewed by the Planning Commission he will release the document as one packet and invite public comment on all the revisions.

## **D. Discussion**

### **8. Staff & Commission Reports:**

**Shumaker** provided an update on the following items:

**1st Street Overlook/Columbia Street Realignment:** A southwest connection to the footpath under the railroad has been added. A presentation on Columbia Avenue will be given at the City Council meeting on January 21<sup>st</sup>, 2021. Soil samples from under the roadway are being taken to determine if any remediation will be needed. A Department of Ecology integrated planning grant for brownfields is being sought.

**C1 Parking Amendments:** There has been slow progress in amending parking regulations in the C1 district. **Shumaker** reminded Commission members of the work started several months ago following recommendations made in the downtown plan.

**Commissioner Beck** spoke of his work with Kelly O'Malley-O'Keefe with the Stevenson Downtown Association in providing a survey to business and property owners regarding an inventory of parking sites in the area. There have been delays in getting the survey out. He shared the city would like to have the parking inventory completed to use for grant applications. The Commissioners discussed ways to distribute the survey. **Shumaker** noted he is working on an expanded spread sheet for analysis of survey results when they do come in.

**Metropolitan Parks District (Pool) Proposition:** A special election will be held on February 9, 2021 seeking voter approval of a metropolitan park district. The district will encompass the City of Stevenson and some portions of the surrounding area.

**R3 Zoning Text Amendments:** The City Council will hold a second reading on ordinance 2020-1166 with text amending the Stevenson Zoning Code (SMC Title 17) providing greater flexibility and requiring public sewer service for development in the R3 Multi-family Residential District at the January 21, 2021 Council meeting.

#### **Planning Commission Minutes Format**

A brief follow-up discussion on the Planning Commission meeting minutes format was held.

**Shumaker** related the Stevenson City Council will have their first set of action minutes to review at the January 21<sup>st</sup> Council meeting and he will report on their response. **Commissioner Zettler** noted he preferred having more information relating to meeting discussions in the minutes. **Zettler** asked how the public can access meeting recordings, and **Shumaker** advised he would check how the City Council provides access. He related a new City Council member will be in place soon and suggested arranging a joint meeting with the City Council to discuss local issues, noting the last joint PC/CC meeting was in 2016.

**Shorelines Management Program:** Shumaker reported the Washington Department of Ecology had drafted requested and required changes to Stevenson's Shoreline Management Plan. He is working with them to ensure clarity and understanding regarding their revisions.

9. Thought of the Month: **Commissioner Beck** expressed positive hope for the New Year.

#### **E. Adjournment**

**Acting Chair Zettler** declared the meeting adjourned at 7:08 p.m.

**Minutes recorded by Johanna Roe**



# 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:** February 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 the public involvement activities undertaken as part of the potential Zoning Code amendment related to parking requirements in the downtown area. The memo also identifies more specific rationale for each proposed change. No specific decision points are anticipated as a result of tonight's discussion.

### Sources of Amendment Proposals

The proposed amendments originate in the following. **Bold** text indicates the inclusion in the discussion draft.

- 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 curbside 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 a complete 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.
- 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.

### **Context/Next Steps**

This proposal provides some immediate relief for what has been considered excessive parking requirements by many in the past. By proposing implementation of some recommendations from the downtown plan, the City is not disregarding the other recommendations, however implementation of those recommendations must rely on information not currently available.

**These Policies:** The policies included here provide small changes to the current 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 Policies:** 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 improve on-street, and off-street joint parking options. To date, the City has inventoried all on-street parking and initiated a gap analysis to increase the number of on-street spaces. Next steps for this will involve:

- 1) Working with the Stevenson Downtown Association to develop off-street parking on private lots.
- 2) Modeling the need for parking spaces based on current and likely development/business activity.
- 3) Developing cost estimates for increasing the number of on-street parking spaces.
- 4) Developing cost estimates for the creation of public joint-use parking lots.
- 5) Developing cost estimates for increasing pedestrian access to new on-street parking and joint-use lots.

- 6) Adopting a fee-in-lieu program balancing the cost of necessary improvements to the demand created by current and likely development/business activity.
- 7) Amending the Zoning Code to coordinate with the fee-in-lieu program.

Attachments:

- 1- Property Owner Outreach (7 pages)
- 2- Downtown Plan for SUCCESS! Parking Framework excerpt (5 pages)
- 3- ZON2010-02- Laundrette Parking Classification (1 page)
- 4- ZON2010-03- Floor Area Clarification (1 page)
- 5- ZON2010-04- Exterior Seating Areas (1 page)
- 6- ZON2014-02- Charter Tour Service Parking (1 page)



# 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/KNKYXRD>

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.

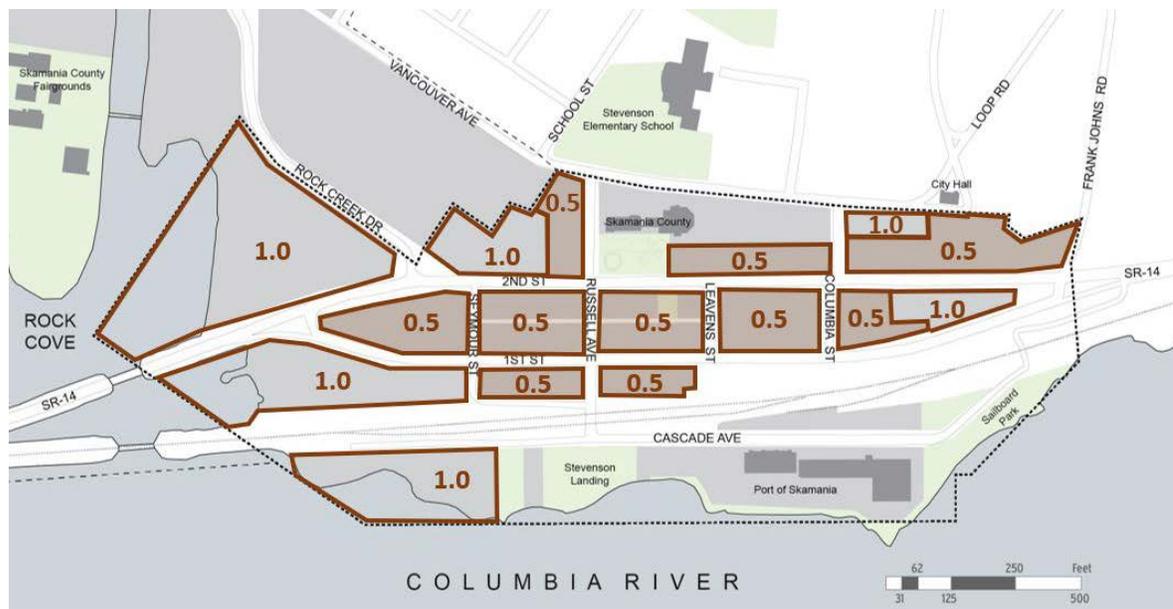
Table 17.42.090-1: Off-Street Vehicle Parking Requirements			
	Use	Spaces Required	
		<u>C1 District</u>	<u>Unspecified or All Other Districts</u>
<del>A.</del>	Residential <del>structures</del>	<u>1.5 for each two or more bedroom dwelling, 1 for each one bedroom dwelling, 0.5 for each dwelling less 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 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> <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>	
<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).

### **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.

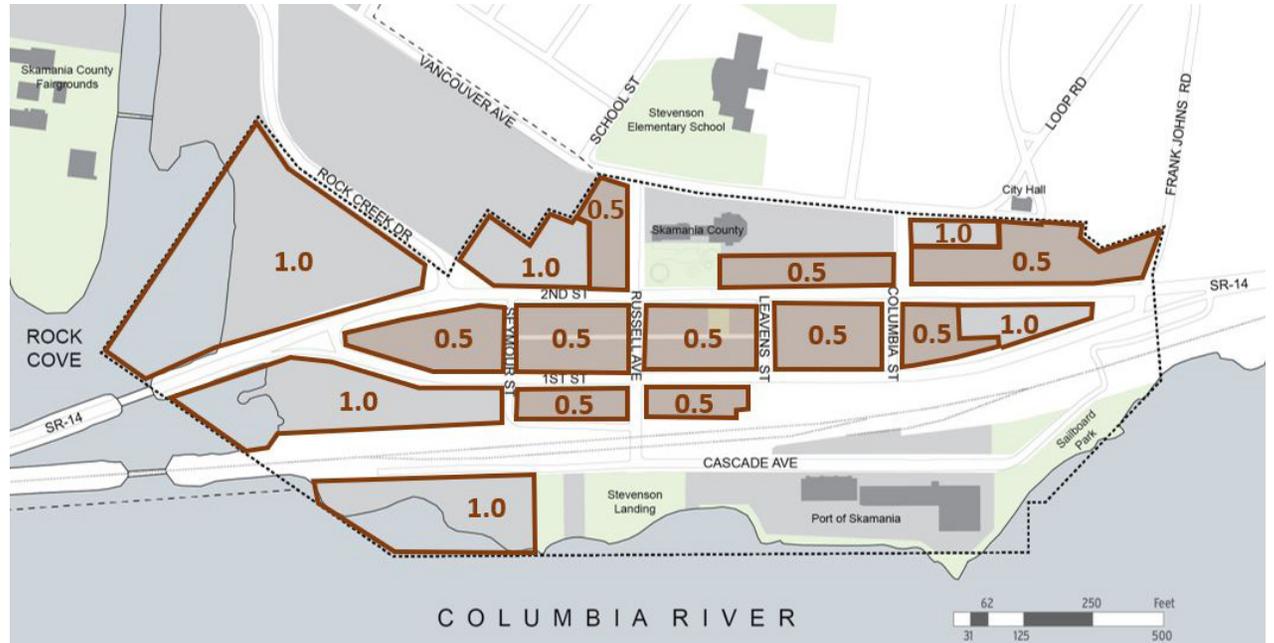
Coupled with a strategy for shared parking lots along with planned improvements to walking and biking routes that are anticipated to reduce parking demand, recommended regulatory changes that reduce the required minimum amount of both commercial and residential on-site parking are identified to the Chapter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



# City of Stevenson

## Planning Department

(509)427-5970

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

### 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.

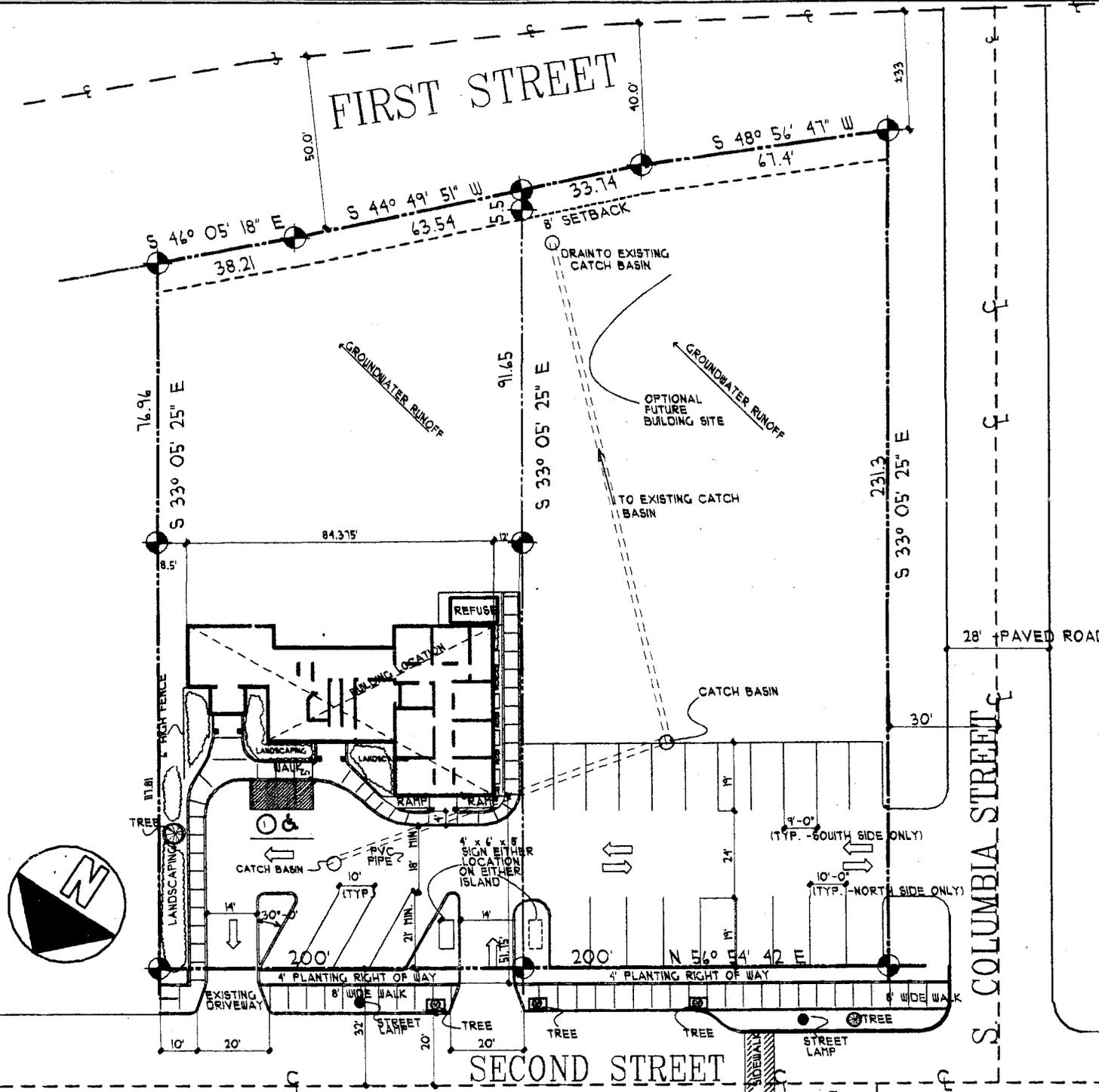
I purchased the property at NW 70 in 1999 with the desire to someday afford development as retail/multifamily, and or build a new dental office. While parking requirements at that time were prohibitive to making a realistic development, plans for updating or revising the parking requirements for the 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, Community Development Director  
**DATE:** February 8<sup>th</sup>, 2021  
**SUBJECT:** Zoning Code Amendment – Increasing R2 & Core Area R1 Residential Building Capacity

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### **Introduction**

This memo updates the Planning Commission on the public involvement activities undertaken as part of the potential Zoning Map and Code amendments under consideration. This update includes no specific decision points on the topics.

### **Policy Questions**

The following 3+ policies are being considered at this stage of the Zoning Map amendment discussion:

- 1) Should owner occupancy of a home continue being required before a 2nd housing unit is allowed on core area R1 properties?
- 2) Should more than 2 housing units be allowed on core area R1 (and R2) properties?
- 3) Should core area R1 (and R2) properties have the same development options as properties in the R3 zone?

### **Public Involvement Actions**

The following public involvement actions have been taken related to these policy questions:

- A) The website <http://ci.stevenson.wa.us/letsbuild/> has been set up to collect all information on this effort. This website has 3 sub-pages. The first relates to the anticipated discussions on the Zoning Code amendment. The second for the Zoning Map amendment. The third, currently blank page, relates to the discussion of whether to allow City utilities to extend outside of City Limits. The Planning Commission will be asked to comment on the third amendment, but will not provide the primary public forum for the policy discussion/development.
- B) Two online questionnaires have been created to provide a sense of the public's opinion on policy questions 1) through 3). The questionnaire provides some interpretation of the rationale causing us to ask the questions. Additionally, questions are asked to gauge the public's concern about neighborhood change if the amendments are made and the likelihood they would (re)develop their property. They also provide methods for the City to further involve the public by collecting the email addresses of interested participants. Finally, it asks open ended questions that will allow us to describe specific cases where the existing regulations have 1) hindered someone's development or 2) protected a neighbor from unwanted development. The questionnaire can be accessed at: (for the Core Area R1 questionnaire) and <https://www.surveymonkey.com/r/T9SXR6R> (for the R2 questionnaire)
- C) A post has been added to the City's Facebook page providing a link to the online questionnaires and the project website.
- D) A hard copy of attachments 1 & 2 have been mailed to the owners of all tax parcels in the R2 District (74 recipients) and R1 Core Area identified by staff (80 recipients). The attachment poses the policy questions above. It also provides a link to the online questionnaire and the contact information for Commissioner

Auguste Zettler (R2) and Councilmembers Paul Hendricks and Annie McHale (Core Area R1). Finally, it includes comparisons of the R3 Zoning to the R2 and R1 to demonstrate what changes could be expected if all policy questions are answered in the affirmative.

- E) Electronic copies of the attachments have been emailed to those known by City staff to own property or have an interest in the R2 District (40 recipients) or the Core Area R1 District (38 recipients).

## **Context & Future Discussions**

### Past Discussions

The City Council previously passed a Zoning text amendment related to the R3 District. The amendment 1) allowed different types of gardening/cultivation activities, 2) decreased the minimum lot size requirement, 3) required connection to the public sewer system, 4) eliminated the maximum lot coverage requirement, 5) decreased minimum front setbacks, and 6) preserved pedestrian and automotive safety near driveways.

The Planning Commission has previously reviewed some minor Zoning Map changes 1) exchanging areas between the C1 Commercial and R3 Multi-Family Residential districts and 2) eliminating the split zoning of a property currently designated R3 and SR Suburban Residential. Final recommendations on these changes will be sought along with the recommendation on the changes discussed in this memo.

### These Policies

The Planning Commission is not expected to discuss these 3+ policy questions until the March regular meeting. This will provide time for the community to respond to the online questionnaire or otherwise engage with the City. These responses will be summarized for the Commission for discussion at the March meeting. Staff will also provide some additional rationale for the draft changes presented at that meeting.

### C1 Commercial District Zoning Code Amendments

A companion memo is available at tonight's meeting detailing potential changes to the parking requirements, especially those of the C1 Commercial District. Those changes involve 1) clarifying when new parking is required for existing buildings, 2) allowing greater opportunities for uses to share parking, 3) increasing the proximity requirement for the location of off-site, off-street parking, 4) reducing parking requirements for residential, food service & retail uses, 5) differentiating requirements for indoor and outdoor seating at food service uses, and 6) incorporating past Planning Commission interpretations related to parking.

### Others

After the March meeting, staff will develop policy questions and engage the public on the other topics under consideration. At this time these topics include 1) consideration of minimum densities for residential developments within and/or adjacent to the downtown area, 2) elimination of the MHR Mobile Home Residential District, currently a "floating" zone which doesn't actually apply to any specific property, 3) minor adjustments to the use categories of SMC 17.13.040 related to "transportation, communication, information, and utility uses", a category that has not been cleaned up since the 2016 Zoning Code reformat, and 4) reduction of front setbacks in the PR Public Use and Recreation District.

### Attachments

1. R2 Property Owner Outreach (11 pages)
2. Core Area R1 Property Owner Outreach (11 pages)



# City of Stevenson

## Planning Department

(509)427-5970

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

**TO:** R2 District Property Owners  
**FROM:** Ben Shumaker  
**DATE:** January 28<sup>th</sup>, 2021  
**SUBJECT:** R2 Two-Family District Owners—Potential Zoning Map Amendment

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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 introduced in response to a recent study by the Skamania County Economic Development Council (EDC). 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 discussed barriers to our ability to fulfill this need. The barriers include a lack of appropriate infrastructure as well as existing development regulations (such as the Zoning Code) implemented by the City and County. As a result, housing costs, utility pricing, and community frustration is expected to increase. To address these deficiencies, the EDC's consultants recommended several changes to the City's Zoning Code and Map. 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 more than 2 housing units be allowed on properties currently zoned as R2?
- 2) Should properties in the R2 zone have the same development options as properties in the R3 zone?

Attachments 1 and 2 illustrate how an affirmative answers to these policy questions might be incorporated into the zoning regulations applicable to your property.

The changes are titled "discussion draft" to reflect their intent to function as a starting point, not a desired endpoint. Your contributions to this discussion are an important part of the policy setting process. Suggestions for fewer/alternative/additional changes will help ensure the City's zoning implements the citizens' desires as well as their needs. To make the attachment as legible as possible, provisions applicable to both the R2 and R3 districts are shown in black ink. All other provisions are included for comparison purposes and appear in gray ink with smaller font. Yellow highlighting indicates areas where the 2 zones' regulations differ. If the zoning changes are made as proposed, the R3 provisions would then apply to your property instead and the orange areas of the map would become brown. Note: some of the R1 Single-Family zone is also being considered for a change to R3. The map highlights these areas in gold. For a more detailed, electronic version of this map, please go to:

<http://ci.stevenson.wa.us/wp-content/uploads/2021/01/InitialConsiderationArea.pdf>

**Request:** Please evaluate the policy question above and share your initial opinions on the topic. You can do so by filling out an online questionnaire (<https://www.surveymonkey.com/r/T9SXR6R>), via telephone (509-427-5970), in writing ([planning@ci.stevenson.wa.us](mailto:planning@ci.stevenson.wa.us) or PO Box 371, Stevenson, WA 98648), or at Planning Commission meetings on the second Monday of each month. If you'd like to discuss the proposal with a Planning Commissioner living in the R2 zone, Auguste Zettler is available at [auguste.zettler@ci.stevenson.wa.us](mailto:auguste.zettler@ci.stevenson.wa.us).

**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 it if you’d share 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).

No decisions on this topic are imminent. In addition to this letter, you should expect at least 1 and potentially 2 others on this topic:

- 1- Request for initial opinions on the zoning map amendments (*this letter*).
- 2- Notification of the last draft ordinance and meetings where decisions will be made (expected May).
- 3- Request for opinions on a potential new zoning criteria: minimum density overlay (expected 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- Zoning Map Highlighting Core Area R1, R2 and R3 Areas
- 2- Discussion Draft Zoning Amendment



# 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)

- Stream
- Parcel
- City Limits
- Urban Area

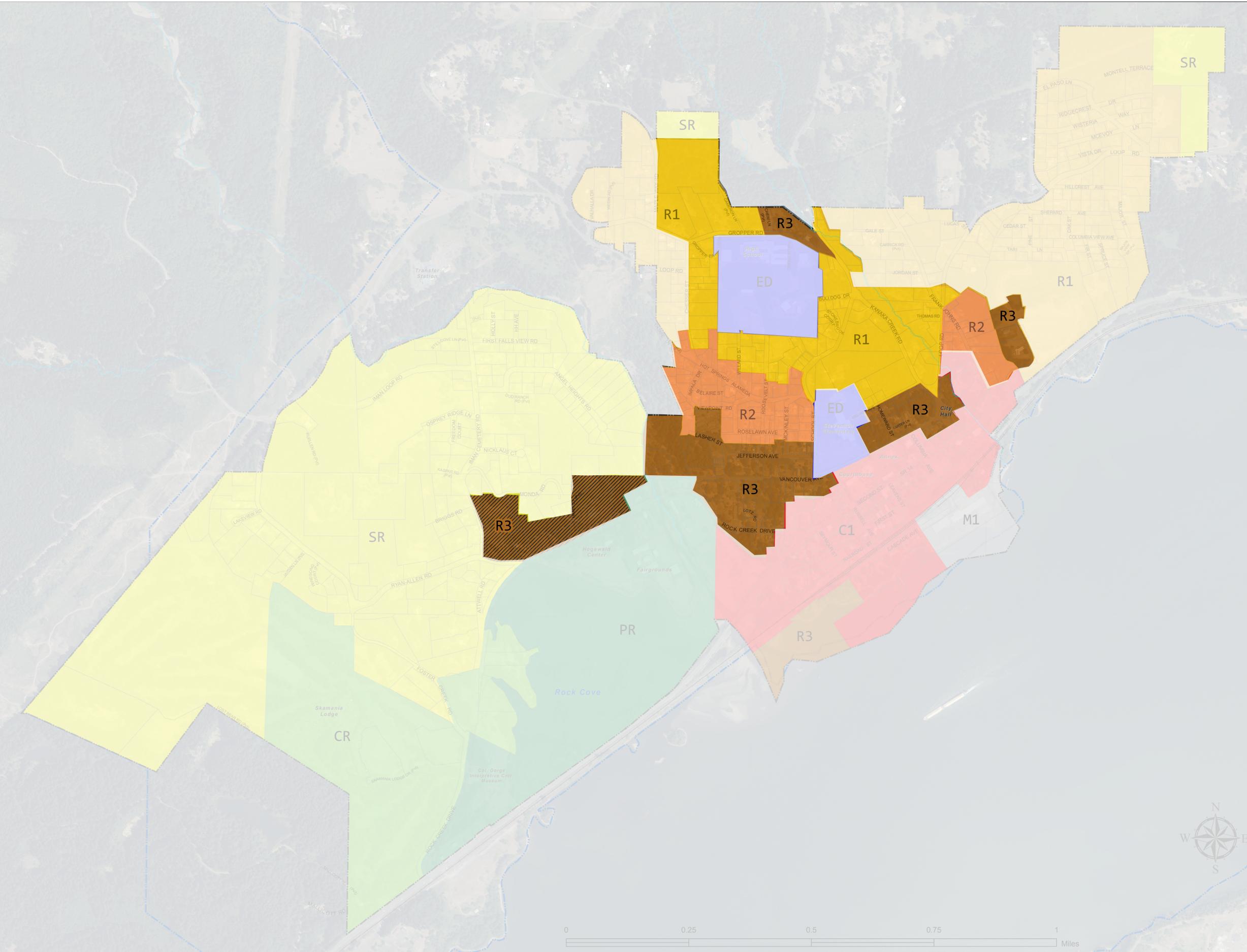
<b>Mayor</b>	<b>Date</b>
<b>Clerk - Treasurer</b>	<b>Date</b>
<b>Attorney</b>	<b>Date</b>

**Notes:**  
 When Printed to ANSI D (22"x34"): 1 inch = 500 feet  
 Absolute scale: 1:6,000  
 Aerial Photo Date: 7/6/2015  
 Projected Coordinate System: NAD 1983 HARN StatePlane  
 Washington FIPS 4602 Feet  
 Projection Name: Lambert Conformal Conic  
 Planar Units: US Survey Feet



**Skamania County**  
 Dept of Assessment (GIS)  
 Created by: Rick Hollatz  
 Updated: 10/12/2016

DISCLAIMER: This map product was prepared by Skamania County and is for information purposes only. It may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



**Chapter 17.15 - RESIDENTIAL DISTRICTS****17.15.010 - Purpose.**

Residential districts encourage a range of residential land uses, housing sizes, types, and price ranges for the diverse array of residents' personal preferences and financial capabilities. The standards in this chapter are intended to encourage mixtures of land uses and intensities while minimizing negative impacts related to conflicting land uses.

(Ord. No. 1103, § 5, 2-16-2017)

**17.15.020 - List of zoning districts.**

- A. R1 Single-Family Residential District. 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.
- B. R2 Two-Family Residential District. 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 more rural areas.
- C. R3 Multi-Family Residential District. 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.
- D. MHR Mobile Home Residential District. The mobile home residential district (MHR) is intended to provide minimum development standards for affordable residential uses within the city.
- E. SR Suburban Residential District. The suburban residential district (SR) is intended to provide minimum development standards for a variety of uses and provide a transition area where service levels are less than urban and where low-density residential uses coexist with uses otherwise characteristic of more rural areas.

(Ord. No. 1103, § 5, 2-16-2017)

**17.15.030 - Residential district location criteria.**

- A. Residential districts can be appropriately applied and maintained within any LDR low density residential or HDR high density residential area on the future land use map.
- B. Areas designated as LDR low density residential and HDR high density residential shall not be rezoned for trade districts. Under limited circumstances HDR areas may be rezoned for public districts.

(Ord. No. 1103, § 3, 2-16-2017)

**17.15.040 - Uses.**

- A. Types of Uses: For the purposes of this chapter, there are 4 kinds of use:
  - 1. A permitted (P) use is one that is permitted outright, subject to all the applicable provisions of this title.
  - 2. An accessory (A) use is permitted on properties containing permitted uses, provided that:
    - a. The accessory use or activity may be regarded as incidental or insubstantial in and of itself or in relation to the principal use on the lot; and

- b. The accessory use or activity is commonly or frequently associated with the principal use on the lot.
  - 3. A conditional (C) use is a discretionary use reviewed by the Planning Commission according to the process and criteria in SMC 17.39 - Conditional Uses.
  - 4. A prohibited (X) use is one that is not permitted in a zoning district under any circumstances.
  - 5. When a letter or use category is not listed in this table, an interpretation may be initiated under SMC 17.12.020.
- B. Use Table. A list of permitted, accessory, conditional and prohibited uses in residential districts is presented in Table 17.15.040-1: Residential Districts Use Table.

<b>Table 17.15.040-1 Residential Districts Use Table</b>					
<b>Use</b>	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>MHR</b>	<b>SR</b>
<b>Residence or Accommodation Uses</b>					
Dwelling					
Single-Family Detached Dwelling	P	P	P	P	P
Mobile Home	X	X	X	P	X
Travel Trailer	—	—	—	—	X
Accessory Dwelling Unit (SMC 17.40.040)	A	—	—	—	A
Multi-Family Dwelling	C <sup>1</sup>	P/C <sup>1</sup>	P	C <sup>1</sup>	C <sup>1</sup>
Temporary Emergency, Construction or Repair Residence	C <sup>2</sup>	C <sup>2</sup>	C <sup>2</sup>	—	C <sup>2</sup>
Townhome (SMC 17.38.085)	—	C <sup>8</sup>	P	—	—
Renting of no more than 2 rooms, rented by the month or longer, provided the parking requirements of SMC 17.42 are met.	A	A	A	A	A
Boarding House	C	C	C	—	C
Residential Care					
Adult Family Home	P	P	P	P	P
Assisted Living Facility	—	—	C	—	C
Nursing Home	—	—	C	—	—
Overnight Lodging					
Vacation Rental Home	P	P	P	P	P
Bed & Breakfast	C	C	P	C	C
Hostel	C	C	P	C	C
Hotel	X	X	C	X	C
Campground	X	X	X	C	C
Dormitory facility related to a public, private or parochial school	C	C	C	—	C
Miscellaneous Incidental Uses					
Residential Outbuilding	A/C <sub>3,4</sub>	A/C <sub>3,4</sub>	A/C <sup>4</sup>	A/C <sub>3,4</sub>	A/C <sub>3</sub>
Garage or storage building for the parking of commercial vehicles	—	—	—	—	C
Swimming pool, spa or hot tub, and associated equipment	A	A	A	A	A

Buildings and uses related to, and commonly associated with a mobile home park such as a recreation area, laundry, facility office, and meeting rooms	—	—	—	A	—
<b>General Sales or Service Uses</b>					
Electric Vehicle Station					
Restricted Access, Gradual Charging EV Station	A	A	A	A	A
Restricted Access, Rapid charging EV Station	C	C	C	C	C
Public Access, Gradual Charging EV Station	—	—	C	—	—
Street—Side Access, Gradual Charging EV Station	—	—	C	—	—
Retail and wholesale sales of agricultural and animal products raise or produced on the premises	—	—	—	—	A
Professional Office					
Veterinarian	—	—	—	—	C
Child Day Care Facility					
Family Day Care Home	P	P	P	P	P
Mini-Day Care Center	C	C	C	C	C
Child Day Care Center	—	C	C	C	C
Home Occupation					
	A	A	A	A	A
<b>Transportation, Communication, Information, and Utilities Uses</b>					
Public Transportation Stop or Shelter	—	—	—	—	C
Utility or Communication Facility	C	C	C	C <sup>5</sup>	C
Wireless Telecommunications Facility <sup>6</sup>					
Minor Wireless Telecommunications Facility	P	P	P	P	P
Intermediate Wireless Telecommunications Facility (SMC 17.39.170)	C	C	C	C	C
Major Wireless Telecommunications Facilities (SMC 17.39.170)	C	—	—	—	C
Wind Power Generation Facility <sup>6</sup>					
Minor Wind Power Generation Facility (SMC 17.39.165)	C	C	C	C	C
Hazardous Waste Storage					
	C	C	C	C	C
<b>Arts, Entertainment, and Recreation Uses</b>					
Public Assembly					
Wedding Venue	—	—	—	—	C
Park, Playground or Outdoor Recreation Area					
Golf Course	—	—	—	—	C
<b>Education, Public Administration, Health Care, and Other Institutions Uses</b>					
Public, Private or Parochial School					
	C	C	C	—	C
Nursery School or Similar Facility					
	—	—	—	C	—
Library					
	C	C	C	—	—
Government Administration Building					
	—	—	C	—	—
Fire, Police, or Emergency Services Station					
	C	C	C	—	C
Hospital					
	—	—	C	—	—

Church or Other Religious or Charitable Organization	C	C	C	—	C
Cemetery or Mausoleum	—	—	—	—	C
<b>Agriculture, Forestry, Fishing and Hunting Uses</b>					
Subsistence or hobby type gardening	P	P	A	P	P
Indoor or Outdoor Horticultural Activity	P	P	P	P	P
Nursery	—	—	C	—	P
Farm Animals (SMC 17.40.095)	C <sup>7</sup>	X	X	X	P
Urban Farm Animals (SMC 17.40.095)	A	A	A	A	P
Pets	A	A	A	A	A
Kennel	C	X	X	X	C
<b>Miscellaneous/Other Uses</b>					
Signs listed with a "C" in Table 17.15.145-1 and any other sign identifying and/or related to any conditional use or existing nonconforming use.	C	C	C	C	C
Signs identifying and/or related to any principal or accessory use allowed in this chapter.	A	A	A	A	A

1-Conditional use permits for these uses are only considered when submitted as part of an R-PUD proposal under SMC 17.17 - Residential Planned Unit Developments.

2-A conditional use permit is only required for a temporary emergency, construction or repair residence after the expiration of the initial 6-month grace period.

3-Up to 4 residential outbuildings on a property is considered an accessory Use. When at least 4 residential outbuildings already exist on a lot then an additional residential outbuilding is considered a conditional use. During the conditional use review process, the planning commission may establish size, serial proliferation and other limitations on such buildings.

4-A residential outbuilding that is subordinate to the main use on the lot is considered an accessory use. A residential outbuilding which is not subordinate to the main use on the lot is considered a conditional use. During the conditional use review process, the planning commission may establish size, serial proliferation and other limitations on such buildings.

5-Despite the general exclusion of overhead elements from this use category, any utility or communication facility in the MHR district with an overhead element greater than 35 feet is considered a conditional use.

6-See also SMC 17.36-WW Wind/Wireless Overlay District.

7-In granting a conditional use request for farm animals in the R1 district, the planning commission shall find, at a minimum, that the proposal is compliant with the performance standards in SMC 17.40.095.

8-Townhomes in the R2 District are subject to review according to the density and parking requirements of the R3 Multi-Family Residential District and shall connect to the municipal sewer system.

(Ord. No. 1103, § 5, 2-16-2017; Ord. No. 1104, § 3A, 6-15-2017; Ord. No. 2019-1141, § 4, 5-16-2019)

**17.15.050 - Residential density standards.**

A. Density and Lot Size. The maximum density and minimum lot dimensions for Residential Districts are contained in Table 17.15.050-1: Residential Density Standards.

District	Utility Availability	Minimum Lot Area	Minimum Lot Width	Minimum Lot Depth	Maximum Number Dwelling Units	Maximum Lot Coverage
R1	Water, Sewer	6,000 sf	40 ft	90 ft	1 Unit <sup>2</sup>	35%
	Water, Septic	15,000 sf <sup>1</sup>	90 ft	120 ft	1 Unit <sup>2</sup>	25%

	Well, Septic	1 acre <sup>1</sup>	200 ft	200 ft	1 Unit <sup>2</sup>	10%
R2	Water, Sewer	5,000 sf + 2,000 sf per unit over 1	50 ft <sup>3</sup>	90 ft	2 Units	50%
	Water, Septic	15,000 sf <sup>1</sup>	90 ft	120 ft	2 Units	30%
	Well, Septic <sup>6</sup>	—	—	—	—	—
R3	Water, Sewer	2,000 sf per unit	20 ft	90 ft	—	n/a
	Water, Septic <sup>6,7</sup>	—	—	—	—	—
	Well, Septic <sup>6,7</sup>	—	—	—	—	—
MHR	Water, Sewer	5 ac + 5,000 sf per unit over 40	200 ft	200 ft	—	40%
	Water, Septic	5 ac + 2 acres per unit over 2	200 ft	200 ft	—	40%
	Well, Sewer	5 ac + 2 acres per unit over 2	200 ft	200 ft	—	40%
	Well, Septic	5 ac + 2 acres per unit over 2	200 ft	200 ft	—	40%
SR	Water, Sewer	15,000 sf	100 ft	100 ft	1 Unit <sup>2</sup>	25%
	Water, Septic	20,000 sf <sup>1</sup>	100 ft	100 ft	1 Unit <sup>2</sup>	20%
	Well, Septic	1 acre <sup>1</sup>	200 ft	200 ft	1 Unit <sup>2</sup>	10%

- 1-When sewer is unavailable, minimum lot area may be increased based on current health district regulations.
- 2-Unless an accessory dwelling unit (SMC 17.13.010) is allowed under SMC 17.40.040.
- 3-Except 40 ft for single-family detached dwellings.
- 6-Service by the public water system is required.
- 7-Service by the public sewer system is required.

B. Exceptions. The following exceptions are permitted to the standards of Table 17.15.050-1:

1. Properties receiving approval to deviate from standards according to SMC 17.38 - Supplementary Provisions.
2. Properties obtaining variance approval in accordance with SMC 17.46 - Adjustments, Variances, and Appeals.
3. Properties receiving modification approval in accordance with SMC 17.17 - Residential Planned Unit Developments.

(Ord. No. 1103, § 5, 2-16-2017; Ord. No. 1104, § 3.B,C, 6-15-2017)

**17.15.060 - Residential dimensional standards.**

A. Compliance Required. All structures in residential districts must comply with:

1. The applicable dimensional standards contained Table 17.15.060-1: Residential Dimensional Standards.
2. All other applicable standards and requirements contained in this title.

District	Maximum Height of Building	Front	Minimum Setbacks			
			Side, Interior	Side, Street	Rear, Interior Lot	Rear, Through Lot
R1	35 ft	20 ft	5 ft	15 ft	20 ft <sup>1</sup>	20 ft

R2	35 ft	20 ft	5 ft	15 ft	20 ft <sup>1</sup>	20 ft
R3	35 ft	15 ft <sup>3,4</sup>	5 ft <sup>2</sup>	15 ft	20 ft <sup>1</sup>	20 ft
MHR	35 ft	30 ft	15 ft	20 ft	20 ft <sup>1</sup>	20 ft
SR	35 ft	30 ft	15 ft	20 ft	20 ft	20 ft

1-5 ft for residential outbuildings that are both 12 ft in height or less and 200 sq ft in size or less.

2-A 10-foot setback is required when adjacent to an R1 or R2 district.

3-See also SMC 17.15.130(B)(3).

4-10'. However, no structure shall be located within a pedestrian visibility area [SMC 17.10.632].

**B. Exceptions.** The following exceptions are permitted to the standards of Table 17.15.060-1:

1. Properties receiving approval to deviate from standards according to SMC 17.38 - Supplementary Provisions.
2. Properties obtaining variance approval in accordance with SMC 17.46 - Adjustments, Variances, and Appeals.
3. Properties receiving modification approval in accordance with SMC 17.17 - Residential Planned Unit Developments.

(Ord. No. 1103, § 5, 2-16-2017; Ord. No. 1104, § 3.D, 6-15-2017)

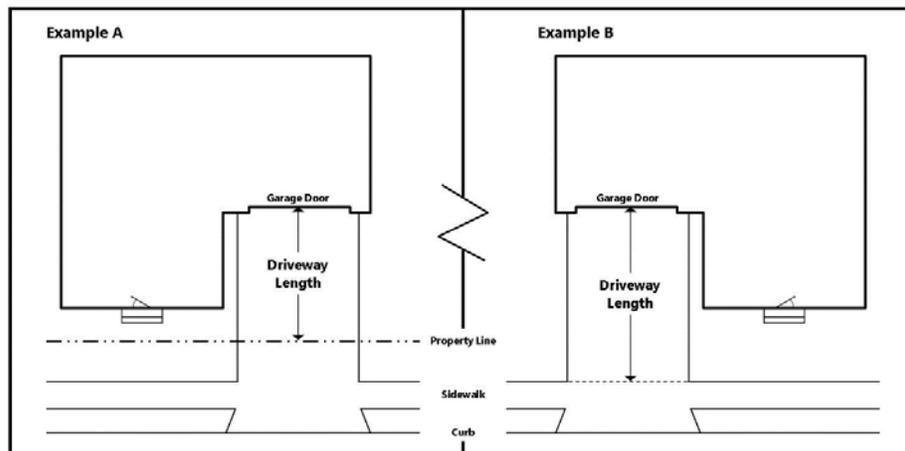
**17.15.130 - Residential districts parking.**

**A. Off-Street Parking Required.** Off-street parking shall be provided in all residential districts in accordance with the requirements of SMC 17.42: Parking and Loading Standards.

**B. Parking Location Requirements.**

1. Required parking shall be located on the same lot as the dwelling it serves.
2. No motor vehicle, recreational vehicle or equipment, or other equipment, whether operational or not, shall be parked, stored or otherwise located in an Interior Side Setback required by Table 17.15.060-1: Residential Dimensional Standards.
3. No driveway shall be less than 20 feet in length. This shall be done to eliminate the parking of vehicles on or over curbs, sidewalks, or vehicle travel areas [SMC 17.10.855]. For the purposes of this chapter driveway length is measured conservatively as the shortest distance between a) a garage door or other physical obstruction to the parking of a vehicle and b) a curb, sidewalk, public pedestrian way [SMC 17.10.660], property line, or right-of-way line.

FIGURE 17.38.085-1 Driveway Length Illustration



(Ord. No. 1103, § 5, 2-16-2017)

**17.15.145 - Residential districts signs.**

A. Allowed Sign Types and Characteristics. A list of permitted, accessory, conditional and prohibited sign types and characteristics in Residential Districts is presented in Table 17.15.145-1: Allowed Signage.

<b>Table 17.15.145-1: Allowed Signage</b>					
	R1	R2	R3	MHR	SR
<b>Animated Sign</b>	X	X	X <sup>1</sup>	X	X
<b>Sign Structure</b>					
Temporary	P	P	P	P	P
Awning/Marquee	X	X	X	X	X
Portable	—	—	—	—	—
<b>Sign Type</b>					
Community Information Sign	C	C	C	C	C
Dilapidated Sign	X <sup>2</sup>				
Mural	C	C	C	C	C
Off-Premises Sign	X	X	X	X	X
Sign Placed by a Governmental Agency	P	P	P	P	P
Sign of Outstanding Design	—	—	C	—	—
<b>Sign Illumination</b>					
Back-lit Cabinet	X	X	X	X	X
Back-lit Channel Letter	X	X	X <sup>1</sup>	X	X
Dark-Sky Friendly	C	C	P	C	C
Directly -Illuminated	X	X	A <sup>3</sup>	X	X
Externally-Illuminated	X	X	X <sup>1</sup>	X	X
Halo-Lighted	X	X	X <sup>1</sup>	X	X
Pedestrian-Oriented Video Display	X	X	—	X	X

1-Unless a bonus allowance is granted for a sign of outstanding design under SMC 17.39.145.

2-An existing sign, together with its sign structure, which becomes dilapidated shall be removed after notice to the property owner, unless upon appeal under SMC 17.46, the property owner establishes facts sufficient to rebut the presumption of dilapidation.

3-Allowed as an accessory sign only when placed in windows and limited to 4 sq ft in area.

B. Sign Standards. Signs allowed in Residential Districts are subject to the dimensional and duration standards in Table 17.15.145-2: Sign Standards.

<b>Table 17.15.145-2: Sign Standards</b>					
	R1	R2	R3	MHR	SR
<b>Number of Signs</b>	Any	Any	Any	Any	Any
<b>Maximum Sign Area</b>					
Individual Sign	5 sf <sup>1</sup>	5 sf <sup>1</sup>	12 sf <sup>2,3</sup>	5 sf <sup>1</sup>	5 sf <sup>1</sup>

<b>Total Cumulative Signage Allowed</b>	32 sf	32 sf	40 sf	32 sf	32 sf
<b>Maximum Sign Height</b>					
Building Sign	16 ft <sup>4</sup>	16 ft <sup>4</sup>	26 ft <sup>3,4</sup>	16 ft <sup>4</sup>	16 ft <sup>4</sup>
Freestanding Sign	6 ft	6 ft	12 ft <sup>3</sup>	6 ft	6 ft
Temporary Sign	6 ft	6 ft	6 ft <sup>3</sup>	6 ft	6 ft
<b>Minimum Sign Clearance</b>					
Building Sign Projecting More than 12" from a Building	8 ft				
<b>Sign Placement</b> <sup>5,6</sup>					
Setback from any property line	5 ft				
<b>Allowed Sign Duration</b>					
Temporary Sign	45 days <sup>7</sup>				
Political Sign <sup>8</sup>	Until 5 days after election				
Real Estate Sign	Until 5 days after the property is taken off the market	Until 5 days after the property is taken off the market	Until 5 days after the property is taken off the market	Until 5 days after the property is taken off the market	Until 5 days after the property is taken off the market

1-When allowed as conditional uses, the planning commission may permit individual signs no larger than 16 sq ft.

2-When allowed as conditional uses, the planning commission may permit individual signs no larger than 24 sq ft.

3-Subject to bonus allowance when approved as a Sign of Outstanding Design under SMC 17.39.145.

4-No part of a building sign shall be higher than the highest point of the building to which it is attached.

5-No sign may be placed in a Vision Clearance Area (SMC 17.10.862).

6-Signs within a public right-of-way may be permitted according to SMC 12.02-Use of City Rights-of-Way.

7-Signs related to a specific event, sale, etc. must be removed within 5 days after such event.

8-Political signs not related to an upcoming election in the voting district where the sign is placed are subject to the temporary sign duration standards.

(Ord. No. 1103, § 5, 2-16-2017)



# City of Stevenson

## Planning Department

(509)427-5970

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

**TO:** Core Area R1 District Property Owners  
**FROM:** Ben Shumaker  
**DATE:** February 2<sup>nd</sup>, 2021  
**SUBJECT:** Core Area R1 Single-Family District—Potential Zoning Map Amendment

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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 introduced in response to a recent study by the Skamania County Economic Development Council (EDC) reviewing land availability 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 discussed barriers to our ability to fulfill this need. The barriers include a lack of appropriate infrastructure as well as existing development regulations (such as the Zoning Code) implemented by the City and County. As a result, housing costs, utility pricing, and community frustration are expected to increase. To address these deficiencies, the EDC's consultants recommended several changes to the City's Zoning Code and Map. 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 owner occupancy of a home continue being required before a 2nd housing unit is allowed on core area R1 properties?
- 2) Should more than 2 housing units be allowed on core area R1 properties?
- 3) Should core area R1 properties have the same development options as properties in the R3 zone?

Attachments 1 and 2 illustrate how an affirmative answers to these policy questions might be incorporated into the zoning regulations applicable to your property.

The changes are titled "discussion draft" to reflect their intent to function as a starting point, not a desired endpoint. Your contributions to this discussion are an important part of the policy setting process. Suggestions for fewer/alternative/additional changes will help ensure the City's zoning implements the citizens' desires as well as their needs. To make the attachment as legible as possible, provisions applicable to both the R1 and R3 districts are shown in black ink. All other provisions are included for comparison purposes and appear in gray ink with smaller font. Yellow highlighting indicates areas where the 2 zones' regulations differ. If the zoning changes are made as proposed, the R3 provisions would then apply to your property instead and the gold areas of the map would become brown. Note: the R2 Two-Family zone is also being considered for a change to R3. The map highlights these areas in orange. For a more detailed, electronic version of this map, please go to:

<http://ci.stevenson.wa.us/wp-content/uploads/2021/01/InitialConsiderationArea.pdf>

**Request:** Please evaluate the policy question above and share your initial opinions on the topic. You can do so by filling out an online questionnaire (<https://www.surveymonkey.com/r/BW5RQQM>), via telephone (509-427-5970), in writing ([planning@ci.stevenson.wa.us](mailto:planning@ci.stevenson.wa.us) or PO Box 371, Stevenson, WA 98648), or at Planning Commission meetings on the second Monday of each month. If you'd like to discuss the proposal with a City Council member living in the R1 zone where a change is being considered, Paul Hendricks ([paul.hendricks@ci.stevenson.wa.us](mailto:paul.hendricks@ci.stevenson.wa.us)) or Annie McHale ([annie.mchale@ci.stevenson.wa.us](mailto:annie.mchale@ci.stevenson.wa.us)) are available to help you.

**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 it if you’d share 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?
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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).

No decisions on this topic are imminent. In addition to this letter, you should expect at least 1 and potentially 2 others on this topic:

- 1- Request for initial opinions on the zoning map amendments (*this letter*).
- 2- Notification of the last draft ordinance and meetings where decisions will be made (expected May).
- 3- Request for opinions on a potential new zoning criteria: minimum density overlay (expected 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- Zoning Map Highlighting Close-in R1, R2 and R3 Areas
- 2- Discussion Draft Zoning Comparison



# Zoning Map City of Stevenson

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- Multi-Family Residential Overlay (R3)
- Suburban Residential (SR)

- Stream
- Parcel
- City Limits
- Urban Area

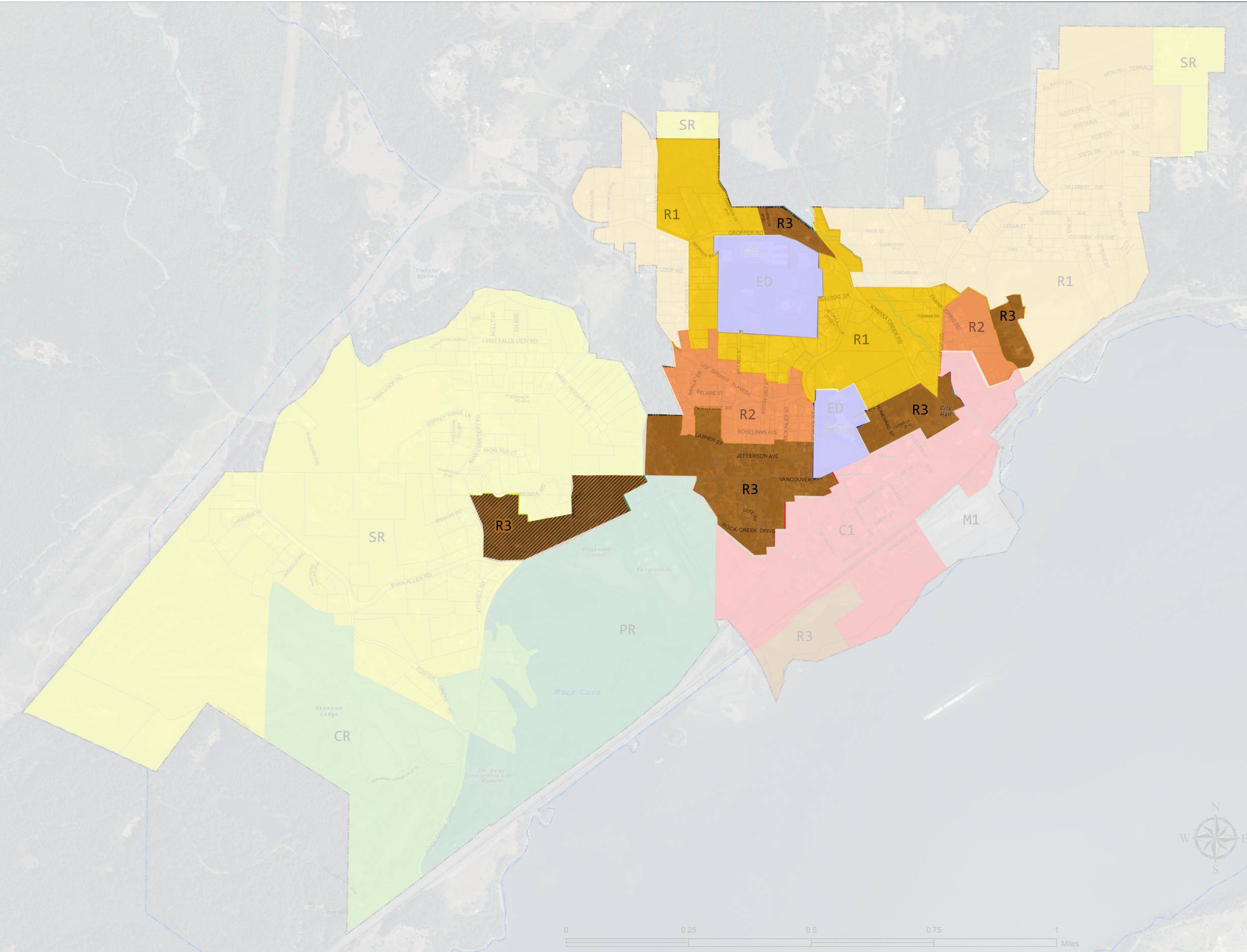
<b>Mayor</b>	<b>Date</b>
<b>Clerk - Treasurer</b>	<b>Date</b>
<b>Attorney</b>	<b>Date</b>

**Notes:**  
 When Printed to ANSI D (22"x34"): 1 inch = 500 feet  
 Absolute scale: 1:6,000  
 Aerial Photo Date: 7/6/2015  
 Projected Coordinate System: NAD 1983 HARN StatePlane  
 Washington FIPS 4602 Feet  
 Projection Name: Lambert Conformal Conic  
 Planar Units: US Survey Feet



Skamania County  
 Dept of Assessment (GIS)  
 Created by: Rick Hollatz  
 Updated: 10/12/2016

DISCLAIMER: This map product was prepared by Skamania County and is for information purposes only. It may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



**Chapter 17.15 - RESIDENTIAL DISTRICTS****17.15.010 - Purpose.**

Residential districts encourage a range of residential land uses, housing sizes, types, and price ranges for the diverse array of residents' personal preferences and financial capabilities. The standards in this chapter are intended to encourage mixtures of land uses and intensities while minimizing negative impacts related to conflicting land uses.

(Ord. No. 1103, § 5, 2-16-2017)

**17.15.020 - List of zoning districts.**

- A. R1 Single-Family Residential District. 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.
- B. R2 Two-Family Residential District. 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 more rural areas.
- C. R3 Multi-Family Residential District. 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.
- D. MHR Mobile Home Residential District. The mobile home residential district (MHR) is intended to provide minimum development standards for affordable residential uses within the city.
- E. SR Suburban Residential District. The suburban residential district (SR) is intended to provide minimum development standards for a variety of uses and provide a transition area where service levels are less than urban and where low-density residential uses coexist with uses otherwise characteristic of more rural areas.

(Ord. No. 1103, § 5, 2-16-2017)

**17.15.030 - Residential district location criteria.**

- A. Residential districts can be appropriately applied and maintained within any LDR low density residential or HDR high density residential area on the future land use map.
- B. Areas designated as LDR low density residential and HDR high density residential shall not be rezoned for trade districts. Under limited circumstances HDR areas may be rezoned for public districts.

(Ord. No. 1103, § 3, 2-16-2017)

**17.15.040 - Uses.**

- A. Types of Uses: For the purposes of this chapter, there are 4 kinds of use:
  - 1. A permitted (P) use is one that is permitted outright, subject to all the applicable provisions of this title.
  - 2. An accessory (A) use is permitted on properties containing permitted uses, provided that:
    - a. The accessory use or activity may be regarded as incidental or insubstantial in and of itself or in relation to the principal use on the lot; and

- b. The accessory use or activity is commonly or frequently associated with the principal use on the lot.
  - 3. A conditional (C) use is a discretionary use reviewed by the Planning Commission according to the process and criteria in SMC 17.39 - Conditional Uses.
  - 4. A prohibited (X) use is one that is not permitted in a zoning district under any circumstances.
  - 5. When a letter or use category is not listed in this table, an interpretation may be initiated under SMC 17.12.020.
- B. Use Table. A list of permitted, accessory, conditional and prohibited uses in residential districts is presented in Table 17.15.040-1: Residential Districts Use Table.

<b>Table 17.15.040-1 Residential Districts Use Table</b>					
<b>Use</b>	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>MHR</b>	<b>SR</b>
<b>Residence or Accommodation Uses</b>					
Dwelling					
Single-Family Detached Dwelling	P	P	P	P	P
Mobile Home	X	X	X	P	X
Travel Trailer	—	—	—	—	X
Accessory Dwelling Unit (SMC 17.40.040)	A	—	—	—	A
Multi-Family Dwelling	C <sup>1</sup>	P/C <sup>1</sup>	P	C <sup>1</sup>	C <sup>1</sup>
Temporary Emergency, Construction or Repair Residence	C <sup>2</sup>	C <sup>2</sup>	C <sup>2</sup>	—	C <sup>2</sup>
Townhome (SMC 17.38.085)	—	C <sup>8</sup>	P	—	—
Renting of no more than 2 rooms, rented by the month or longer, provided the parking requirements of SMC 17.42 are met.	A	A	A	A	A
Boarding House	C	C	C	—	C
Residential Care					
Adult Family Home	P	P	P	P	P
Assisted Living Facility	—	—	C	—	C
Nursing Home	—	—	C	—	—
Overnight Lodging					
Vacation Rental Home	P	P	P	P	P
Bed & Breakfast	C	C	P	C	C
Hostel	C	C	P	C	C
Hotel	X	X	C	X	C
Campground	X	X	X	C	C
Dormitory facility related to a public, private or parochial school	C	C	C	—	C
Miscellaneous Incidental Uses					
Residential Outbuilding	A/C <sub>3,4</sub>	A/C <sub>3,4</sub>	A/C <sup>4</sup>	A/C <sub>3,4</sub>	A/C <sub>3</sub>
Garage or storage building for the parking of commercial vehicles	—	—	—	—	C
Swimming pool, spa or hot tub, and associated equipment	A	A	A	A	A

Buildings and uses related to, and commonly associated with a mobile home park such as a recreation area, laundry, facility office, and meeting rooms	—	—	—	A	—
<b>General Sales or Service Uses</b>					
Electric Vehicle Station					
Restricted Access, Gradual Charging EV Station	A	A	A	A	A
Restricted Access, Rapid charging EV Station	C	C	C	C	C
Public Access, Gradual Charging EV Station	—	—	C	—	—
Street—Side Access, Gradual Charging EV Station	—	—	C	—	—
Retail and wholesale sales of agricultural and animal products raise or produced on the premises	—	—	—	—	A
Professional Office	—	C	C	—	—
Veterinarian	—	—	—	—	C
Child Day Care Facility					
Family Day Care Home	P	P	P	P	P
Mini-Day Care Center	C	C	C	C	C
Child Day Care Center	—	C	C	C	C
Home Occupation	A	A	A	A	A
<b>Transportation, Communication, Information, and Utilities Uses</b>					
Public Transportation Stop or Shelter	—	—	—	—	C
Utility or Communication Facility	C	C	C	C <sup>5</sup>	C
Wireless Telecommunications Facility <sup>6</sup>					
Minor Wireless Telecommunications Facility	P	P	P	P	P
Intermediate Wireless Telecommunications Facility (SMC 17.39.170)	C	C	C	C	C
Major Wireless Telecommunications Facilities (SMC 17.39.170)	C	—	—	—	C
Wind Power Generation Facility <sup>6</sup>					
Minor Wind Power Generation Facility (SMC 17.39.165)	C	C	C	C	C
Hazardous Waste Storage	C	C	C	C	C
<b>Arts, Entertainment, and Recreation Uses</b>					
Public Assembly	—	—	—	-	-
Wedding Venue	—	—	—	—	C
Park, Playground or Outdoor Recreation Area	C	C	C	C	C
Golf Course	—	—	—	—	C
<b>Education, Public Administration, Health Care, and Other Institutions Uses</b>					
Public, Private or Parochial School	C	C	C	—	C
Nursery School or Similar Facility	—	—	—	C	—
Library	C	C	C	—	—
Government Administration Building	—	—	C	—	—
Fire, Police, or Emergency Services Station	C	C	C	—	C
Hospital	—	—	C	—	—

Church or Other Religious or Charitable Organization	C	C	C	—	C
Cemetery or Mausoleum	—	—	—	—	C
<b>Agriculture, Forestry, Fishing and Hunting Uses</b>					
Subsistence or hobby type gardening	P	P	A	P	P
Indoor or Outdoor Horticultural Activity	P	P	P	P	P
Nursery	—	—	C	—	P
Farm Animals (SMC 17.40.095)	C <sup>7</sup>	X	X	X	P
Urban Farm Animals (SMC 17.40.095)	A	A	A	A	P
Pets	A	A	A	A	A
Kennel	C	X	X	X	C
<b>Miscellaneous/Other Uses</b>					
Signs listed with a "C" in Table 17.15.145-1 and any other sign identifying and/or related to any conditional use or existing nonconforming use.	C	C	C	C	C
Signs identifying and/or related to any principal or accessory use allowed in this chapter.	A	A	A	A	A

- 1-Conditional use permits for these uses are only considered when submitted as part of an R-PUD proposal under SMC 17.17 - Residential Planned Unit Developments.
- 2-A conditional use permit is only required for a temporary emergency, construction or repair residence after the expiration of the initial 6-month grace period.
- 3-Up to 4 residential outbuildings on a property is considered an accessory Use. When at least 4 residential outbuildings already exist on a lot then an additional residential outbuilding is considered a conditional use. During the conditional use review process, the planning commission may establish size, serial proliferation and other limitations on such buildings.
- 4-A residential outbuilding that is subordinate to the main use on the lot is considered an accessory use. A residential outbuilding which is not subordinate to the main use on the lot is considered a conditional use. During the conditional use review process, the planning commission may establish size, serial proliferation and other limitations on such buildings.
- 5-Despite the general exclusion of overhead elements from this use category, any utility or communication facility in the MHR district with an overhead element greater than 35 feet is considered a conditional use.
- 6-See also SMC 17.36-WW Wind/Wireless Overlay District.
- 7-In granting a conditional use request for farm animals in the R1 district, the planning commission shall find, at a minimum, that the proposal is compliant with the performance standards in SMC 17.40.095.
- 8-Townhomes in the R2 District are subject to review according to the density and parking requirements of the R3 Multi-Family Residential District and shall connect to the municipal sewer system.

(Ord. No. 1103, § 5, 2-16-2017; Ord. No. 1104, § 3A, 6-15-2017; Ord. No. 2019-1141, § 4, 5-16-2019)

**17.15.050 - Residential density standards.**

A. Density and Lot Size. The maximum density and minimum lot dimensions for Residential Districts are contained in Table 17.15.050-1: Residential Density Standards.

District	Utility Availability	Minimum Lot Area	Minimum Lot Width	Minimum Lot Depth	Maximum Number Dwelling Units	Maximum Lot Coverage
R1	Water, Sewer	6,000 sf	40 ft	90 ft	1 Unit <sup>2</sup>	35%
	Water, Septic	15,000 sf <sup>1</sup>	90 ft	120 ft	1 Unit <sup>2</sup>	25%

	Well, Septic	1 acre <sup>1</sup>	200 ft	200 ft	1 Unit <sup>2</sup>	10%
R2	Water, Sewer	5,000 sf + 2,000 sf per unit over 1	50 ft <sup>3</sup>	90 ft	2 Units	50%
	Water, Septic	15,000 sf <sup>1</sup>	90 ft	120 ft	2 Units	30%
	Well, Septic <sup>6</sup>	—	—	—	—	—
R3	Water, Sewer	2,000 sf per unit	20 ft	90 ft	—	n/a
	Water, Septic <sup>6,7</sup>	—	—	—	—	—
	Well, Septic <sup>6,7</sup>	—	—	—	—	—
MHR	Water, Sewer	5 ac + 5,000 sf per unit over 40	200 ft	200 ft	—	40%
	Water, Septic	5 ac + 2 acres per unit over 2	200 ft	200 ft	—	40%
	Well, Sewer	5 ac + 2 acres per unit over 2	200 ft	200 ft	—	40%
	Well, Septic	5 ac + 2 acres per unit over 2	200 ft	200 ft	—	40%
SR	Water, Sewer	15,000 sf	100 ft	100 ft	1 Unit <sup>2</sup>	25%
	Water, Septic	20,000 sf <sup>1</sup>	100 ft	100 ft	1 Unit <sup>2</sup>	20%
	Well, Septic	1 acre <sup>1</sup>	200 ft	200 ft	1 Unit <sup>2</sup>	10%

1-When sewer is unavailable, minimum lot area may be increased based on current health district regulations.

2-Unless an accessory dwelling unit (SMC 17.13.010) is allowed under SMC 17.40.040.

3-Except 40 ft for single-family detached dwellings.

6-Service by the public water system is required.

7-Service by the public sewer system is required.

**B. Exceptions.** The following exceptions are permitted to the standards of Table 17.15.050-1:

1. Properties receiving approval to deviate from standards according to SMC 17.38 - Supplementary Provisions.
2. Properties obtaining variance approval in accordance with SMC 17.46 - Adjustments, Variances, and Appeals.
3. Properties receiving modification approval in accordance with SMC 17.17 - Residential Planned Unit Developments.

(Ord. No. 1103, § 5, 2-16-2017; Ord. No. 1104, § 3.B.C, 6-15-2017)

**17.15.060 - Residential dimensional standards.**

**A. Compliance Required.** All structures in residential districts must comply with:

1. The applicable dimensional standards contained Table 17.15.060-1: Residential Dimensional Standards.
2. All other applicable standards and requirements contained in this title.

District	Maximum Height of Building	Minimum Setbacks				
		Front	Side, Interior	Side, Street	Rear, Interior Lot	Rear, Through Lot
R1	35 ft	20 ft	5 ft	15 ft	20 ft <sup>1</sup>	20 ft

R2	35 ft	20 ft	5 ft	15 ft	20 ft <sup>1</sup>	20 ft
R3	35 ft	15 ft <sup>3,4</sup>	5 ft <sup>2</sup>	15 ft	20 ft <sup>1</sup>	20 ft
MHR	35 ft	30 ft	15 ft	20 ft	20 ft <sup>1</sup>	20 ft
SR	35 ft	30 ft	15 ft	20 ft	20 ft	20 ft

1-5 ft for residential outbuildings that are both 12 ft in height or less and 200 sq ft in size or less.

2-A 10-foot setback is required when adjacent to an R1 or R2 district.

3-See also SMC 17.15.130(B)(3).

4-10'. However, no structure shall be located within a pedestrian visibility area [SMC 17.10.632].

**B. Exceptions.** The following exceptions are permitted to the standards of Table 17.15.060-1:

1. Properties receiving approval to deviate from standards according to SMC 17.38 - Supplementary Provisions.
2. Properties obtaining variance approval in accordance with SMC 17.46 - Adjustments, Variances, and Appeals.
3. Properties receiving modification approval in accordance with SMC 17.17 - Residential Planned Unit Developments.

(Ord. No. 1103, § 5, 2-16-2017; Ord. No. 1104, § 3.D, 6-15-2017)

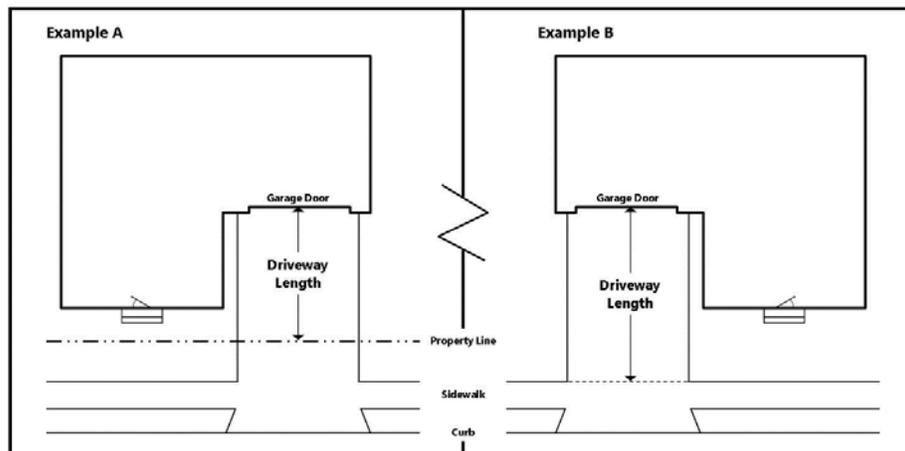
**17.15.130 - Residential districts parking.**

**A. Off-Street Parking Required.** Off-street parking shall be provided in all residential districts in accordance with the requirements of SMC 17.42: Parking and Loading Standards.

**B. Parking Location Requirements.**

1. Required parking shall be located on the same lot as the dwelling it serves.
2. No motor vehicle, recreational vehicle or equipment, or other equipment, whether operational or not, shall be parked, stored or otherwise located in an Interior Side Setback required by Table 17.15.060-1: Residential Dimensional Standards.
3. No driveway shall be less than 20 feet in length. This shall be done to eliminate the parking of vehicles on or over curbs, sidewalks, or vehicle travel areas [SMC 17.10.855]. For the purposes of this chapter driveway length is measured conservatively as the shortest distance between a) a garage door or other physical obstruction to the parking of a vehicle and b) a curb, sidewalk, public pedestrian way [SMC 17.10.660], property line, or right-of-way line.

FIGURE 17.38.085-1 Driveway Length Illustration



(Ord. No. 1103, § 5, 2-16-2017)

**17.15.145 - Residential districts signs.**

A. Allowed Sign Types and Characteristics. A list of permitted, accessory, conditional and prohibited sign types and characteristics in Residential Districts is presented in Table 17.15.145-1: Allowed Signage.

<b>Table 17.15.145-1: Allowed Signage</b>					
	R1	R2	R3	MHR	SR
<b>Animated Sign</b>	X	X	X <sup>1</sup>	X	X
<b>Sign Structure</b>					
Temporary	P	P	P	P	P
Awning/Marquee	X	X	X	X	X
Portable	—	—	—	—	—
<b>Sign Type</b>					
Community Information Sign	C	C	C	C	C
Dilapidated Sign	X <sup>2</sup>				
Mural	C	C	C	C	C
Off-Premises Sign	X	X	X	X	X
Sign Placed by a Governmental Agency	P	P	P	P	P
Sign of Outstanding Design	—	—	C	—	—
<b>Sign Illumination</b>					
Back-lit Cabinet	X	X	X	X	X
Back-lit Channel Letter	X	X	X <sup>1</sup>	X	X
Dark-Sky Friendly	C	C	P	C	C
Directly -Illuminated	X	X	A <sup>3</sup>	X	X
Externally-Illuminated	X	X	X <sup>1</sup>	X	X
Halo-Lighted	X	X	X <sup>1</sup>	X	X
Pedestrian-Oriented Video Display	X	X	—	X	X

1-Unless a bonus allowance is granted for a sign of outstanding design under SMC 17.39.145.

2-An existing sign, together with its sign structure, which becomes dilapidated shall be removed after notice to the property owner, unless upon appeal under SMC 17.46, the property owner establishes facts sufficient to rebut the presumption of dilapidation.

3-Allowed as an accessory sign only when placed in windows and limited to 4 sq ft in area.

B. Sign Standards. Signs allowed in Residential Districts are subject to the dimensional and duration standards in Table 17.15.145-2: Sign Standards.

<b>Table 17.15.145-2: Sign Standards</b>					
	R1	R2	R3	MHR	SR
<b>Number of Signs</b>	Any	Any	Any	Any	Any
<b>Maximum Sign Area</b>					
Individual Sign	5 sf <sup>1</sup>	5 sf <sup>1</sup>	12 sf <sup>2,3</sup>	5 sf <sup>1</sup>	5 sf <sup>1</sup>

<b>Total Cumulative Signage Allowed</b>	32 sf	32 sf	40 sf	32 sf	32 sf
<b>Maximum Sign Height</b>					
Building Sign	16 ft <sup>4</sup>	16 ft <sup>4</sup>	26 ft <sup>3,4</sup>	16 ft <sup>4</sup>	16 ft <sup>4</sup>
Freestanding Sign	6 ft	6 ft	12 ft <sup>3</sup>	6 ft	6 ft
Temporary Sign	6 ft	6 ft	6 ft <sup>3</sup>	6 ft	6 ft
<b>Minimum Sign Clearance</b>					
Building Sign Projecting More than 12" from a Building	8 ft				
<b>Sign Placement</b> <sup>5,6</sup>					
Setback from any property line	5 ft				
<b>Allowed Sign Duration</b>					
Temporary Sign	45 days <sup>7</sup>				
Political Sign <sup>8</sup>	Until 5 days after election				
Real Estate Sign	Until 5 days after the property is taken off the market	Until 5 days after the property is taken off the market	Until 5 days after the property is taken off the market	Until 5 days after the property is taken off the market	Until 5 days after the property is taken off the market

1-When allowed as conditional uses, the planning commission may permit individual signs no larger than 16 sq ft.

2-When allowed as conditional uses, the planning commission may permit individual signs no larger than 24 sq ft.

3-Subject to bonus allowance when approved as a Sign of Outstanding Design under SMC 17.39.145.

4-No part of a building sign shall be higher than the highest point of the building to which it is attached.

5-No sign may be placed in a Vision Clearance Area (SMC 17.10.862).

6-Signs within a public right-of-way may be permitted according to SMC 12.02-Use of City Rights-of-Way.

7-Signs related to a specific event, sale, etc. must be removed within 5 days after such event.

8-Political signs not related to an upcoming election in the voting district where the sign is placed are subject to the temporary sign duration standards.

(Ord. No. 1103, § 5, 2-16-2017)

## **Stevenson Planning Commission**

### **Statement of Purpose**

**~~August~~February 811, 2014~~21~~**

#### **The purpose of the Planning Commission is:**

To study and plan for the physical development and needs of the community through comprehensive planning; initiatives;

To consider the community's Cornerstone Principles (High Quality of Life, Natural/Scenic Beauty, Healthy Economy, Active Waterfront) when developing land use plans, development standards and ordinances, and establishing goals and policies for future development;

To thoughtfully review all development proposals (whether public or private) fairly, openly and on their merits;

To provide the Mayor and City Council with sound advice and guidance concerning development proposals and community planning matters;

To be receptive to the community's directions and changes and to be willing to reexamine plans, procedures and rules so they address the present;

To be well informed and in close touch with the staff, to have high expectations and to remain independently critical;

To perform such other powers and duties specified in RCW 35A.63 or assigned to the Commission by ordinance of the City Council.

## Bylaws

### City of Stevenson Planning Commission

We, the members of the Planning Commission of the City of Stevenson, State of Washington, pursuant to Ordinance 1029 passed on June 18<sup>th</sup>, 2009 by the City of Stevenson, do hereby adopt, publish and declare the following bylaws:

#### Article I – Membership, Terms and Vacancies

- A. ~~At least four members shall be residents of the City, and one member residing elsewhere in Skamania County and having some business or other interest in the planning and development of the City may be appointed in an "at-large" capacity.~~ City residency is required for four of the Commission's five positions. City residency is not required for the fifth position and may be filled by an individual residing elsewhere in Skamania County and having some business or other interest in the planning and development of Stevenson.
- B. In the case of a vacancy of a Commission position, after ~~advertising~~ advertising for interested parties in accordance with SMC 2.12.020(E), the Commission shall submit the name of a candidate to the Mayor and City Council for approval.
- C. The six (6) year terms of office shall be reviewed annually at the time of election of officers..
- D. Ex officio members appointed to the Commission by the Mayor are non-voting members, except as discussed in RCW 35A.63.020.

#### Article II – Organization, Meetings and Records

- A. Officers
  1. The Chair and Vice-Chair of the Commission shall be elected as the first order of business at the first meeting in January of each year.
  - ~~1.2.~~ In the case of vacancy of the Commission member serving as the Chair or Vice-Chair, the vacancy shall be filled following an election at the next regular meeting of the Commission.
- B. Meetings
  1. All meetings of the Commission shall be open to the public.
  2. Pursuant to Resolution 243a adopted by the City of Stevenson, regular meetings shall be held at 6:00 PM on the second Monday of each month. At the discretion of the Chair, meetings lasting later than 8:30 may be continued from such a meeting to a stated later date.

3. Official or continued meetings may be adjusted to avoid conflict with a major or legal holiday. Special meetings may be called by the Chair as provided by RCW 42.30.080.
4. Meeting location shall be at Stevenson City Hall unless prior public notice of an alternate location is advertised.
5. Meetings may be cancelled due to lack of an agenda with the approval of the Chair.
6. Official action of the Commission shall be made by vote, and only at official meetings.

#### C. Quorum

1. A quorum consists of a majority of the membership (excluding vacant seats). Actions are taken by the majority vote of the members present, a quorum being present. A member present may abstain from voting for cause.

#### D. Agenda

1. Agendas will be finalized and made available by 12:00PM on the Thursday prior to the meeting. The agenda will be posted on the City's website and at City Hall and provided to the Commission in advance of the meeting to allow the Commission members an opportunity to review prior to the meeting.
2. The suggested format for the agenda is as follows:
  - a.Introduction of Invited Guests
  - b.Minutes
  - c.Public Comment Period
  - d.New Business
  - e.Old Business
  - f. Staff Reports
  - g.Discussion
  - h.Adjournment
3. The printed agenda of a regular meeting may be modified, supplemented or revised by the majority affirmative vote of the Commission members present. The agenda may be divided into sections and scheduled for continued meetings when it is apparent that one meeting will not be able to complete the eligible cases.

#### E. Attendance

1. Attendance at regular meetings is expected of all Commission members.
2. Occasionally a Commission member will not be able to physically attend a meeting due to personal or work conflicts. Provided that the Commission member received a full meeting packet and is prepared, interested, and able to participate in the meeting, the Chair may allow the member to participate via conference call, video conference, or similar electronic mechanism.
3. Any member anticipating absence from an official meeting should notify staff in advance.

4. Any absence may be excused by the Chair even for an extended period. After three (3) consecutively missed regular meetings, the member will be contacted and asked to reaffirm to their fellow Commission members their desire to remain on the Commission

#### F. Operation

1. Meeting operations are carried out according to RCW 42.30-Open Public Meetings, RCW 42.32-Meetings, and RCW42.36-Appearance of Fairness Doctrine—Limitations.
2. Under the Open Public Meetings Act the public must be allowed to attend Commission meetings, but the Act does not require the public be allowed to speak during Commission meetings. To foster both public participation and meeting efficiency, the Chair shall select one of the following public participation options prior to commencing any meeting or agenda item:
  - a. Option 1- Each speaker will be offered three (3) minutes to express their thoughts during the general public comment period and tree (3) minutes to comment during each public hearing period. Under certain circumstances the Chair may announce a change in a meeting's time limits. Speakers may not convey or donate their allotted time to another speaker. Written comments may also be submitted for the record.
  - b. Option 2- After being acknowledged by the Chair, any member of the public may participate in discussion throughout the meeting. Participants should keep comments brief, respectfully, and related to the agenda topic. Written comments may also be submitted for the record.
3. Certain decisions of the Commission, such as decisions on conditional uses, variances, and subdivision recommendations are quasi-judicial in nature. In these cases, the Commission acts "as if it were a judge" and must base its decisions on the "record" of the matter. The "record" consists of all testimony or comment presented at the hearing and all documents and exhibits that have been submitted. In quasi-judicial hearings, Commission members shall comply with all applicable laws and be guided by Appendix A of these bylaws.

#### G. Records

1. Official files and records of the Commission shall be maintained in accordance with the State records retention schedule.

#### H. Official Action

1. The Commission shall act as a body in making its decisions and in announcing them. The Chair or the Chair's designated spokesman will speak for the group in a public meeting.

2. All Commission discussions and motions may be guided by Robert's Rules of Order, Newly Revised at the Chair's discretion.
3. Method of presenting official recommendations to the City Council:
  - a. An official recommendation to the City Council must be moved, seconded and passed by majority vote of the Commission.
  - b. Official recommendations shall be recorded by staff in the Commission minutes.
  - c. Official recommendations shall be transmitted to the City Council for their next scheduled meeting.
  - d. Special reports or recommendations to the City Council may be made by a designated Commission member or staff person.
  - e. The Chair or a member may be designated to represent the Commission at special functions, seminars or meetings of interest to the Commission.
  - f. Minority reports may accompany any report or recommendation of the Commission to the City Council.

#### Article III – Committees

- A. From time to time the Commission will identify the need for greater citizen participation on a wide variety of subjects. Advisory committees may be created in these instances to aid the Commission's decision making process. Advisory committees should contain at least one Commission member but shall never contain a quorum of the Commission.

#### Article IV – Public Relations

- A. The Commission should, in most cases, defer to the City Council to represent the City in the press and other public spheres.
- B. If a Commission member appears on behalf of the Commission before another governmental agency, community organization, or through the media, for the purpose of commenting on an issue, the Commission member shall state the majority position of the Commission, if known, on such issues. Personal opinions and comments that differ from the Commission majority may be expressed if the Commission member clarifies that these statements do not represent the Commission's position.
- C. Commission members shall have other Commissioner members' concurrence before officially representing any Commission member's views. As a matter of courtesy, any letters to the editor, interviews or other communication by a Commission member of a controversial nature that do not reflect the Commission's majority opinion should be presented to the Commission and City Council prior to publication so that the Commission and Council members may be prepared.

Article V – Expenditures

- A. The expenditures of the Commission shall be within the budget appropriations for the Commission and with the approval by the Council.

Article VI – Duties and Powers of the Commission

A. Chair

1. Shall preside at all Commission meetings and have the powers generally assigned such office in conducting the meetings.
2. Shall see that the transaction of Commission business is in accord with law, ordinances, these Bylaws and Roberts' Rules of Order.
3. May appoint standing committees or special committees and assign one or more members to such committees.
4. Shall, at the opening of the hearing on each subject, state the purpose of the hearing and may read aloud any pertinent written communications contained in the case file. Prior to a presentation, the Chair may establish a time limit on discussion on any said subject.

B. Vice-Chair

1. Shall assume the duties and power of the Chair in the Chair's absence, vacancy or attendance by conference call.

C. City Staff

1. The staff shall ensure that the following tasks are accomplished:
  - a. Keep the minutes of all regular and special meetings of the Commission.
  - b. Give notice of all special meetings to all Commission members at least 24 hours prior to the meeting.
  - c. Prepare an agenda for all special and regular meetings.
  - d. Serve proper and legal notice of all public hearings.
  - e. Draft the routine correspondence of the Commission.
  - f. Maintain files of all studies, plans, reports, recommendations and official records of the Commission.
  - g. Maintain records of Commission expenses.
2. The Planning Director shall attend all regular meetings of the Commission unless excused. If the Planning Director has an excused absence, a staff person shall be designated to attend in the Director's absence. The Planning Director may make recommendations to the Commission and take part in discussions but shall have no vote.

3. The City Attorney may be invited to attend certain quasi-judicial or other meetings to provide opinions, answer legal questions, or ensure the Commission adheres to appropriate legal procedures.
- D. Commission Voting Members
1. Shall informally elect a Chair Pro-tem in the absence of the Chair and Vice-Chair.

Article VII – Conflict of Interest

- A. Any member of the Commission who, in that member’s own opinion, has an interest in any matter before the Commission that would tend to prejudice the member’s actions shall so publicly indicate and shall step down and refrain from voting.

Article VIII – Amendments

- A. These Bylaws may be amended at any regular meeting by the affirmative vote of three (3) members of the Planning Commission; provided that the proposed amendments have been submitted in writing at the previous regular meeting.

Adopted in regular session this \_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Secretary

Ayes:

Nays:

## **Appendix A – Public Hearing Procedures Script for Quasi-Judicial Issues**

The following represents a recommended procedure as a general instruction for the conduct of quasi-judicial hearings and may be followed or departed from in the Chair's discretion. Failure to follow this recommended procedure shall not constitute a *prima facie* failure of Due Process.

### Opening

- The Chair shall open the public hearing by stating the name of the application.
- The Chair shall direct any persons wishing to be heard to sign in on the sign-in sheet.

### Rules of Order Presented by the Chair

- The Chair shall explain that the public hearing will proceed in an orderly manner and ask that members of the public respect the process.
- The Chair shall ensure that everyone will be given an opportunity to be heard. The Chair shall ask that all comments be made standing, at a speaker's rostrum if available, or in an otherwise noticeable fashion. All speakers must first give their name and address for the officially recorded transcript of the hearing. The Chair shall further explain that if there is an appeal, the court must make its decision on the basis of what is said at this meeting.
- The Chair shall ascertain if anyone will require special accommodation in order to speak so that arrangements can be made.
- In fairness to all in attendance, each person wishing to speak will be given an opportunity to address the Commission. Depending on the number of people in attendance, the Chair may limit the initial period of time allowed. If additional time is needed, the Chair may allow additional time after all interested parties have had an opportunity to speak.
- There should be no demonstrations (clapping, cheering, booing) during or at the conclusion of anyone's presentation.
- This public hearing is the time for presentation of testimony, not an opportunity for debate between or among the presenter, the applicant, or the Commission.
- The Commission is interested in promoting an orderly public hearing to give all persons in attendance an opportunity to be heard.

### Appearance of Fairness and Conflicts of Interest

- Quasi-judicial actions are defined as actions of the Commission which determine legal rights, duties, or privileges of specific parties in a hearing. The public hearing for these actions must fair in three respects: form, substance and appearance.
- All Commission members should give consideration as to whether they have:
  - A demonstrated bias or prejudice for or against any party to the proceedings;
  - A direct or indirect monetary interest in the outcome of the proceedings;

- A prejudgement of the issue prior to hearing the facts on the record; or
- *Ex parte* contact with any individual, excluding administrative staff, and whether the individual supports or opposes the issue.

Each Commission member must disclose whether any of the factors listed above are at issue and respond to the question "Do you have an Appearance of Fairness or Conflict of Interest issue or disclosure to make?"

- After making any such disclosures, the members in the audience are asked if there are any objections to any Commission members' participation in the proceedings.

#### Order of Speaking Presented by the Chair

- Staff presentation;
- Request to staff in there were any written materials submitted and summary of any such materials;
- Comments from applicant;
- Comments from proponents;
- Comments from opponents;
- Comments from any others wishing to speak;
- Comments from applicants in response/rebuttal. New material may not be introduced;
- Response from staff to any subjects raised by any of the speakers, or any additional clarifications;
- Questions from Commission members to any speaker or staff person who made comment;
- The Chair may ask if anyone in the audience has any comments to clarify an item raised by a Commission member's questions. No new items can be presented nor should the speaker repeat testimony given previously. This is purely an opportunity for clarification.

#### Commission Discussion

- The Chair, making certain there is no further testimony, closes the public testimony portion of the hearing.
- Commission discussion is held – Commission should consider discussing issues in terms of findings and potential conditions.
- Request for any further recommendations or comments from staff.
- Chair calls on the Commission members to make a motion (take action) or postpone. If action taken, Chair directs staff to prepare findings and decision.



# 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:** February 8<sup>th</sup>, 2021  
**SUBJECT:** Urban Reserve

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### **Introduction**

This memo provides information from the City's Comprehensive Plan related to the Urban Reserve concept appearing in several areas. Staff hopes this information will help each Planning Commissioner frame their thoughts on the upcoming Zoning Map Change discussions.

### **Urban Reserve-What is it?**

In its introduction to the Future Land Use Map (page 53), the Stevenson Comprehensive Plan describes the Urban Reserve area as follows:

"An area within which future development and extension of municipal services are contemplated but not imminent. Existing uses, particularly vacant lands and very low density single-family housing, coexist with uses otherwise characteristic of more rural areas. Further development within an Urban Reserve is discouraged until municipal services can be provided and urban level densities and intensities of land use can occur. Urban Reserve areas may be subcategorized to anticipate any other land use designation described below and may be changed to such designations without amending the plan when adequate municipal services are provided."

This introduction draws directly from the Comprehensive Plan's glossary (page 97):

"An area within which future development and extension of municipal services are contemplated but not imminent. Existing uses, particularly vacant lands and very low density single-family housing, coexist with uses otherwise characteristic of more rural areas. Further development within an Urban Reserve is discouraged until municipal services can be provided and urban level densities and intensities of land use can occur."

### **Urban Reserve-Why Have it?**

Several goals, objectives, and tactics of the Comprehensive Plan buttress the need for Urban Reserve areas:

**Goal 2-** "Development within the Stevenson Urban Area wisely considers the long-term interests of the community."

- 2.1** Protect the natural and scenic qualities of the area by regulating land use and carefully managing urban change.
- 2.7** Periodically review and revise the Future Land Use and Zoning maps to accommodate changes in community needs.
  - 2.7.1** Consider designating areas not served by the public sewer and/or water systems as an "urban reserve" until such systems are made available.
  - 2.7.2** Balance the availability of sufficient land for various uses when designating Future Land Use and Zoning districts.

- 2.7.3 Consider infill potential when designating Future Land Use and Zoning districts, especially with regard to multi-family housing.
- 2.7.4 Consider redesignating lands currently designated for industrial use which are unlikely or undesirable to be developed for such uses.
- 2.7.5 Consider location and suitability of land for urban uses and established need when designating Future Land Uses and Zoning districts.

**2.9** Encourage the establishment of a subarea plan and land use regulations within the unincorporated Urban Area.

- 2.9.1 Encourage maintaining forest and farm uses within the unincorporated Urban Area.
- 2.9.2 Discourage development within the unincorporated Urban Area until suitable land within the City has been developed.
- 2.9.3 Ensure the highest and best use of riverfront properties within the unincorporated Urban Area by protecting them from development and redevelopment until urban utilities and services can be provided.

**2.10** Use the type, location, and phasing of public facilities as a factor to guide urban expansion.

**2.10.1** Manage urbanization through the expansion of public infrastructure such as the sewer and water systems.

**2.12** Facilitate and encourage the use of innovative building types and land development patterns that encourage conservation of energy and other resources.

**2.13** Establish standards for urban development that encourage mixtures of land uses and intensities.

**2.13.1** Consider establishing incentives and/or special standards for infill projects.

**Goal 5:** "Stevenson supports businesses that employ its residents and meet community needs."

**5.5** Facilitate and support provision of adequate utility, transportation, and communications infrastructure to meet the needs of Stevenson's business community.

**5.8** Preserve lands designated for industrial use for that use, protect them from incompatible uses, and ensure access to good infrastructure.

**5.8.1** Consider the feasibility and benefits of establishing industrial areas along Ryan Allen Road near the garbage transfer station.

**5.8.2** Consider regional tax sharing programs as an alternative to developing industrial land in Stevenson.

**Goal 8:** "Reliable utilities and convenient services fulfill the needs of the current and future community."

**8.8** Base the provision of future public facilities and utilities upon financial cost and adequacy of desired levels of service.

**8.8.1** Consider providing public facilities and utilities in advance of need.

**8.8.2** Coordinate urban development with private utility agencies to ensure the availability of services when needed.

**8.8.3** Continue to provide water and sewer services within the Urban Area.

**8.9** Manage urbanization through the expansion of the sewer system.

**8.9.1** Permit septic systems only when provision of sewer services is technically infeasible within the planning period.

**8.9.2** Revise land development regulations to prohibit septic system installations in areas where provision of sewer service is feasible during the planning period.

**Urban Reserve-Where is it?**

The Urban Reserve appears on the Comprehensive Plan's Future Land Use Map 7 distinct areas:

**A-Urban Reserve High Intensity Trade-** Two areas bear this designation. The first is southwest of city limits and south of SR 14 at the old Co-Ply Mill site. The second is north of city limits between Ryan Allen Road and Rock Creek near the Stevenson Transfer Station. Both areas lack sewer services. The Co-Ply site lacks water service.

**B-Urban Reserve Low Intensity Trade-** Two areas bear this designation. The first is southwest of city limits and north of SR 14 adjacent to Skamania Lodge. The second is southeast of city limits, between SR 14 and the Columbia River. Both areas lack water and sewer services.

**C-Urban Reserve High Density Residential-** Three areas bear this designation. The first is entirely within city limits near Foster Creek Road and Ryan Allen Road. The area is served by the public water but not the sewer system. The second includes areas within and outside of City limits extending from approximately City Hall to locations above Simmons Road and near the upper intersection of Loop Road and Maple Way. This area lacks sewer service. Water service is available within city limits and at some homes outside of city limits. The upper boundary of this area approximately coincides with the elevation where water service is possible from the City's uppermost reservoir. The third area is also within and outside of city limits and centered on East Loop Road near Major Street and Button Road. Water services is available to the area, but sewer service is lacking. The upper boundary of this area approximately coincides with the elevation where water service is possible from the City's uppermost reservoir. The lower boundary of this area is approximately based on the area that could be served by a gravity sewer system.

#### **Urban Reserve-How has it been implemented?**

The Urban Reserve concept has been incorporated into the following, incomplete, list of actions:

- **2014-** Sunstone One Subdivision. Developer-led. The property, currently located in the SR Suburban Residential District and the western Urban Reserve High Density Residential area is granted preliminary plat approval. The approval allows creation of lots at the smaller, R1 Single-Family Residential District density. The approval is contingent on a Zoning Map change pursued under SMC 17.48-Intent to Rezone. The rezone itself is contingent on the extension of a public sewer line.
- **2017-** Residential Planned Unit Development Ordinance. City-led. This ordinance allows a great deal of flexibility and expedited timelines for land divisions. One prerequisite for properties is the connection to the public water and sewer systems.
- **2018-** Sewer Connection Ordinance. City-led. This ordinance reaffirmed requirement which had been in place since 1972. All developments within 300 feet of a public sewer system are required to connect to the system unless the City Council grants a site-specific waiver.
- **2017 & 2019-** Stevenson General Sewer Plan and Water System Plan. City-led. The capital improvement projects identified in these plans are intended to align with one-another, calling for immediate improvements and extension of the sewer system in areas already served by water. Longer-term improvements are identified such the systems can then be extended together to unserved areas. For example, the Water System Plan delays consideration of new higher-level reservoir until at least 2030. During this time, the General Sewer Plan identifies several sewer extensions unserved such as Frank Johns and Ryan Allen roads.
- **2019-** Water Service Connection Ordinance. City-led. This ordinance requires all premises to connect to the public water system unless the City Council grants a site-specific waiver.
- **2021-** Sewer Main D Extension- City-led. The City is finalizing design of a sewer line extension from City Hall to the intersection of Frank Johns Road. The ~1,000' extension will allow connection where existing septic system failures are expected and permit in-fill development on vacant properties. Construction of the system may be completed as early as 2022.

## Goal 2– Urban Development



### **“Development within the Stevenson Urban Area wisely considers the long-term interests of the community.”**

From the banks of the Columbia River to timbered foothills; from a heavily travelled main street to seldom-seen clusters of housing, the Stevenson Urban Area offers opportunities and challenges for future expansion, redevelopment and improvement. This Goal emphasizes Stevenson’s ability to welcome new residents and businesses while integrating them into the diverse ecological and urban environments characteristic of the area.

The Urban Area boundary established by the Columbia River Gorge National Scenic Area places strict limits on Stevenson’s ability to expand, effectively creating an island of limited land base. Simultaneously, the Scenic Area’s own restrictions on the types and intensities of uses allowed outside of Urban Areas turns Stevenson into a target for industrial, commercial, and higher density residential development. In developing the actions leading to the fulfillment of this Goal, the City gave special consideration to the dynamics of these unique forces.

Welcoming these changes is not without its challenges. Much of the vacant land close to the urban core has been left vacant due to the presence of development constraints such as wetlands or steep slopes. Development of the vacant lands on the periphery is hindered by the presence of similar constraints and made more difficult by the lack of existing urban services.

The issue, however, is when, where, and how development should occur and not whether it should happen. Stevenson can fulfill its role as a target, as an island, and as a place for residents and visitors to live, work, and play. Development meeting these needs can be compatible with the natural features and resources of the area through orderly, efficient, healthy, pleasant, and smart growth. The Objectives and Tactics below focus on balancing economic forces of growth and change with the important functions and values of the natural environment, managing land use, and enhancing the natural and scenic qualities of Stevenson.

OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			
<b>Goal 2– Urban Development</b>								
2.1– Protect the natural and scenic qualities of the area by regulating land use and carefully managing urban change.						Planning		Ongoing
2.2– Preserve, protect, and enhance the functions and values of ecologically sensitive areas (habitat areas, wetlands) with special consideration given to anadromous fisheries, as required by the Growth Management Act.	<p>2.2-1– Regulate land use within and adjacent to ecologically sensitive areas while allowing for the reasonable use of private property.</p> <p>2.2-2– Consider establishing a funding source to acquire ecologically sensitive areas.</p> <p>2.2-3– Conduct a Urban Area-wide inventory of ecologically sensitive areas.</p> <p>2.2-4– Encourage agreements that will preserve ecologically sensitive areas in appropriate proportions consistent with available resources. Provision of such open spaces should not reduce the density which can be achieved on the site</p> <p>2.2-5– Establish a stream corridor management plan and program.</p> <p>2.2-6– Consider stream corridors for multiple use in conformance with other plans.</p> <p>2.2-7– Regulate the use of fill in stream corridors.</p> <p>2.2-8– Maintain stream corridors in a natural state, preserving tree lines and vegetation wherever possible.</p>						Administration & Planning	Short-Term



OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			

**Goal 2– Urban Development**

<p>2.3– Establish a vegetation conservation and management plan and program for all areas of the city. The program should provide for the replacement, planting, preservation, and maintenance of trees and native vegetation.</p>	<p>2.3-1– Prefer, preserve, and encourage the use of native vegetation on City-owned land.            2.3-2– Educate property owners on the benefits of trees and native vegetation.            2.3-3– Establish design standards for land divisions to minimize removal of trees and native vegetation.            2.3-4– Establish design standards for land divisions requiring new plantings when trees and/or native vegetation are removed.</p>					<p>Public Works</p>		<p>Mid-Range</p>
<p>2.4– Establish landscaping standards and guidelines.</p>	<p>2.4-1– Consider establishing landscaping standards in heavily travelled and commercial, industrial, and recreational areas.            2.4-2– Consider developing landscaping guidelines for residential areas.</p>					<p>Planning</p>		<p>Short-Term</p>
<p>2.5– Manage outstanding scenic views and sites for the benefit of the community.</p>	<p>2.5-1– Consider acquiring highly prized scenic areas or viewsheds.            2.5-2– Establish design standards for land divisions to preserve scenic views.            2.5-3– Consider regulating building heights, tree plantings, and aboveground utility lines within scenic viewsheds.            2.5-4– Encourage agreements that will preserve scenic areas in appropriate proportions consistent with available resources. Provision of such scenic spaces should not reduce the density which can be achieved on the site.</p>					<p>Administration &amp; Planning</p>		<p>Mid-Range</p>



OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			
<b>Goal 2– Urban Development</b>								
2.6– Protect public and private property and human safety from hazards such as critical aquifer pollution, frequent floods, geological hazards, and fire.	2.6-1– Establish development standards for lands known to have severe limitations. 2.6-2– Establish development standards for flood plains to minimize flood hazard vulnerability. 2.6-3– Establish standards for the Rock Creek slide to minimize soil movement. 2.6-4– Establish development standards to ensure safety near gas pipelines.					Planning		Short-Term
2.7– Periodically review and revise the Future Land Use and Zoning maps to accommodate changes in community needs.	2.7-1– Consider designating areas not served by the public sewer and/or water systems as an “urban reserve” until such systems are made available . 2.7-2– Balance the availability of sufficient land for various uses when designating Future Land Use and Zoning districts. 2.7-3– Consider infill potential when designating Future Land Use and Zoning districts, especially with regard to multi-family housing. 2.7-4– Consider redesignating lands currently designated for industrial use which are unlikely or undesirable to be developed for such uses. 2.7-5– Consider location and suitability of land for urban uses and established need when designating Future Land Uses and Zoning districts.					Administration & Planning		Ongoing
2.8– Establish policies to review annexation proposals.	2.8-1– Prefer annexation of developed areas abutting the city.					Planning		Short-Term

OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			

**Goal 2– Urban Development**

2.9– Encourage the establishment of a subarea plan and land use regulations within the unincorporated Urban Area.	<p>2.9-1– Encourage maintaining existing forest and farm uses within the unincorporated Urban Area.</p> <p>2.9-2– Discourage development within the unincorporated Urban Area until suitable land within the City has been developed.</p> <p>2.9-3– Ensure the highest and best use of riverfront properties within the unincorporated Urban Area by protecting them from development and redevelopment until urban utilities and services can be provided.</p>					Planning	County	Short-Term
2.10– Use the type, location, and phasing of public facilities as a factor to guide urban expansion.	2.10-1– Manage urbanization through the expansion of public infrastructure such as the sewer and water systems.					Planning & Public Works		Ongoing
2.11– Manage lands bordering the National Scenic Area boundary to ensure habitat and recreational connectivity.						Planning		Ongoing
2.12– Facilitate and encourage the use of innovative building types and land development patterns that encourage conservation of energy and other resources.						Building & Planning		Ongoing
2.13– Establish standards for urban development that encourage mixtures of land uses and intensities.	2.13-1– Consider establishing incentives and/or special standards for infill projects.					Planning		Mid-Range
2.14– Ensure development review processes are prompt, predictable, open, and uncomplicated.						All Departments		Ongoing

OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			
<b>Goal 2– Urban Development</b>								
2.15– Minimize the impacts of abutting conflicting land uses by subjecting the more intensive land use or the site being developed to special site development standards.						Planning		Ongoing





## Goal 5– Business & Industry



### **“Stevenson supports businesses that employ its residents and meet community needs.”**

The mix of businesses and industries in Stevenson ranges from creative, locally-owned establishments, to regionally-respected firms, to nationally-recognized institutions. These businesses employ and serve Stevenson’s residents and contribute to the positive atmosphere of Stevenson’s commercial and industrial areas. This Goal seeks to contribute to the success of existing businesses, develop new economic opportunities, and ensure that the local business community remains a healthy component of Stevenson’s overall vitality.

Making productive use of Stevenson’s existing people, facilities, and resources is particularly important to the city’s economic future. This includes building on the forest industries so important to Stevenson’s early development, the high tech industries thriving in the region, and other as-yet unidentified resources which will put Stevenson on the cutting edge of the economic future of the Gorge and Pacific Northwest.

While the City recognizes the limited role government has in business conduct, it also recognizes the importance of businesses to the citizens, residents, and visitors. The Objectives and Tactics that will advance the City toward its economic goals seek to create an accommodating economic environment through consistent dialogue with the business community, support of targeted economic growth and diversity programs, and provision of appropriate land, facilities, infrastructure and services.



OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			
<b>Goal 5– Business &amp; Industry</b>								
5.1– Establish an economic program and strategy to support development of a healthy, diversified economy which will provide local employment and support for businesses and services.	<p>5.1-1– Provide areas and incentives for development of non-polluting, light industrial activities.</p> <p>5.1-2– Designate additional areas for various types of industrial activity as needs change and demand develops. The designations should ensure the viability of and compatibility with surrounding properties.</p> <p>5.1-3– Consider establishing incentives for development that meets the City’s economic development and diversification goals and objectives.</p>					Administration & Planning	Chamber, County, EDC, MCEEDD, Port, SBA	Short-Term
5.2– Attract businesses that provide family-wage jobs to start-up, expand or locate in Stevenson.	<p>5.2-1– Support establishment of a recruitment program to attract industry to Stevenson.</p> <p>5.2-2– Survey citizens to determine what additional services they need.</p> <p>5.2-3– Facilitate and support business incubators, mentoring programs, and other strategies to assist start-up businesses.</p> <p>5.2-4– Attract development of industries and companies that relate to existing local resources, such as the forestry and natural resource industries of the area.</p> <p>5.2-5– Conduct a cluster analysis to determine which businesses and industries would supplement and benefit from the industries currently in the region.</p>					Administration	Chamber, EDC, Port, SBA	Ongoing

OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			
<b>Goal 5– Business &amp; Industry</b>								
5.3– Establish strategies to retain and grow existing businesses.	5.3-1– Conduct an annual inventory of local businesses. 5.3-2– Periodically survey local businesses to understand how the City can support their success and growth.					Administration	Chamber, EDC, Port, SBA	Ongoing
5.4– Support networking opportunities such as the “Chamber Breaks.”						Administration	Chamber	Ongoing
5.5– Facilitate and support provision of adequate utility, transportation, and communications infrastructure to meet the needs of Stevenson’s business community.						Administration	County, EDC	Ongoing
5.6– Support the development of industrial lands and buildings.						Administration	Count, EDC, Port	Ongoing
5.7– Promote Stevenson’s local resources and amenities (e.g., low energy costs, fiber optics) and location near the I-5, I-84, and railroad corridors to attract industry and commerce to ensure tax base stability.						Administration	Chamber, EDC, Port, SBA	Ongoing
5.8– Preserve lands designated for industrial use for that use, protect them from incompatible uses, and ensure access to good infrastructure.	5.8-1– Consider the feasibility and benefits of establishing industrial areas along Ryan Allen Road near the garbage transfer station. 5.8-2– Consider regional tax sharing programs as an alternative to developing industrial land in Stevenson.					Planning	EDC, Port	Ongoing
5.9– Establish standards for industrial land use to encourage nonpolluting, environmentally safe, light industries.						Planning	EDC, Port	Mid-Range



## Goal 8– Utilities & Services



**“Reliable utilities and convenient services fulfill the needs of the current and future community.”**

City governments exist to serve their citizens. This Goal of the Comprehensive Plan emphasizes the aspects by which the City can serve its citizens through proper management and provision of utility services.

The City of Stevenson provides a number of services to its residents. Responsible management of tax- and rate-payer contributions tops the list, but the City also ensures buildings are inspected for safety, clean drinking water is provided to the tap, fires are suppressed before they can spread, sewage is collected and treated, justice is served through policing and the court system, and neighborhood nuisances are remedied. The City also coordinates with outside utility and service providers to ensure that its residents and visitors receive the services they require.

The Objectives and Tactics leading to the fulfillment of this Goal contain methods by which the City can manage and improve upon the services it provides and ensure that other utility and service providers do likewise.



OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			
<b>Goal 8– Utilities &amp; Services</b>								
8.1– Encourage City staff and officials to enhance their skills through training and continuing education on topics relevant to their job performance, such as management and communication.						All Departments		Ongoing
8.2– Develop a long-range financial plan.						Administration		Ongoing
8.3– Periodically review and revise the capital facilities plan.						Administration & Public Works		Ongoing
8.4– Identify and correct health and safety hazards within the Stevenson Urban Area.						Administration	County, Port	Ongoing
8.5– Establish maintenance programs to preserve the long-term viability of the City’s capital facilities.						Administration & Public Works		Short-Term
8.6– Offset the costs of new development to existing city residents by establishing development charges.						Administration		Ongoing
8.7– Provide adequate easement and right-of-way widths for public and private utilities and emergency and other services.						Planning & Public Works		Ongoing
8.8– Base the provision for future public facilities and utilities upon financial cost and adequacy of desired levels of service.	8.8-1– Consider providing public facilities and utilities in advance of need. 8.8-2– Coordinate urban development with private utility agencies to ensure the availability of services when needed. 8.8-3– Continue to provide water and sewer services within the Urban Area.					Administration	County, PUD	Ongoing

OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			
<b>Goal 8– Utilities &amp; Services</b>								
8.9– Manage urbanization through the expansion of the sewer system.	8.9-1– Permit septic systems only when provision of sewer service is technically infeasible within the planning period. 8.9-2– Revise land development regulations to prohibit septic system installations in areas where provision of sewer service is feasible during the planning period.					Planning & Public Works		Ongoing
8.10– Consider alternative waste disposal systems for difficult sites and to encourage conservation of water.						Public Works		Ongoing
8.11– Coordinate the infrastructure improvement and maintenance projects of multiple utilities to reduce costs and disruptive impacts.						Public Works		Ongoing
8.12– Establish a stormwater utility to provide for the collection and treatment of stormwater runoff and the maintenance of stormwater facilities.	8.12-1– Establish standards for land development ordinances to provide for the collection and treatment of stormwater runoff.					Public Works		Short-Term
8.13– Consider alternative energy resources to benefit the community.	8.13-1– Facilitate and support local energy resource development and use, such as geothermal.					Administration	County, Port, PUD, State	Mid-Range
8.14– Facilitate and support the expansion of high-speed communication utilities such as broadband, fiber optics, and Wi-Fi.						Administration		Ongoing
8.15– Facilitate and support the burial of existing aboveground utility lines.						Administration & Public Works	Private Utilities, PUD	Ongoing

OBJECTIVE	TACTICS	CORNERSTONE PRINCIPLES				RESPONSIBLE DEPARTMENT	LIKELY PARTNERS	TIMELINE
		HQL	NSB	HE	AW			
<b>Goal 8– Utilities &amp; Services</b>								
8.16– Require the burial of new utility lines.						Planning & Public Works	Private Utilities, PUD	Ongoing
8.17– Facilitate and encourage the collection, recycling, disposal, and reuse of solid waste within the Stevenson Urban Area.	8.17-1– Consider solid waste for use in biomass energy projects. 8.17-2– Consider composting solid waste through a community-scale facility.					Public Works	County Solid Waste	Short-Term
8.18– Periodically review and revise the City’s law enforcement program.						Administration		Ongoing
8.19– Support Stevenson Fire Department and the Skamania County Hospital District to maintain high quality services.	8.19-1– Consider establishing a joint facility to house emergency response agencies.					Administration		Ongoing
8.20– Encourage establishment of county -wide mitigation and emergency action programs for spills, explosions and other disasters.						Administration	County, EMS, Fire	Mid-Range





## CHAPTER 4-MAPS

Many of the Goals, Objectives and Tactics described in the previous chapter are tied to specific infrastructure, institutions, or areas of Stevenson. The policies called for in the Comprehensive Plan often cannot be accomplished without maps that provide a fuller understanding of how specific areas of the city interrelate and connect with each other.

### Future Land Use Map

The Comprehensive Plan's Future Land Use Map is crucial for showing clearly and concisely how the Goals, Objectives, and Tactics contained in Chapter 3 relate to the Population Report in Appendix C. This map designates all areas of the City and Urban Area according to five basic land use designations describing where population and business growth will occur and how the City intends for lands to be used in the future.



The Future Land Use designations are not zoning districts, and the Future Land Use Map is not a zoning map. Whereas the City of Stevenson Zoning Map is an official regulatory document adopted by ordinance through the Zoning Code, the Comprehensive Plan's Future Land Use Map is a guidance document that will be used to shape future decisions about annexations, land development policies, the size and timing of infrastructure upgrades, changes to existing zoning designations, and those purposes indicated in RCW 35A.63.080.

### Urban Reserve (UR)

An area within which future development and extension of municipal services are contemplated but not imminent. Existing uses, particularly vacant lands and very low density single-family housing, coexist with uses otherwise characteristic of more rural areas. Further development within an Urban Reserve is discouraged until municipal services can be provided and urban level densities and intensities of land use can occur. Urban Reserve areas may be subcategorized to anticipate any other land use designation described below and may be changed to such designations without amending the plan when adequate municipal services are provided.



### Low Density Residential (LDR)

An area dominated by single-family homes on lots 15,000 square feet or larger. Development within a Low Density Residential area typically requires extension of municipal water service and other utilities, though on-site septic systems are often unavoidable and desirable as an alternative to extension of the municipal sewer collection system. The development pattern encourages connected



street networks where terrain permits. Where terrain does not permit, culs-de-sac are often paired with pedestrian pathways to provide adequate non-automotive connectivity to nearby neighborhoods, schools, parks, and business centers.

### High Density Residential (HDR)

An area dominated by multi-family housing or single-family housing on lots smaller than 15,000 square feet. Residential uses in these areas are often mixed with institutions, utilities, schools, and parks and/or located in close proximity to commercial uses more characteristic of urban areas. Development within a High Density Residential area almost exclusively requires extension of, or connection to, municipal water and sewer systems. Development patterns in these areas encourage connected street networks with pedestrian and bicycle facilities providing connections to abutting neighborhoods, schools, parks, and business centers. High Density Residential areas may be subcategorized by single-family or multi-family designations, and public use designations.

### Low Intensity Trade (LIT)

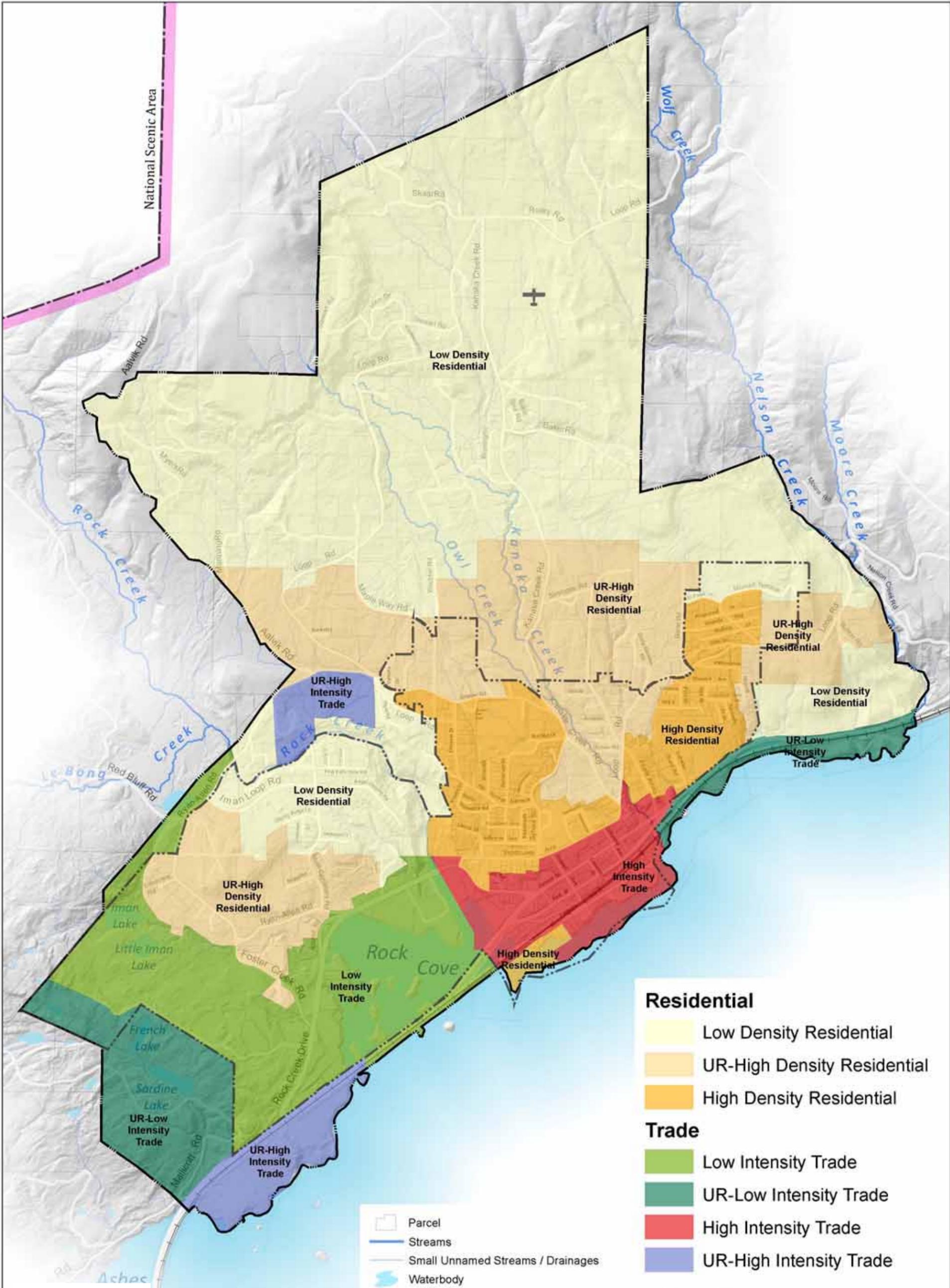
An area where commercial activity is interspersed and coexists with other recreational, and public/institutional uses in the same area. Low Intensity Trade areas typically provide opportunities to capitalize on and expand the regional tourism and service industries. Because of the space typically demanded by Low Intensity Trade activities, the uses allowed in these areas are often inappropriate or cannot exist within Downtown Stevenson or other High Intensity Trade areas; however, Low Intensity Trade areas are not intended to detract from the viability of, or compete with, High Intensity Trade areas. Development of Low Intensity trade areas almost exclusively requires municipal service extension. Although the parking and access patterns of Low Intensity Trade areas are typically oriented primarily to automotive traffic, adequate accommodations for pedestrian and bicycle users are also included. Low Intensity Trade areas may be subcategorized by general, recreation, and public use designations.



### High Intensity Trade (HIT)

An area primarily devoted to commercial, light industrial, public/institutional activities, mixed uses, multi-family, and existing single-family residences. These areas contain a dense, highly intensive land use pattern focusing on an urban style of development and architecture. Connection to municipal utilities adds to the viability of High Intensity Trade areas. High Intensity Trade areas may be subcategorized by downtown, office, and industrial designations. Development in downtown areas typically follows a tight-knit gridiron pattern that emphasizes the importance of pedestrians and bicyclists

to ensure areas are walkable. As compared to downtown areas, office and industrial areas are more dependent on automotive traffic.



**MAP 4.1**

**FUTURE LAND USE**

This map is intended for planning purposes only. The locations and designations shown on this map are approximations based on the best available information at the time of mapping. The locations and designations should be confirmed prior to undertaking land use actions.



Scale: 1:18,000  
1 inch = 1,500 feet



**Projected Coordinate System:**  
NAD 1983 HARN StatePlane Washington FIPS 4602 Feet  
**Projection Name:**  
Lambert Conformal Conic  
**Planar Units:** US Survey Feet  
**Data Sources:** Skamania Co, Col. River Gorge Commission  
**LIDAR:** DNB Flight 2005-2006  
**Map Created:** September 2012 (Updated 3/14/2013)

**DISCLAIMER:** This map product was prepared by Skamania County and is for information purposes only. It may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

