



City Council Workshop Agenda
Monday, August 17, 2026, 4:30 PM
Council Chambers, 616 NE 4th AVE

NOTE: The City welcomes public meeting citizen participation. TTY Relay Service: 711. In compliance with the ADA, if you need special assistance to participate in a meeting, contact the City Clerk's office at (360) 834-6864, 72 hours prior to the meeting so reasonable accommodations can be made (28 CFR 35.102-35.104 ADA Title 1)

To observe the meeting (no public comment ability)

- go to <https://vimeo.com/event/6116336>

To participate in the meeting (able to public comment)

- go to <https://cityofcamas-us.zoom.us/j/84310812974>

(public comments may be submitted to publiccomments@cityofcamas.us)

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS

WORKSHOP TOPICS

1. [House Bill 2015 - Criminal Justice Funding](#)
[Presenters: Tina Jones, Police Chief and Jennifer Gorsuch, Administrative Services Director](#)
[Time Estimate: 35 minutes](#)
2. [Our Camas 2045 – Draft Zoning Code Amendments](#)
[Presenter: Alan Peters, Community Development Director](#)
[Time Estimate: 30 minutes](#)
3. Staff Miscellaneous Updates
Presenter: Doug Quinn, City Administrator
Time Estimate: 10 minutes

PUBLIC COMMENTS

COUNCIL COMMENTS AND REPORTS

CLOSE OF MEETING



Staff Report

August 17, 2026 Council Workshop

Presenters: Police Chief Tina Jones and Administrative Services Director Jennifer Gorsuch

Time Estimate: 35 minutes

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BACKGROUND: House Bill 2015 was approved by the State Legislature and went into effect July of 2025. The bill provides two funding opportunities, a councilmanic sales tax and a grant opportunity to fund criminal justice needs. The sales tax, if approved, could provide an estimated \$500,000 to support police and court programs to improve safety in our community. This workshop will cover the sales tax for City Council discussion.

SUMMARY: The sales tax considerations include:

- The tax is .1% which translates to 10 cents in revenue for every \$100 in sales.
- The tax can be imposed by councilmanic action through June 30, 2028.
- If passed by the council, the sales tax is permanent.
- The tax can be stacked with other sales taxes and is not shared with other jurisdictions.
- The sales tax usage is for "criminal justice purposes" which is a broad use.
- To qualify, the police department must incorporate in-depth changes to several policies, including immigration, domestic violence, protection orders, firearms relinquishment, use of force, and more. Chief Jones has already drafted the policies and training needed to meet the grant and sales tax requirements.

The revenue can help support the additional needs and stresses for our police and courts. As our community grows, we add strain to our police and court systems. The funding can help offset some of those costs by providing steady revenue to support staff, equipment, contract support, and other criminal justice needs. One area where there is identified future costs is for indigent defense. The increasing legislative restrictions on indigent defense case loads is adding to the costs over time and will continue.

BENEFITS TO THE COMMUNITY: Our community is growing and we continue to experience additional unfunded mandates to the police and courts. This tax supports specific revenues for the police and courts to be able to help maintain a high level of safety in Camas. Costs for public safety services continue to rise and as a General Fund item, there are limited funding options. This tax will help support current and future public

safety needs so we can continue to provide a high level of service to our growing population.

STRATEGIC PLAN: This item is connected to the “Safe and Accessible Community” portion of our Strategic Plan. Being able to continue to maintain a safe community is critical, especially as the city grows.

POTENTIAL CHALLENGES: If the tax is not approved, we continue to face rising costs for police and court services with limited revenue options. In the future, this will lead to diminished ability to maintain a high level of service and safety will be impacted.

BUDGET IMPACT: This item is very connected to the budget, as it provides an opportunity to diversify revenues. It provides more funding to the city specific to criminal justice needs, which can help alleviate stress on the General Fund and provide opportunities in the future to fund more needed positions, equipment, contract staff, and more.

RECOMMENDATION: Staff recommends moving this item forward to a vote on whether to approve a .1% sales tax for criminal justice purposes. If Council agrees to move this forward for consideration, an Ordinance will be brought to a future City Council meeting for consideration.

HB 2015 Criminal Justice Funding

Chief Tina Jones & Director Jennifer Gorsuch
August 2026

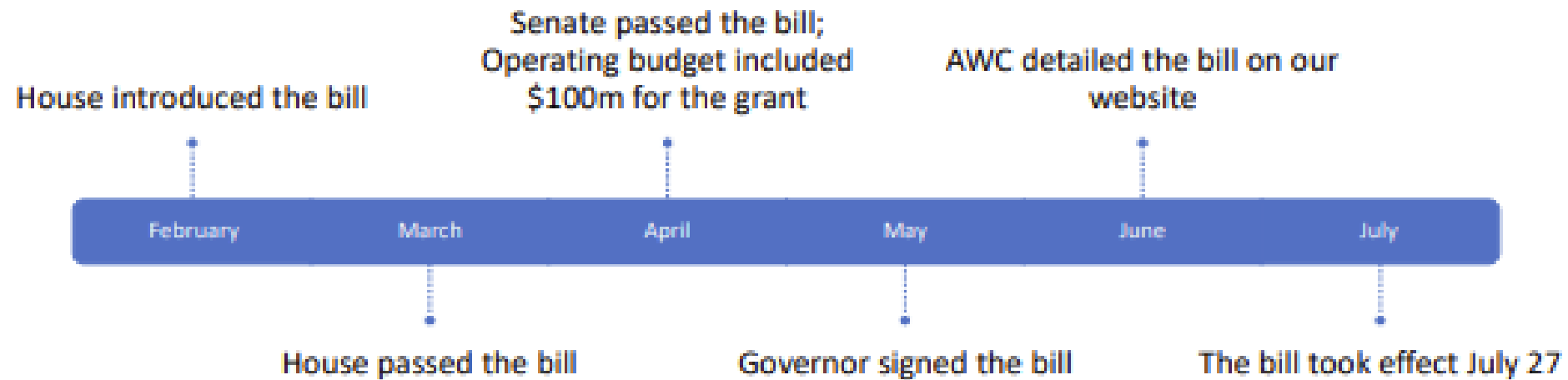


Why is this important?

- Community safety depends upon adequate police and court resources.
- Increasing costs and unfunded mandates for police and court services are putting pressure on the general fund budget.
- We wish to maintain a safe city where offenders are held accountable and we have adequate resources to respond to and prevent crime.
- Increased growth in the city puts more demand on services.
- Maintaining a safe city retains and attracts residents and businesses.



Background on the bill in 2025



About HB 2015

The new law sets up two mechanisms for funding public safety:

Grant

A three-year \$100 million grant program for hiring, retaining, and training new police officers and co-responders

Sales tax

A councilmanic 0.1% local sales tax authority for broad public safety and criminal justice needs



HB 2015: Two new funding mechanisms

Separate, but linked

The grant

- CJTC-administered
- \$100 million program
- Expires June 2028
- Can use for hiring/training new officers & co-responders
- 75% of salary covered
- 25% local match required
- Max. \$125k funding, per position
- Policy & training requirements to attain a grant
- Need to levy or receive one of three available public safety or criminal justice sales taxes first

You must qualify for the grant to take the sales tax

You must receive or levy a public safety sales tax to get the grant

The sales tax

- Councilmanic through June 2028
- 0.1% tax on sales & use
- Permanent
- Broad use for public safety
- Stackable with other taxes & jurisdictions
- Need to meet the same requirements as the grant
- Do not need to apply for or receive the grant, just qualify for it

New local option sales tax



The bill allows the legislative body of a city and/or county to establish a new local option 0.1% sales and use tax.

To be eligible, cities must meet the same requirements laid out for grant eligibility.



Sales tax quick facts

**Local legislative authority:**

The tax can be imposed by councilmanic action through June 30, 2028

**Permanent:**

Once passed by the council, the sales tax is permanent

**Stackable:**

The taxes can stack with other sales taxes and jurisdictions; and revenues are not shared with other jurisdictions

**Broad use:**

The new 0.1% sales tax can be used for broadly defined "criminal justice purposes"

**Requirements:**

A city or county can only collect the tax if it meets all the requirements of the CJTC grant (But no requirement to *apply* for the grant)

**Caveat:**

The jurisdiction's voters must not have rejected or repealed any public safety sales tax within 12 months



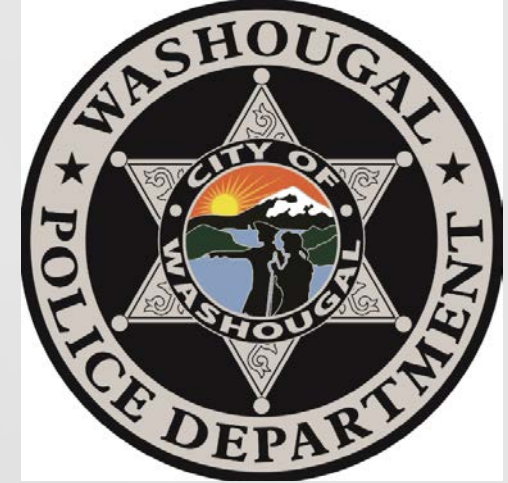
Broad use for the sales tax

Criminal justice purposes, such as:

- Domestic violence services
- Public defenders
- Diversion programs
- Reentry work for inmates
- Reducing homelessness or improving behavioral health
- Community placements for juvenile offenders
- Community outreach, alternative response, mental health crisis response



Local Jurisdictions Pursuing Sales Tax



Additional Information

Sales tax revenue would generate an estimated \$500,000 in additional revenue per year for public safety services.

The sales tax is ongoing revenue.

Grant Application requirements are immense. Focus on policies, training, and practices related to Use of Force, Immigration Enforcement, Firearms, and more.

Funding Options to Increase Public Safety

The sales tax revenue could fund:

- Current police expenses to help with budget deficit and prevent cuts,
- Future positions when budget improves. 2 Officers and 1 Lieutenant position could be funded with the revenue,
- Indigent defense expenses, which are going to increase due to legislative mandates,
- Work crew expenses





Staff Report

August 17, 2026, Council Workshop Meeting

Our Camas 2045 – Draft Zoning Code Amendments

Presenter: Alan Peters, Community Development Director

Time Estimate: 30 minutes

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BACKGROUND: The *Our Camas 2045* Comprehensive Plan Update is entering its final phase as we complete the draft Comprehensive Plan in preparation for adoption this fall. Planning Commission will hold a public hearing on September 15 to consider a recommendation to Council on the proposed Comprehensive Plan, Downtown Subarea Plan, and zoning code updates. Following the Planning Commission’s review, Council will hold a public hearing on October 19 to consider the proposal, with possible adoption by ordinance to follow on November 2.

SUMMARY: This report covers proposed changes to CMC Chapter 18.24 – Mixed Use and a new proposed Chapter 18.20 – Mixed Employment. Staff will also continue discussion from the April 3 Workshop related to parking (Chapter 18.11). Further discussion on Downtown ground floor land uses will be part of a future workshop.

Chapter 18.24 — Mixed Use

As part of the Comprehensive Plan update, the City anticipates expanding the use of mixed use zoning in additional areas, implementing draft Goal LU-1 to “Foster economically and socially diverse mixed-use neighborhoods that meet the multi-modal transportation, housing, employment, education, recreation, and health needs of the community.”

As the City considers expanding the MX zone, an important policy question is how strictly to enforce a mix of commercial and residential uses. Draft plan Policy LU-1.1 calls for Camas to “Create a mixed use zone that requires developments to include a minimum percentage of commercial space in both vertical and horizontal mixed-use settings.” The current MX zone allows residential and commercial uses but does not require any minimum/maximum percentages of each use. The newer North Shore Mixed Use zone adopted in 2023 allows no more than 70% of the total acreage of a site to be committed to residential.

The proposed revised Mixed Use zone establishes a requirement for a mix of uses that can be achieved through either vertical or horizontal mixed use projects.

For vertical mixed-use development, residential uses may be located above ground-floor commercial or other nonresidential uses. A building with ground-floor commercial or nonresidential uses and residential uses above would be considered consistent with the mixed-use intent of the chapter.

For horizontal mixed-use development, where residential and nonresidential uses are provided in separate buildings or separate portions of a site, the draft requires the development to consist of a maximum of 50 percent residential uses and a minimum of 50 percent commercial or nonresidential uses. The required use mix may be measured by either site acreage or gross floor area. This provides flexibility for different development formats while still ensuring that the commercial or nonresidential component remains a meaningful part of the project.

The draft also provides for some flexibility to allow more residential in a mixed-use project. On lots smaller than 20,000 square feet, a development proposal may be allowed to be 100 percent residential. For larger sites, the approval authority may allow residential uses to exceed 50 percent of the site acreage, up to a maximum of 70 percent residential acreage, when the applicant demonstrates that the proposal will provide a superior mixed-use outcome by ensuring timely delivery of the commercial or nonresidential component. Properties that are currently zoned residential and proposed to be rezoned to Mixed Use could also be developed at 100 percent residential.

The proposal also includes an incentive for affordable housing projects, allowing affordable housing to count towards the commercial component of a project when calculating the use mix.

CMC Chapter 18.20 – Mixed Employment

Draft Comprehensive Plan Goal ED-4 is to “[Provide] a mix of traditional industrial and non-industrial land uses to maximize opportunities and partnerships and facilitate employers to remain, expand, or locate in Camas”. The proposed new Mixed Employment zone is intended to implement the Mixed Employment land use designation in the draft Comprehensive Plan and would include lands in the former Light Industrial, Business Park, and Light Industrial/Business Park zones.

The purpose of the proposed Mixed Employment zone is to provide areas for a broad range of employment-focused activities that support the local and regional economy. The zone is intended to accommodate uses such as advanced manufacturing, research and development, service commercial, offices, limited retail, artisan or craft industrial uses, technology production, and other compatible employment uses. The intent is to support higher-wage jobs, business diversity, innovation, and local employment opportunities while ensuring compatibility with nearby residential and commercial areas. This supports draft plan Policy ED-4.3 to “Support a mix of light industrial, research and development, manufacturing, and office spaces through flexible zoning that allows for evolving business needs” and Policy ED-4.4 to “Support the development of business parks, incubators, and innovation hubs that integrate industrial and high-tech employment uses”.

The proposed chapter includes flexible site development standards intended to accommodate a variety of employment sites, building types, and business needs, but also includes standards to ensure quality design in grading and drainage, parking and loading, refuse and storage areas, utilities, fencing, and lighting. These standards are intended to ensure that employment areas are functional while also presenting a high-quality appearance from public streets and neighboring properties. The draft encourages shared parking between adjacent uses, limits parking between the primary street and the front of the building to visitor and accessible spaces, encourages employee parking behind buildings, and requires loading areas and truck docks to be located and screened to minimize visibility from streets and adjacent properties.

A key policy issue addressed in the draft chapter is warehousing. The proposed language would allow warehousing, indoor storage, and distribution activity only as an accessory use when directly associated with and subordinate to a permitted principal use on the same site. The language would prohibit stand-alone warehouse, distribution center, fulfillment center, freight terminal, mini-storage, self-service storage, and outdoor storage yard uses.

Chapter 18.11 — Parking

Chapter 18.11 would be substantially reorganized and updated to provide more flexible parking standards, establish clearer procedures for parking reductions, and reflect changes in state law and development practices.

In 2025, Washington adopted SB 5184 which limits how much parking local governments can require for certain residential uses and commercial spaces. The bill applies to cities with a population of 30,000 or more. This bill does not yet apply to Camas, which has a population of 28,490 according to the latest April 1, 2026, estimate by the Washington Office of Financial Management.

SB 5184 sets the following limits on local government development regulations regarding parking:

- No more than 0.5 off-street stalls per multifamily unit.
- No more than 1 stall per single-family unit.
- No more than 2 stalls per 1,000 square feet of commercial space.
- No parking may be required for residences under 1,200 square feet, commercial spaces under 3,000 square feet, affordable housing, senior housing, childcare centers, ground level non-residential space in mixed-use buildings, or for buildings changing use.

Another 2025 law, HB 1183 eliminated parking requirements for certain types of residential projects. Cities and counties planning under the GMA may not require off-street parking as a condition for permitting affordable housing, new construction or the retrofit of existing buildings meeting passive house requirements, modular construction, or mass timber construction.

The proposed draft substantially retains the existing off-street parking standards in Table 18.11-2. Changes are proposed only to certain residential uses to comply with state law and to be consistent with the City's recent middle housing code updates. Pursuant to HB 1183, there would be no minimum parking requirements for affordable housing, new construction or the retrofit of existing buildings meeting passive house requirements, modular construction, or mass timber construction. The state's definitions for the terms would be adopted into Title 18.

A new Section 18.11.120 would establish an administrative process through which an applicant could request that the reduced parking requirements of SB 5184 be applied early to their project. The applicant would be required to submit a parking assessment explaining the requested reduction, anticipated parking needs, available on-site and on-street parking, transportation options, and relevant site constraints. The alternative standards would allow parking requirements to be reduced as follows:

- One-half space per multifamily dwelling unit.
- One space per single-family dwelling.
- Two spaces per 1,000 square feet of commercial space.

No minimum parking would be required under the alternative standards for:

- Residences smaller than 1,200 square feet.
- Commercial spaces smaller than 3,000 square feet.
- Affordable housing.
- Senior housing.
- Childcare centers.
- Ground-floor nonresidential space in mixed-use buildings.
- Certain residential or commercial changes of use.

Title 18 currently contains conflicting parking language for downtown and mixed-use zones. Section 18.11.010 generally requires off-street parking in the Downtown Commercial (DC) and Mixed Use (MX) districts but allows the Community Development Director the discretion to waive the requirement for certain projects.

18.11.010 - Parking policy designated.

...

For projects one-half block or less in size in the DC District and MX District, the Community Development Director may waive the off street parking requirements if the City Engineer finds that the anticipated parking needs of the project can be adequately met by existing off street parking on site, if any, and on street parking adjacent to the project. The Community Development Director may, as a condition of waiving the off street parking requirements of Section 18.11.020, require that on street parking be converted at the expense of the applicant to angle parking or another parking configuration approved by the City Engineer.

In contrast, Section 18.19.050 categorically states that downtown commercial and mixed-use areas are not required to provide on-site parking.

2. Commercial and Mixed Uses.

a. On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on-site parking areas along adjacent roadways shall be screened with landscaping. Downtown commercial and mixed-use areas shall not be required to provide on-site parking.

The proposal blends the two provisions into a single, more clearly defined standard. In Downtown and Mixed-Use zones only, commercial uses and ground-floor nonresidential space within mixed-use buildings would have no minimum parking requirement – consistent with the current language in 18.19.050. Other uses – including residential – would retain parking requirements. However, for projects one-half block or less in size, the Community Development Director could reduce those requirements when the City Engineer finds that anticipated parking demand can be adequately accommodated by existing on-site parking and adjacent on-street parking. In either scenario, the Director could also require the applicant to convert adjacent on-street parking to angle parking or another approved configuration when necessary to increase parking capacity.

Downtown and mixed-use zones. Commercial uses and ground-floor nonresidential space in a mixed-use building have no minimum parking requirements. For other uses in projects one-half block or less in size, the Community Development Director may reduce the off-street parking requirements if the City Engineer finds that the anticipated parking needs of the project can be adequately met by existing off-street parking on site, if any, and on-street parking adjacent to the project. The Community Development Director may, as a condition of this section, require that on-street parking adjacent to the project be converted at the expense of the applicant to angle parking or another parking configuration approved by the City Engineer.

A new Section 18.11.110 would establish when a parking study is required. A study would be required when:

- Parking is proposed below the alternative minimum standards.
- A multifamily project containing more than 20 dwelling units seeks to use the alternative standards.
- No reasonably comparable parking standard exists for a proposed use.
- The Community Development Director determines that the scale, mix, phasing, or operating characteristics of a project warrant additional analysis.

The study would evaluate anticipated parking demand, project phasing, shared and off-site parking, on-street parking, transit access, transportation demand management, accessible parking, and other relevant site and operational conditions. The Director could impose conditions such as parking agreements, monitoring, management measures, or additional review if the use changes materially. A parking study could allow for fewer parking spaces than the parking standards or alternative minimum standards.

The draft also includes new bicycle parking standards, requiring most developments to provide a modest amount of short-term and long-term bicycle parking. The standards are intended to make bicycle travel more practical by ensuring that visitors have visible and convenient parking near building entrances, while residents and employees have covered and secure parking for longer-term use.

BENEFITS TO THE COMMUNITY: The proposed amendments will implement the *Our Camas 2045* Comprehensive Plan. The amendments covered in this report modernize zoning districts and development standards to support a broader range of housing and employment opportunities and mixed-use development. The amendments also improve clarity and consistency in the code, incorporate recent state requirements, and provide more flexible parking requirements.

STRATEGIC PLAN: This item most directly supports the Strategic Plan’s “Economic Prosperity” priority, particularly the goal to ensure a supply of developable employment land, balance job and housing growth, and streamline review processes. Consolidating employment zones, clarifying mixed-use requirements, expanding housing options, and auditing and revising development regulations directly advance these actions.

POTENTIAL CHALLENGES: Reduced or more flexible parking requirements may raise concerns about inadequate parking or additional off-street parking demands. The revised Mixed Use zone requirements demand equal residential and commercial components, which is a stricter standard than currently exists. Staff will continue to refine the amendments based on Planning Commission, Council, agency, and public input before adoption.

BUDGET IMPACT: The comprehensive plan update and preparation of zoning code updates is being completed by City staff and previously authorized consultant resources. The amendments will facilitate future development activity, resulting in corresponding City revenues and costs.

RECOMMENDATION: Review and provide feedback on the proposed text amendments.

Chapter 18.24 MIXED USE¹

18.24.010 Purpose.

- A. To encourage new development and business opportunities;
- B. To foster the development of mixed use areas that are arranged, scaled, and designed to be compatible with surrounding land uses;
- C. To promote a compact growth pattern to efficiently use the remaining developable land and to help sustain neighborhood businesses; and
- D. To promote new construction of multi-story structures with commercial uses on the ground floor and residential uses on the upper stories.
- E. To require design integration if the mixed use project is proposed and constructed in a horizontal, rather than vertical regime.
- F. To encourage vibrant, walkable neighborhoods that integrate a variety of land uses and foster economic vitality.

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)

18.24.020 Applicability.

- A. All new development within the Mixed Use (MX) zone shall submit a site plan review application in accordance with CMC Chapter 18.18 Site Plan Review of this title unless otherwise exempt per this title.
- B. All new developments and uses shall be required to submit a design review application in accordance with CMC Chapter 18.19 Design Review of this title prior to applying for a building permit.
- C. Landscaping requirements shall be the same as landscaping standards in community commercial zones.

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)

(Ord. No. 2612, § I(Exh. A), 2-7-2011)

18.24.030 Mix of Uses

- A. To ensure projects within the Mixed Use zone have a mix of commercial and residential uses, and no one use predominates the other, development proposals shall include a mix of nonresidential and residential uses through either vertical mixed use, horizontal mixed use, or a combination of both. The mix of uses shall be demonstrated through approval of a site plan.
- B. Vertical Mixed Use. Residential uses may be located above ground-floor commercial or nonresidential uses. A building with ground-floor commercial or nonresidential uses and residential uses above shall be considered consistent with the mixed-use intent of this chapter.

¹Editor's note(s)—Ord. No. 2547, § I, adopted May 18, 2009, amended Ch. 18.24, in its entirety, to read as herein set out. See also the Code Comparative Table and Disposition List.

- C. Horizontal Mixed Use. Where commercial or nonresidential uses and residential uses are provided in separate buildings, separate portions of a site, or otherwise in a horizontal development pattern, the development shall consist of a maximum of fifty percent residential uses and a minimum of fifty percent commercial or nonresidential uses.
1. The required use mix may be measured using either site acreage, based on the portion of the site devoted primarily to each use; or gross floor area, based on the total floor area devoted to each use.
 2. When the use mix is measured by site acreage, the area devoted to each use shall include buildings, outdoor use areas, service areas, loading areas, and parking areas primarily associated with that use. Shared parking areas, drive aisles, internal circulation, stormwater facilities, landscaping, open space, and other common improvements may be allocated proportionally between uses based on floor area, parking demand, or another reasonable method approved by the approval authority.
 3. The development shall be designed as a cohesive mixed-use project. The site plan shall demonstrate integration of uses through building orientation, shared or coordinated parking, pedestrian connections, landscaping, open space, architectural compatibility, signage, lighting, and other design features that connect the commercial or nonresidential and residential components.
- D. Commercial Frontages. Where a development site has frontage on an arterial, collector, or design overlay corridor, commercial or nonresidential uses shall be located and oriented towards the street frontage so as to maximize visibility and accessibility of these uses to the street.
- E. Smaller lots. On lots smaller than 20,000 square feet, a development proposal may be allowed to be either 100% commercial or 100% residential.
- F. Residential Flexibility. The approval authority may allow residential uses to exceed fifty percent of the site acreage, up to a maximum of seventy percent residential acreage, when the applicant demonstrates that the proposal will provide a superior mixed-use outcome by ensuring timely delivery of the commercial or nonresidential component. Approval of residential acreage above fifty percent may be conditioned on:
1. Concurrent construction of the commercial or nonresidential component with the residential component where building permits for the commercial or nonresidential components are issued and construction is started before or at the same time as the residential components; or
 2. Execution of a development agreement with a phasing plan.
- G. Property Previously Zoned Residential. Any property that was zoned for residential use immediately prior to being rezoned to Mixed Use as part of the 2026 Comprehensive Plan Update may be developed with up to one hundred percent residential uses.

18.24.040 General Standards

- A. Building height: Buildings shall be limited to four stories and 60 feet in height for vertical mixed use and 45 feet in height for horizontal mixed use.
- B. Ground floor design standards: In vertical mixed-use developments, ground floors shall be designed to support adaptable uses and meet the following requirements:
1. A minimum floor-to-ceiling height of fifteen feet, unless the approval authority determines that a lesser height is appropriate due to building design or other site-specific conditions; and
 2. A minimum façade transparency of sixty percent.
 3. To support small business and flexible tenant occupancy, ground floors shall be designed to be capable of subdivision into a variety of tenant spaces, demonstrated by location of walls, entrances, and mechanical

systems. This requirement does not apply where the applicant demonstrates that a larger tenant space is needed for a specific tenant, anchor tenant, build-to-lease arrangement.

- C. Shared parking requirements: Mixed-use developments are encouraged to make efficient use of parking through shared parking, reduced parking demand, pedestrian and bicycle access, and connections between complementary uses. Required parking may be reduced pursuant to Section 18.11.050 when the mix of uses on a site have different peak parking demand periods or when parking can be effectively shared among uses, buildings, parcels, or phases of development.

18.24.030050 Incentives.

- A. Traffic Impact Fee (TIF) Reduction. A reduction of the TIF may be granted pursuant to § 18.22.100 CMC.
- B. Public Art. A five percent increase in lot coverage area may be granted ~~upon design review committee approval~~ for providing public art within proposed project.
- C. Sustainability. Up to a ten percent reduction in building and/or engineering review fees may be authorized at the discretion of the director in proportion to a proposed low-impact development method.
- D. To encourage affordable housing development, regulated affordable units may be exempted from the residential portion of the use percentage and counted towards the non-residential percentage minimum.

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)

18.24.040060 Exemptions.

Newly created lots, via short plats or subdivisions or combined lots, that are adjacent to existing single-family lots shall not be required to bevel to existing platted lots (Refer to §18.09.080-B).

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § I(Exh. A), 5-18-2009)

Chapter 18.20 Mixed Employment (ME)

18.20.010 Purpose

18.20.020 Site development standards

18.20.030 Building design guidelines

18.20.040 Warehousing

18.20.010 Purpose

- A. Purpose and Intent. The Mixed Employment District provides a variety of employment focused activities located in strategic areas of the community. These areas are important to the local and regional economy, contributing to the overall economic sustainability of the City of Camas by enhancing service variety and job diversity through a range of employment opportunities closer to residents with access to good transportation options. Mixed Employment Districts are characterized by higher employment density such as advanced manufacturing, research and development, service commercial, offices, and limited retail uses. These districts encourage innovation and a business environment that is flexible and resilient to changing economic conditions and customary business cyclical conditions.

The ME district standards encourage and accommodate the adaptive reuse of existing development and emphasize multimodal accessibility and connectivity. It also provides a zoning designation for uses which will create local higher wage employment opportunities and offer a wide range of uses that are compatible with one another as well as adjoining residential and commercial areas. The ME districts can be located on small or large sites and present a sustainable alternative to solely commercial or industrially designated areas while retaining legacy light industrial and business park uses. Primary uses include a broad mix of light industrial, research and development, advanced technology production, artisan/craft industrial, commercial, office, and personal service uses, within a more amenity-rich environment.

- B. Flexibility of Property Development Regulations. The ME district provides for flexibility of certain property development regulations, placement and clustering of buildings, and provisions for site design intended to promote innovative approaches to planning, including:
1. The encouragement of employment expansion to the city's economic base through emerging business types and new capital investment;
 2. The preservation of natural features, open space areas and native vegetation;

3. The provision of on-site essential services for industries, employees, and customers;
 4. The protection of adjacent properties from adverse impacts; nearby existing and future non-employment land uses and activities; and
 5. The arrangement of buildings and land use intensities, as they relate to surrounding land uses to minimize and mitigate adverse impacts.
- C. Anticipated Benefits. Development within the ME district is of direct and indirect economic benefit to the city in the form of high-wages, innovative and resilient employers, local employment with a diverse work force, desirable creative designs for projects, and tax revenue for the city to fund urban services at appropriate levels. Development within this district will also diversify the economy by realizing diverse employers and uses.

18.20.020 Site development standards

Site improvements shall be designed to result in a complementary appearance that will blend with surroundings and be compatible with neighboring developments.

- A. Dimensional Standards are established in Section 18.09.030.
- B. Grading and Drainage. Site grading and drainage shall be designed by a Washington licensed civil engineer. Grading and slopes are to be compatible with landscaping materials, shall not permit erosion, and shall minimize use of retaining walls to control slopes. Plans submitted for building permits shall include a construction phase mitigating procedure to control temporary runoff, erosion, sedimentation, or other objectionable effects.
- C. Parking and Loading.
1. Shared parking is encouraged between adjacent uses.
 2. Parking areas available to the general public should be clearly identified.
 3. Parking areas between the primary street and the front of the building should be limited to visitor and accessible spaces. Employee parking should be located behind the front of the building screened from the public right of way.
 4. Parking areas between the primary street and front of building should have a minimum landscape area of 20 feet from right of way to the paved area.
 5. All new developments should provide multimodal connections throughout the development, as well as to adjacent developments.
 6. All loading areas within parking areas shall be located to minimize viewing from adjacent properties and roadways. They shall be screened from horizontal view

with the use of dense landscaping, mounds, view screen fencing, or other approved means.

7. Truck docks and loading areas are not permitted on the front elevation of the property and are to be screened from the front view if located within the side yards.

- D. Refuse/Storage. Refuse areas and service/storage areas are to be located under cover. Refuse areas should be located behind the building screened from the right of way.
- E. Utilities. All utility service lines are to be located underground. All pad-mounted equipment and other visible utility and service equipment are to be carefully located to minimize appearance and shall be appropriately screened consistent with required access and safety requirements.
- F. Fencing. Perimeter fencing shall be so constructed as to minimize visual impacts. Walls or fences separating adjoining parcels may be located at the property line. No wall or fence taller than three feet shall be placed within the landscape setbacks along rear or side lot lines, and no wall or fence exceeding three feet in height shall be located on the property, except for security fencing. Security fencing shall blend into and be compatible with landscaping. Fencing shall have earth tone colors of brown, tan, gray, or green. Walls shall be constructed of materials compatible with the building architecture.
- G. Lighting. Site and building lighting shall be designed to minimize glare to the adjacent properties. Site-lighting poles shall not exceed twenty feet in height and shall direct the light downward. Lighting sources viewed from above or below on adjacent property shall be shielded. Building lighting is to be concealed and indirect. Lighting in service areas is to be contained to conceal visibility of light sources from street and adjacent property. Site lighting is to be designed to provide uniform distribution, and the light levels shall be adequate for reasonable security and safety on the premises.

18.20.030 Building design guidelines

- A. All structures should be designed to complement the local setting and with neighboring developments, while contributing to the overall architectural character of the area. The building design should appear as an integrated part of the design concept. All facilities should be designed by a Washington licensed architect and reflect a high standard of architectural design. Buildings should be either reinforced concrete and steel, masonry, or wood frame construction. Prefabricated metal buildings or sheet metal-sided structures are not permitted, unless an exception is made by staff review, based upon a design that meets or exceeds the overall architectural character of the area.

- B. Building design should consider the orientation toward major streets and thoroughfares; vehicular and pedestrian flow patterns; the character of neighboring development; expression of the facilities functional organization and individual character; and the satisfaction of the physical and functional needs of facility users.
- C. Design features that can contribute to the design character of a project include entrance drives, enhanced visitor parking areas, highlighted visitor entrances and entry plazas, decorative pedestrian plazas and walkways, focal landscape treatments and site sculptures, employee lunch areas (with amenities such as outdoor seating, garden areas, etc.), atriums and interior courts, dynamic building and roof forms, distinctive window patterns, shade and shadow patterns, surface treatments, and accent lighting and landscaping.
- D. Long, blank, straight building facades are generally discouraged as they are uninviting and visually uninteresting. Building setbacks shall be varied, and all facades articulated to add visual variety, distinctiveness, and human scale. Space created by the varied setbacks of the building facades can accommodate landscaping and pedestrian/employee areas that contribute to visual interest. Buildings should orient along the length of the primary street frontage in order to avoid visual exposure of loading areas to the public right of way.
- E. Exterior building colors shall be compatible with the surrounding man-made and natural environments, and not in competition with surrounding elements for attention (i.e., building color should not, in any way, become signing for the site). Generally, muted colors are encouraged with primary colors or other bright colors used only as accents to enliven the architecture. Repetition and overuse of a single approach to the use of color, such as horizontal stripes/bands, can result in this treatment losing its effectiveness.
- F. Roof-mounted equipment that is visible from adjacent, elevated property should be painted a compatible color with the roof screen.
- G. All rooftop or outdoor mechanical equipment shall be fully screened from public view in a manner which is architecturally integrated with the structure. Screening shall be constructed to a finished standard using materials and finishes consistent with the rest of the building. Building designs should consider potential visibility of equipment from elevated rights-of-way or adjoining property.
- H. All vents, flues, or other protrusions through the roof, less than sixteen inches in diameter need not be screened from view but must be painted or treated to blend with the color of the background. All such vents, flues, or other protrusions through the roof, more than sixteen inches in diameter shall be considered mechanical equipment and shall be screened from view.

18.20.040 Warehousing

A. Warehousing, indoor storage, and distribution activity may be allowed only as an accessory use when directly associated with and subordinate to a permitted principal use located on the same site. Accessory warehousing may include storage of raw materials, equipment, inventory, finished goods, tools, vehicles, or supplies used in connection with the principal use, but shall not function as a stand-alone warehouse, distribution center, fulfillment center, freight terminal, mini-storage facility, self-service storage facility, or outdoor storage yard.

B. Accessory warehousing, indoor storage, and distribution areas shall not exceed fifty percent of the gross floor area of the building or tenant space unless a greater percentage is approved by the approval authority upon finding that the storage area is necessary to support the principal permitted use, the principal use remains the dominant use of the site or tenant space, and the use will not generate traffic, truck trips, loading activity, outdoor storage, noise, or other operational impacts inconsistent with the purpose of the zone.

Chapter 18.11 PARKING

18.11.010 Parking policy designated.

Except as hereafter provided for the ~~MX District and DC District~~ Downtown and Mixed-Use zoning districts, in all Districts there shall be provided minimum off street parking spaces in accordance with the requirements of ~~Section 18.11.020~~ this chapter. Such off street parking spaces shall be provided at the time of erecting new structures, or at the time of enlarging, moving, or increasing the capacity of existing structures by creating or adding dwelling units, commercial or industrial floor space, or seating facilities. Under no circumstances shall off street parking be permitted in the vision clearance area of any intersection. Off street parking will only qualify if located entirely on the parcel in question, and not on City owned right-of-way or privately owned streets less than twenty feet in width. Covered parking structures shall not be permitted within the front yard set back or side yard set back along a flanking street.

~~For projects one-half block or less in size in the DC District and MX District, the Community Development Director may waive the off street parking requirements if the City Engineer finds that the anticipated parking needs of the project can be adequately met by existing off street parking on site, if any, and on street parking adjacent to the project. The Community Development Director may, as a condition of waiving the off street parking requirements of Section 18.11.020, require that on street parking be converted at the expense of the applicant to angle parking or another parking configuration approved by the City Engineer.~~

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § VI, 5-18-2009)

18.11.020 Design.

The design of off-street parking shall be as follows:

- A. Ingress and Egress. The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city.
- B. Backout Prohibited. In all commercial and industrial developments and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.
- C. Parking Spaces—Access and Dimensions. Adequate provisions shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles.
 1. Off-street parking space dimensions shall be as follows or as otherwise approved by the director:
 - a. Standard spaces shall be a minimum of nine feet in width;
 - b. Standard spaces shall be a minimum of eighteen feet in length.
 2. Aisle width dimensions shall be as follows or as otherwise approved by the director:
 - a. One-way aisle width shall be fifteen feet;
 - b. Two-way aisle width shall be twenty-four feet.

- D. Small Car Parking Spaces. A maximum of thirty percent of the total required parking spaces may be reduced in size for the use of small cars, provided these spaces shall be clearly identified with a sign permanently affixed immediately in front of each space containing the notation "compacts only." Spaces designed for small cars may be reduced in size to a minimum of eight feet in width and fifteen feet in length. Where feasible, all small car spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.
- E. Wheel stops. Wheel stops shall be installed where parking spaces are oriented toward sidewalks, walkways, or landscape areas and vehicle overhang may obstruct pedestrian access, interfere with maintenance, or damage trees, shrubs, groundcover, flowers, or other plantings. Wheel stops may be omitted where sidewalks are wide enough to maintain required pedestrian clearance despite vehicle overhang, or where plantings are set back sufficiently to avoid damage or maintenance conflicts.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 17-013, § I(Exh. A), 10-2-2017)

18.11.030 Location.

Off-street facilities shall be located as hereafter 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 or two-family dwelling and motels: on the same lot with the structure they are required to serve.
- B. For multiple dwelling, rooming or lodging house: two hundred feet.
- C. For hospital, sanitarium, home for the aged, or building containing a club: three hundred feet.
- D. For uses other than those specified above: four hundred feet.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.040 Units of measurement.

- A. ~~In a stadium, sports arena, church, or other place of assembly, each twenty inches of bench seating shall be counted as one seat for the purpose of determining requirements for off-street parking facilities.~~
- B. ~~For purposes of determining off-street parking as related to floor space of multilevel structures and building, the following formula shall be used to compute gross floor area for parking determination:~~

Main floor	100%
Basement and second floor	50%
Additional stories	25%

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.050040 Change or expansion.

Except in a ~~DC District or MX District~~ Downtown or Mixed Use zoning district, whenever a building is enlarged or altered, or whenever the use of a building or property is changed, off street parking shall be provided for such expansion or change of use.

- A. The number of off street parking spaces required shall be determined for only the square footage of expansion and not the total square footage of the building or use; however, no additional off street parking space need be provided where the number of parking spaces required for such expansion, enlargement, or change in use since the effective date of this Code is less than ten percent of the parking spaces specified in the Code.
- B. No additional off-street parking spaces shall be required for the addition of dwelling units added within an existing building.
- C. Nothing in this provision shall be construed to require off-street parking spaces for the portion and/or use of such building existing at the time of passage of the Code.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2545, § III, 5-4-2009; Ord. No. 2547, § VII, 5-18-2009)

18.11.060 Unspecified use.

~~In case of a use not specifically mentioned in Section 18.11.130 of this chapter, the requirements for off street parking facilities shall be determined by the city in accordance with a conditional use permit. Such determination shall be based upon the requirements for the most comparable use listed.~~

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.070050 Joint use.

Cumulative parking requirements for mixed-use occupancies or shared facilities may be reduced where it can be shown that the peak parking requirements of the various uses occur at different times of the day, week or year. Methods for calculating parking reduction and submission requirements are outlined in this section. Two methods for determining parking reduction are as follows:

- A. Parking Occupancy Rates. When a parking reduction is requested based on parking demand calculations from Table 18-11-1, the applicant shall submit a parking demand summary showing the calculations outlined in this section. To determine the number of parking stalls required:
 1. Determine the minimum required minimum number of parking stalls for each use.
 2. Multiply the minimum required number of stalls by the "occupancy rate" for the corresponding use in Table 18-11-1 (or as determined by a parking study) to produce an adjusted minimum requirement for each use for weekday day, evening and night periods, and for weekend day, evening and night periods.
 3. Sum the adjusted minimum number of stalls for each use for each time period to produce an aggregate adjusted minimum number of stalls for each period.
 4. The greatest of the aggregate adjusted minimum number of stalls for each period shall be the minimum number of shared parking stalls required.

5. Parking reserved for specified individual persons, positions, businesses, or offices, hotel or residential units do not count toward shared parking.

Table 18-11-1. Parking Occupancy Rates

<u>Use^(a)</u>	<u>Weekdays^(a)</u>			<u>Weekends^(a)</u>		
	<u>Day</u> <u>(7:00 a.m. –</u> <u>6:00 p.m.)</u>	<u>Evening</u> <u>(6:00 p.m. –</u> <u>11:00 p.m.)</u>	<u>Night</u> <u>(11:00 p.m. –</u> <u>7:00 a.m.)</u>	<u>Day</u> <u>(8:00 a.m. –</u> <u>5:00 p.m.)</u>	<u>Evening</u> <u>(5:00 p.m. –</u> <u>12:00 a.m.)</u>	<u>Night</u> <u>(12:00 a.m. –</u> <u>8:00 a.m.)</u>
<u>Residential</u>	<u>60%</u>	<u>100%</u>	<u>100%</u>	<u>80%</u>	<u>100%</u>	<u>100%</u>
<u>Office/Industrial/Warehouse</u>	<u>100%</u>	<u>20%</u>	<u>5%</u>	<u>5%</u>	<u>5%</u>	<u>5%</u>
<u>Retail/Commercial</u>	<u>90%</u>	<u>80%</u>	<u>5%</u>	<u>100%</u>	<u>79%</u>	<u>5%</u>
<u>Hotel</u>	<u>70%</u>	<u>100%</u>	<u>100%</u>	<u>70%</u>	<u>100%</u>	<u>100%</u>
<u>Restaurant</u>	<u>70%^(b)</u>	<u>100%</u>	<u>10%</u>	<u>70%^(b)</u>	<u>100%</u>	<u>20%</u>
<u>Theater (Movie or Live)</u>	<u>40%</u>	<u>80%</u>	<u>10%</u>	<u>80%</u>	<u>100%</u>	<u>10%</u>
<u>Entertainment/Recreation</u>	<u>40%</u>	<u>100%</u>	<u>10%</u>	<u>80%</u>	<u>100%</u>	<u>10%</u>
<u>Convention/Conference</u>	<u>100%</u>	<u>100%</u>	<u>5%</u>	<u>100%</u>	<u>100%</u>	<u>5%</u>
<u>Place of Worship</u>	<u>10%</u>	<u>5%</u>	<u>5%</u>	<u>100%</u>	<u>50%</u>	<u>5%</u>

(a) Weekends are the period from 6:00 p.m. on Friday to 6:00 p.m. on Sunday.

(b) Fast food and breakfast/lunch oriented facilities = 100%

B. Parking Study.

1. A parking study may substitute for a parking occupancy rates summary for uses not found in the table above; for parking reductions based on seasonal variation or other time frames not found in the table; or for a parking reduction greater than provided for in the table.
2. The parking study shall meet the requirements of Section 18.11.110.

The city may authorize the joint use of parking facilities for the following uses or activities under conditions specified:

- A. Up to fifty percent of the parking facilities required by the code for a theater, bowling alley, tavern, or restaurant may be supplied by the off-street parking facilities provided by certain types of buildings or uses herein referred to as "daytime" uses in subsection D of this section.
- B. Up to fifty percent of the off-street parking facilities required for any building or use specified in subsection D of this section, "daytime" uses, may be supplied by the parking facilities provided by uses herein referred to as "nighttime or Sunday" uses in subsection E of this section.

- ~~C. Up to one hundred percent of the parking facilities required for a church or for an auditorium incidental to a public or parochial school may be supplied by the off-street parking facilities provided by uses herein referred to as "daytime" uses in subsection D of this section.~~
- ~~D. For the purpose of this section, the following and similar uses are considered as primary daytime uses: banks, offices, retail, personal service shops, household equipment or furniture stores, clothing or shoe repair shops, manufacturing or wholesale buildings, and similar uses.~~
- ~~E. For the purpose of this section, the following and similar uses are considered as primary nighttime or Sunday uses: auditorium incidental to a public or parochial school, churches, bowling alleys, theaters, taverns or restaurants.~~
- ~~F. Owners of two or more buildings or lots may agree to utilize jointly the same parking space, subject to such conditions as may be imposed by the city. Satisfactory legal evidence shall be presented to the city in the form of deeds, leases, or contracts to establish the joint use. Evidence shall be required that there is no substantial conflict in the principal operating hours of the buildings or uses for which joint off-street parking is proposed.~~

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.080060 Plan submittal.

Every tract or lot hereafter used as public or private parking area, having a capacity of five or more vehicles, shall be developed and maintained in accordance with the requirements and standards of this chapter.

The plan of the proposed parking area shall be submitted to the city at the time of the application for the building for which the parking area is required. The plan shall clearly indicate the proposed development, including location, size, shape, design, curb cuts, lighting, landscaping, and other features and appurtenances required. The parking facility shall be developed and completed to the required standards before an occupancy permit for the building may be issued.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.090070 Landscaping.

Landscaping requirements for parking areas shall be provided under Chapter 18.13 "Landscaping."

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.100080 Single-family rResidential parking.

Residential off-street parking space shall consist of a parking strip, driveway, garage, or a combination thereof, and shall be located on the lot they are intended to serve.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.110090 Parking for the handicapped.

Off-street parking and access for the physically handicapped persons shall be provided in accordance with the international building code.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.120100 Additional requirements.

In addition to the basic standards and requirements established by other sections of this chapter, the city may make such other requirements or restrictions as shall be deemed necessary in the interests of safety, health and general welfare of the city, including, but not limited to, lighting, jointly development of parking facilities, entrances and exits, accessory uses, and conditional exceptions. Further, performance bonds may be required in such cases where the city determines that such shall be necessary to guarantee proper completion of improvements within time periods specified.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.110 Parking study.

A. A parking study is required when:

1. An applicant proposes fewer parking spaces than allowed under the alternative minimum standards in Section 18.11.120;
2. A multifamily development containing more than twenty dwelling units requests use of the alternative minimum standards;
3. No reasonably comparable parking standard exists for an unspecified use; or
4. The Community Development Director determines that the scale, mix of uses, operating characteristics, or phasing of a development warrants additional parking analysis.

Approval under this section is an alternative method of compliance and is not a variance under Chapter 18.45.

B. The parking study shall determine the anticipated parking demand of the proposed development, justify any difference between the parking requirements of this chapter and the proposed parking supply, demonstrate that adequate parking will be provided for each phase and the ultimate development scenario, if applicable, and evaluate alternative methods of meeting parking demand, including shared parking, off-site parking, on-street parking, and transportation demand management.

C. A parking study shall use accepted engineering and planning principles and shall include:

1. The project name, property address, purpose of the study, site location, and a brief description of the proposed development, including the type of development, development statistics such as the number of dwelling units and site area, proposed parking areas, access points, amenity areas, and proposed phasing, if applicable.
2. For nonresidential uses, the gross floor area, in square feet, by use and the anticipated hours of operation, if known.
3. A description of existing on-site conditions and the surrounding area, including streets, natural areas, buildings, and parking areas.
4. A concept plan showing proposed building locations, parking areas, vehicular, bicycle, and pedestrian access and circulation, amenity areas, landscaping, grading, natural features, and known natural hazards.
5. The parking requirements applicable to the proposed development under this chapter.
6. Any previously approved parking reductions or modifications applicable to the property or development.
7. An outline of the proposed parking supply, broken down by land use and development phase, if applicable.
8. Identification of the applicable accessible parking requirements and the number of accessible parking spaces proposed.
9. A description of existing parking and any shared or off-site parking proposed or relied upon, including applicable parking agreements.

10. For existing vacant or unoccupied tenant spaces, identification of anticipated tenants or uses, if known. If future tenants or uses are unknown, the analysis shall assume a reasonably foreseeable use with parking demand at the higher end of the range of uses likely to occupy the space.
 11. The location of nearby transit facilities and a description of any proposed transportation demand management measures.
 12. A summary of the parking analysis, findings, and conclusions, including any reductions or adjustments to the standards of this chapter relied upon in the analysis.
 13. A recommendation for the parking supply necessary to meet the anticipated parking demand of the proposed development.
 14. Any other special considerations, conditions, or circumstances supporting the recommended parking supply.
 15. Other information reasonably required by the Community Development Director to evaluate the proposed parking supply.
- D. The parking study shall be submitted with the applicable development application. The Community Development Director will review the study to determine whether the proposed recommended off-street parking supply, outlined in the parking study, will accommodate the needs generated by the proposed development project.
- E. The Community Development Director may impose conditions necessary to ensure continued compliance, including shared or off-site parking agreements, transportation demand management measures, parking management or monitoring, or additional review if the use or operating characteristics change materially from those assumed in the approved study.

18.11.120 Alternative minimum standards

As provided by RCW 35A.21.445, the following minimum alternative off-street parking standards may be allowed with an approved parking assessment:

- A. No more than 0.5 parking space per multifamily dwelling unit.
- B. No more than one space per single-family home.
- C. No more than two parking spaces per 1,000 square feet of commercial space.
- D. No minimum parking spaces for:
 1. Residences under 1,200 square feet;
 2. Commercial spaces under 3,000 square feet;
 3. Affordable housing;
 4. Senior housing;
 5. Child care centers defined in RCW 43.216.010;
 6. Ground level nonresidential space in mixed use buildings; and
 7. A building undergoing a change of use from a nonresidential to a residential use or a change of use for a commercial use.
- E. Parking assessment. A parking assessment shall include:
 1. A site plan and brief description of the proposed development, including the proposed uses and parking supply;
 2. The parking requirement under Section 18.11.130 and the alternative minimum requested;
 3. A brief explanation of the anticipated parking needs of the development based on its size, use, and operating characteristics;
 4. A description of existing on-site and abutting on-street parking, including applicable restrictions;
 5. A description of available transit, pedestrian and bicycle facilities, shared or off-site parking, and proposed transportation demand management measures, as applicable; and
 6. A description of any site constraints affecting the ability to provide the otherwise required parking.

- D. The Director may approve the alternative minimum upon finding that the proposed parking supply is reasonably expected to serve the development, considering the information provided in the parking assessment and the availability of other parking and transportation options.
- E. Multifamily residential projects with more than twenty units are required to conduct a parking study under Section 18.11.110 in place of a parking assessment in order to utilize the alternative minimum standards.

18.11.130 Standards.

- A. The minimum number of off-street parking spaces for the listed uses shall be shown in Table 18.11-42, Off-Street Parking Standards. The city shall have the authority to request a parking study when deemed necessary.
- B. Unspecified uses. For a use not specifically listed in Section 18.11.130, the required number of off-street parking spaces shall be determined by the Director based on the listed use with the most similar parking demand and operating characteristics. The Director may require a parking study under Section 18.11.065 when no reasonably comparable use exists.
- C. Downtown and mixed-use zones. Commercial uses and ground-floor nonresidential space in a mixed-use building have no minimum parking requirements. For other uses in projects one-half block or less in size, the Community Development Director may reduce the off-street parking requirements if the City Engineer finds that the anticipated parking needs of the project can be adequately met by existing off-street parking on site, if any, and on-street parking adjacent to the project. The Community Development Director may, as a condition of this section, require that on-street parking adjacent to the project be converted at the expense of the applicant to angle parking or another parking configuration approved by the City Engineer.

Table 18.11-2 Off-Street Parking Standards

Use	Required Number of Off-Street Parking Spaces
Residential	
Single-family dwelling, duplex, rowhouse <u>middle housing</u>	2 per unit <u>on lots greater than 6,000 square feet</u> 1 per unit <u>on lots smaller than 6,000 square feet</u>
Studio apartment	1 per unit
Apartment 1 bedroom/ 2+ bedrooms	1.5/2
Housing for elderly (apartment/unassisted)	.33 per unit
Retirement dwellings	2 per unit
Residential care facility/assisted living	1 per 2 beds + 1 per day shift employee
<u>Affordable housing</u>	<u>No minimum</u>
<u>Residential new construction or retrofit of existing buildings meeting passive house requirements</u>	<u>No minimum</u>
<u>Residential modular construction</u>	<u>No minimum</u>
<u>Residential mass timber construction</u>	<u>No minimum</u>
Lodging	
Hotel or motel	1 space per unit plus additional for bars, restaurants, assembly rooms
Bed and breakfast	1 space per room
Recreation	
Marina	1 space per 2 slips
Miniature golf	1 per hole
Golf course	6 spaces per hole and 1 per employee

Golf driving range	1 space per 15 feet of driving line
Theater, auditorium	1 space per 4 seats maximum occupancy
Stadium, sports arena	1 space per 4 seats, or 1 for each 8 feet of benches, plus 1 space per 2 employees
Tennis, racquetball, handball, courts/club	3 spaces per court or lane, 1 space per 260 square feet of gross floor area (GFA) of related uses, and 1 space per employee
Basketball, volleyball court	9 spaces per court
Bowling, bocce ball center, billiard hall	5 spaces per alley/lane, and/or table
Dance hall, bingo hall, electronic game rooms, and assembly halls without fixed seats	1 space per 75 square feet of gross floor area (GFA)
Sports club, health, spa, karate club	1 space per 260 square feet of gross floor area, plus 1 space per employee
Roller rink, ice-skating rink	1 space per 100 square feet of gross floor area
Swimming club	1 space per 40 square feet of gross floor area
Private club, lodge hall	1 space per 75 square feet of gross floor area
Institutional	
Church/chapel/ synagogue/temple	1 space per 3 seats or 6 feet of pews
Elementary/middle/ junior high school	1 space per employee, teacher, staff, and 1 space per 15 students
Senior high school	1 space per employee, teacher, staff, and 1 space per 10 students
Technical college, trade school, business school	1 space per every 2 employees, staff, and 1 space per every full-time student, or 3 part-time students
University, college, seminary	1 per every 2 employees and staff members, and either 1 per every 3 full-time students not on campus, or 1 for every 3 part-time students, whichever is greater
Multi-use community centers	1 per 4 seats maximum occupancy
Museum, art gallery	1 space per 500 square feet of gross floor area
Library	1 per employee and 1 per 500 square feet of gross floor area
Post office	1 per 500 square feet of gross floor area, plus 1 space per each 2 employees
Medical care facilities	
Hospitals	1 per 2 beds
Veterinary clinic/hospital	1 space per 250 square feet of gross floor area
Medical/dental clinic/office	1 per employee plus 1 per 300 square feet of gross floor area
Office	
General offices	1 per employee, plus 1 per 400 square feet of gross floor area
General office (no customer service)	1 per 250 square feet of gross floor area
Office park	1 space per 400 square feet of gross floor area
Meeting rooms	1 per 4 person occupancy load, and 1 per 2 employees
Commercial/service	
Automobile sales new/used	1 per 400 square feet of gross floor area
Auto repair accessory to auto sales	2 spaces per auto service stall

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Automobile repair shop, automobile service station, automobile specialty store, automobile body shop	4 per bay
Gas station	1 per 2 fuel pumps
Gas station with mini-market	1 per nozzle plus 1 per 250 square feet of gross floor area
Car wash or quick service lubrication facilities	2 spaces per stall, and 1 space per 2 employees
Beauty parlor, barber shop	1 per 300 square feet of gross floor area
Massage parlor	1 per 300 square feet of gross floor area
Exhibition halls, showrooms, contractor's shop	1 space per 900 square feet of gross floor area
Photographic studio	1 space per 800 square feet of gross floor area
Convenience market, supermarket	1 space per 250 square feet of gross floor area
Multi-use retail center	1 per 250 square feet of gross floor area
Finance, insurance, real estate office	1 per employee plus 1 per 400 square feet of gross floor area
Bank	1 per employee, plus 1 per 400 square feet of gross floor area
Drug store	First 5,000 square feet = 17 spaces plus 1 per additional 1,500 square feet
Furniture/appliance store	1 per 500 square feet of gross floor area
Clothing store	1 per 400 square feet of gross floor area
Lumber yard, building material center	1 space per 275 square feet of indoor sales area, plus 1 space per 5,000 square feet of warehouse/storage
Hardware/paint store	1 per 400 square feet of gross floor area
Restaurant	1 per 100 square feet of gross floor area
Restaurant, carry-out	1 space per 225 square feet of gross floor area
Fast food restaurant/coffee kiosk	1 space per 110 square feet of gross floor area, plus 6 stacking spaces for drive-through lane
Repair shop	1 per 400 square feet of gross floor area
Laundromats, coin-operated dry cleaners	1 space per every 3 washing or cleaning machines
Mortuary	1 space per 150 square feet of gross floor area
Express delivery service	1 space per 500 square feet of gross floor area, plus 1 space per employee
Retail stores in general	Less than 5,000 square feet: 1 per 300 square feet. Greater than 5,000 square feet: 17 plus 1 per 1,500 square feet
Industrial	
Industrial, manufacturing	1 per 500 square feet of gross floor area
Warehousing, storage	1 per 1,000 square feet of gross floor area
Public or private utility building	1 per 1,000 square feet of gross floor area
Wholesaling	2 plus 1 per 1,000 square feet of gross floor area
Research and development	1 per 500 square feet of gross floor area
LI/BP general office	1 per employee peak plus 15%
LI/BP research	1 per employee peak + 10%

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014)

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(Supp. No. 52)

18.11.140 Loading standards.

In all districts except the DC districts, buildings or structures to be built or substantially altered which receive and distribute material and merchandise by trucks shall provide and maintain off-street loading berths in sufficient numbers and size to adequately handle the needs of the particular case.

The following standards in Tables 18.11-~~23~~ and 18.11-~~34~~, shall be used in establishing the minimum number of berths required:

Table 18.11-~~23~~ Berth Standards for Commercial and Industrial Buildings

Number of Berths	Gross Floor Area of the Building in Square Feet
1	Up to 20,000
2	20,000—50,000
3	50,000—100,000
* One additional berth is required for each 50,000 in excess of 100,000	

Table 18.11-~~34~~ Berth Standards for Office Buildings, Hotels, Hospitals and Other Institutions

Number of Berths	Gross Floor Area of the Building in Square Feet
1	Up to 100,000
2	100,000 to 300,000
3	300,000 to 600,000
* One additional berth is required for each 300,000 in excess of 600,000	

No loading berth shall be located closer than fifty feet to a lot in any residential zoning district unless wholly within a completely enclosed building, or unless screened from such lot in the residential district by a wall, fence, or sight-obscuring evergreen hedge not less than six feet in height.

(Ord. 2515 § 1 (Exh. A (part)), 2008: Ord. 2443 § 3 (Exh. A (part)), 2006)

18.11.150 Bicycle parking.

Bicycle parking shall be provided for new development unless otherwise exempt under this section. Single-family dwellings, middle housing, accessory dwelling units, home occupations, and temporary uses are exempt.

A. Minimum spaces required. Bicycle parking shall be provided as shown in Table 18.11-5. When a calculation results in a fraction, the number of spaces shall be rounded up to the nearest whole number.

Table 18.11-5 Bicycle Parking Standards

<u>Use</u>	<u>Short-term bicycle parking</u>	<u>Long-term bicycle parking</u>
<u>Multifamily dwellings, 5 or more units</u>	<u>2 spaces, or 1 per 20 dwelling units, whichever is greater</u>	<u>1 per 5 dwelling units</u>
<u>Nonresidential and mixed-use buildings, 10,000 gross square feet or more</u>	<u>2 spaces, or 1 per 10,000 gross square feet, whichever is greater</u>	<u>2 spaces, or 1 per 20,000 gross square feet, whichever is greater</u>
<u>Hotels and lodging</u>	<u>2 spaces</u>	<u>1 per 20 guest rooms</u>

B. Short-term bicycle parking. Short-term bicycle parking shall be located outside the building, within 50 feet of a primary entrance, and visible from the entrance or public right-of-way, and shall not obstruct sidewalks, walkways, drive aisles, fire lanes, or required accessible routes. Short-term bicycle parking spaces shall use racks or lockers securely anchored to the ground or structure and allow the bicycle frame and at least one wheel to be locked to the rack.

C. Long-term bicycle parking. Long-term bicycle parking shall be covered and secured within a building, bicycle room, locked enclosure, individual locker, garage, or other area accessible only to residents, employees, or other authorized users. Long-term bicycle parking for residential uses may be provided in private garages or storage areas assigned to individual dwelling units or inside individual dwelling units.

D. Electric bicycle charging. Electric bicycle charging facilities are encouraged near short-term and long-term parking areas. Where provided, charging equipment shall be located or managed so they do not create tripping hazards or obstruct required access.

18.11.160 Electric vehicle charging.

New developments shall provide electric vehicle charging infrastructure in compliance with WAC 51-50-0429.

Our Camas 2045 Code Amendments

AUGUST 12, 2026

CITY COUNCIL WORKSHOP

Proposed Code Amendments

- As part of Our Camas 2045, the City has been reviewing and proposing updates to portions of the zoning code to ensure that development regulations are aligned with the updated plan's goals, policies, and growth objectives.
- Today's discussion of updates include proposed amendments to:
 - Chapter 18.24 – Mixed Use
 - Chapter 18.20 – Mixed Employment
 - Chapter 18.11 – Parking

Chapter 18.24 - Mixed Use

- The draft Our Camas 2045 plan supports expansion of mixed-use areas throughout Camas.
- **Goal LU-1 Citywide Land Use.** Maintain a land use pattern that respects the natural environment and existing uses while **accommodating a mix of housing and employment opportunities** to meet the City's growth projections in coordination with the capital improvement plan.
- **Goal LU-5 Mixed-Use Areas.** Foster economically and socially diverse **mixed-use neighborhoods** that meet the multi-modal transportation, housing, employment, education, recreation, and health needs of the community.
 - Create a mixed-use zone that requires developments to include **a minimum percentage of commercial space** in both vertical and horizontal mixed-use settings.
- The proposed revisions to the Mixed Use zone establishes a requirement for a mix of uses that can be achieved through vertical or horizontal projects, but does allow for some flexibility on smaller lots and to help facilitate commercial development on a quicker timeframe.



Mix of Uses

18.24.030 Mix of Uses

- A. To ensure projects within the Mixed Use zone have a mix of commercial and residential uses, and no one use predominates the other, development proposals shall include a mix of nonresidential and residential uses through either vertical mixed use, horizontal mixed use, or a combination of both. The mix of uses shall be demonstrated through approval of a site plan.
- B. Vertical Mixed Use. Residential uses may be located above ground-floor commercial or nonresidential uses. A building with ground-floor commercial or nonresidential uses and residential uses above shall be considered consistent with the mixed-use intent of this chapter.

Mix of Uses - Horizontal

C. Horizontal Mixed Use. Where commercial or nonresidential uses and residential uses are provided in separate buildings, separate portions of a site, or otherwise in a horizontal development pattern, the development shall consist of a maximum of fifty percent residential uses and a minimum of fifty percent commercial or nonresidential uses.

1. The required use mix may be measured using either site acreage, based on the portion of the site devoted primarily to each use; or gross floor area, based on the total floor area devoted to each use.
2. When the use mix is measured by site acreage, the area devoted to each use shall include buildings, outdoor use areas, service areas, loading areas, and parking areas primarily associated with that use. Shared parking areas, drive aisles, internal circulation, stormwater facilities, landscaping, open space, and other common improvements may be allocated proportionally between uses based on floor area, parking demand, or another reasonable method approved by the approval authority.
3. The development shall be designed as a cohesive mixed-use project. The site plan shall demonstrate integration of uses through building orientation, shared or coordinated parking, pedestrian connections, landscaping, open space, architectural compatibility, signage, lighting, and other design features that connect the commercial or nonresidential and residential components.

Mix of Uses – Frontages/Smaller Lots

- D. Commercial Frontages. Where a development site has frontage on an arterial, collector, or design overlay corridor, commercial or nonresidential uses shall be located and oriented towards the street frontage so as to maximize visibility and accessibility of these uses to the street.
- E. Smaller lots. On lots smaller than 20,000 square feet, a development proposal may be allowed to be either 100% commercial or 100% residential.



Mix of Uses – Residential Flexibility

- F. Residential Flexibility. The approval authority may allow residential uses to exceed fifty percent of the site acreage, up to a maximum of seventy percent residential acreage, when the applicant demonstrates that the proposal will provide a superior mixed-use outcome by ensuring timely delivery of the commercial or nonresidential component. Approval of residential acreage above fifty percent may be conditioned on:
1. Concurrent construction of the commercial or nonresidential component with the residential component where building permits for the commercial or nonresidential components are issued and construction is started before or at the same time as the residential components; or
 2. Execution of a development agreement with a phasing plan.

Ground Floor Standards

B. Ground floor design standards: In vertical mixed-use developments, ground floors shall be designed to support adaptable uses and meet the following requirements:

1. A minimum floor-to-ceiling height of fifteen feet, unless the approval authority determines that a lesser height is appropriate due to building design or other site-specific conditions; and
2. A minimum façade transparency of sixty percent.
3. To support small business and flexible tenant occupancy, ground floors shall be designed to be capable of subdivision into a variety of tenant spaces, demonstrated by location of walls, entrances, and mechanical systems. This requirement does not apply where the applicant demonstrates that a larger tenant space is needed for a specific tenant, anchor tenant, build-to-lease arrangement.

Incentives

18.24.030 Incentives.

- A. Traffic Impact Fee (TIF) Reduction. A reduction of the TIF may be granted pursuant to § 18.22.100 CMC.
- B. Public Art. A five percent increase in lot coverage area may be granted ~~upon design review committee approval~~ for providing public art within proposed project.
- C. Sustainability. Up to a ten percent reduction in building and/or engineering review fees may be authorized at the discretion of the director in proportion to a proposed low-impact development method.
- D. To encourage affordable housing development, regulated affordable units may be exempted from the residential portion of the use percentage and counted towards the non-residential percentage minimum.

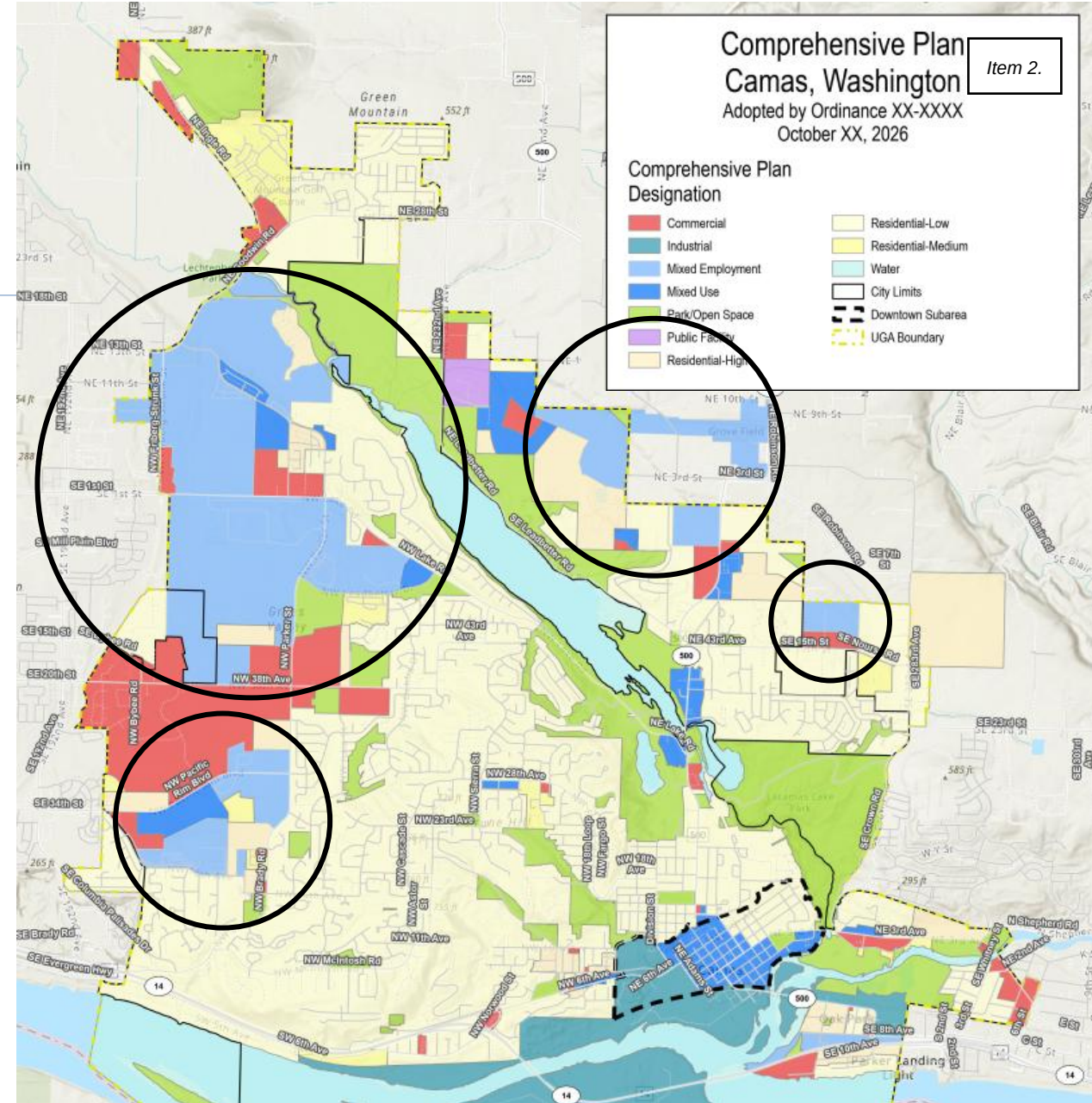
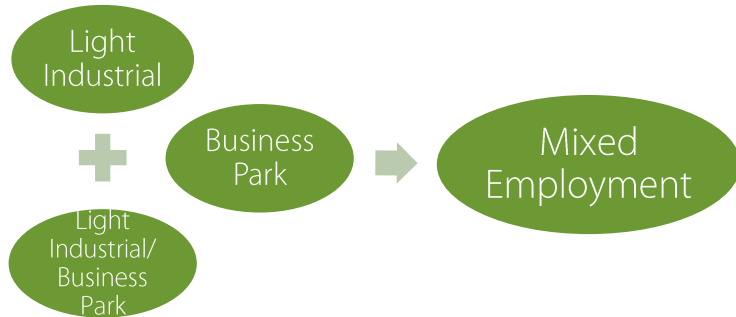
Mixed Employment

- A mixed employment zone is a flexible, jobs-focused zone that is not purely industrial, office, or retail. The draft Our Camas 2045 plan supports expansion of mixed employment areas in Camas.
- **Goal ED-4 Mixed Employment and Industrial Areas.** [Provide] a mix of traditional industrial and non-industrial land uses to maximize opportunities and partnerships and facilitate employers to remain, expand, or locate in Camas.
- **Policy ED-4.3.** Support a mix of light industrial, research and development, manufacturing, and office spaces through flexible zoning that allows for evolving business needs.
- **Policy ED-4.4.** Support the development of business parks, incubators, and innovation hubs that integrate industrial and high-tech employment uses.
- **Policy ED-4.5.** Ensure zoning and development regulations support both large - scale employers and small businesses, including start -ups and maker spaces.



Land Use Map

- The draft plan includes expands the use of Mixed Employment beyond North Shore and into new and existing employment areas in Camas.
- The proposed new Mixed Employment zone would emerge from the consolidation of three light industrial/business park zones.



Purpose

18.20.010 Purpose

- A. Purpose and Intent. The Mixed Employment District provides a variety of employment focused activities located in strategic areas of the community. These areas are important to the local and regional economy, contributing to the overall economic sustainability of the City of Camas by enhancing service variety and job diversity through a range of employment opportunities closer to residents with access to good transportation options. Mixed Employment Districts are characterized by higher employment density such as advanced manufacturing, research and development, service commercial, offices, and limited retail uses. These districts encourage innovation and a business environment that is flexible and resilient to changing economic conditions and customary business cyclical conditions.

The ME district standards encourage and accommodate the adaptive reuse of existing development and emphasize multimodal accessibility and connectivity. It also provides a zoning designation for uses which will create local higher wage employment opportunities and offer a wide range of uses that are compatible with one another as well as adjoining residential and commercial areas. The ME districts can be located on small or large sites and present a sustainable alternative to solely commercial or industrially designated areas while retaining legacy light industrial and business park uses. Primary uses include a broad mix of light industrial, research and development, advanced technology production, artisan/craft industrial, commercial, office, and personal service uses, within a more amenity-rich environment.

- The Mixed Employment district is intended to create local, higher-wage employment opportunities while supporting a flexible zoning environment that allows a range of commercial land uses, including retail and services.

Site Development Standards

- **Dimensional Standards.** The zone is proposed to be flexible, with no minimum lot size requirements. Building height is proposed at 100 ft. and all sites require 5% usable open space.
- **Parking.** Parking should be deemphasized by being located behind the building and screened from the street. Visitor/public parking is appropriate in front of buildings. Shared parking is encouraged.
- **Loading.** Loading areas are not permitted in the front elevation of the property and are to be screened from view with landscaping, berms, or fencing or walls.
- **Garbage, utilities, fencing.** Refuse and storage areas should be covered and screened, utilities should be underground, visible utility equipment should be screened, and fencing should minimize visual impacts.
- **Lighting.** Lighting must be designed to reduce glare, direct light downward, and provide adequate safety and security without negatively affecting neighboring properties.

Building Design Guidelines

A. Design and materials. Buildings should complement the local setting, fit with neighboring development, and reflect a high standard of architectural design. The section discourages basic prefabricated metal or sheet-metal-sided buildings unless staff determines the design meets or exceeds the intended architectural character of the area.

B. Site orientation. Building design should consider how the site relates to major streets, pedestrian and vehicle circulation, nearby development, and the functional needs of employees, customers, and other users.

C. Design features and amenities. The code encourages features that add visual interest and improves the visitor experience, including useable open space.

D. Facade articulation and street presence. Long, blank, straight facades are discouraged. Buildings should use varied setbacks, articulated facades, landscaping, and pedestrian or employee areas to create visual interest and human scale.

E. Exterior colors. Building colors should be compatible with the surrounding built and natural environment. Muted colors are generally encouraged, with brighter colors used primarily as accents rather than as a dominant visual feature.

F/G/H. Screening of mechanical equipment. Rooftop and outdoor mechanical equipment must be fully screened from public view and integrated into the building design using materials and finishes consistent with the building. The design should also account for views from elevated rights-of-way or nearby properties. Roof-mounted equipment visible from adjacent elevated properties should be painted a color compatible with the roof or screening.

Use Table

18.07.030 Table 1—Commercial and industrial land uses.

KEY: P = Permitted Use
C = Conditional Use
X = Prohibited Use
T = Temporary Use

Zoning Districts	NC	DC	CC	RC	MX	BP	LI/ BP	LI	HI	C- NS	MX- NS	ME- NS
Commercial Uses												
Animal kennel, commercial boarding ⁶	X	X	X	p ¹¹	X	p ¹¹	X	p ¹¹	p ¹¹	X	X	p ¹¹
Animal shelter ⁶	X	X	X	C	X	C	X	C	P	X	X	C
Antique shop ⁶	P	P	P	P	P	C	X	X	P	P	P	P
Appliance sales and service ⁶	X	P	P	P	P	P	X	C	P	P	P	P
Automobile repair (garage) ⁶	X	P	C	P	X	P	X	P	P	C	X/p ¹³	P
Automobile sales, new or used ⁶	X	P	X	P	X	P	X	P	P	X	X	P
Automobile service station ⁶	X	P	C	P	X	P	X	P	P	C	X	P
Automobile wrecking ⁶	X	X	X	X	X	X	X	X	C	X	X	X
Bakery (wholesale) ⁶	X	X	X	P	X	P	p ⁵	P	P	C	C	P
Bakery (retail) ⁶	P	P	P	P	P	P	p ⁵	P	P	P	P	P
Banks, savings and loan	X	P	P	P	P	P	p ⁵	P	P	P	P	P
Barber and beauty shops ⁶	P	P	P	P	P	P	p ⁵	P	P	P	P	P
Boat building ⁶	X	X	X	C	X	C	X	C	P	X	X	C
Boat repair and sales ⁶	X	P	X	P	X	P	X	P	P	X	X	P
Book store ⁶	C	P	P	P	P	P	p ⁵	P	P	P	P	P
Bowling alley/billiards ⁶	X	P	X	P	P	P	X	P	P	X	P	P
Building, hardware and garden supply store ⁶	X	P	C	P	P	P	X	P	P	C	P	P

- CMC 18.07.030 identifies the allowable uses in each zone. The new Mixed Employment zone would allow the same uses as the existing North Shore Mixed Employment Zone (ME-NS).
- The Mixed Employment zone allows a broader range of uses than the individual BP, LI/BP, and LI zones alone as it combines office, research, light industrial, service commercial, limited retail, and employee-supporting uses in one district, rather than emphasizing one primary development pattern.

Warehousing

- A. Warehousing, indoor storage, and distribution activity may be allowed only as an accessory use when directly associated with and subordinate to a permitted principal use located on the same site. Accessory warehousing may include storage of raw materials, equipment, inventory, finished goods, tools, vehicles, or supplies used in connection with the principal use, but shall not function as a stand-alone warehouse, distribution center, fulfillment center, freight terminal, mini-storage facility, self-service storage facility, or outdoor storage yard.
- B. Accessory warehousing, indoor storage, and distribution areas shall not exceed fifty percent of the gross floor area of the building or tenant space unless a greater percentage is approved by the approval authority upon finding that the storage area is necessary to support the principal permitted use, the principal use remains the dominant use of the site or tenant space, and the use will not generate traffic, truck trips, loading activity, outdoor storage, noise, or other operational impacts inconsistent with the purpose of the zone.



Chapter 18.11 — Parking

- Chapter 18.11 would be substantially reorganized and updated to provide more flexible parking standards, establish clearer procedures for parking reductions, and reflect changes in state law.
- **SB 5184 (2025)** sets the following limits on local government development regulations regarding parking:
 - No more than 0.5 off-street stalls per multifamily unit.
 - No more than 1 stall per single-family unit.
 - No more than 2 stalls per 1,000 square feet of commercial space.
 - No parking may be required for residences under 1,200 square feet, commercial spaces under 3,000 square feet, affordable housing, senior housing, childcare centers, ground level non-residential space in mixed-use buildings, or for buildings changing use.
- The bill applies to cities with a population of 30,000 or more.
- **HB 1183 (2025)** eliminated parking requirements for certain types of residential projects. Cities and counties planning under the GMA may not require off-street parking as a condition for permitting:
 - affordable housing
 - new construction or the retrofit of existing buildings meeting passive house requirements
 - modular construction
 - mass timber construction

Minimum Parking Standards

- The proposed draft substantially retains the existing off-street parking standards in Table 18.11-2.
 - Changes are proposed only to certain residential uses to comply with state law and to be consistent with the City's recent middle housing code updates.
 - Single-family dwellings and middle housing would have the same parking standards which will be based on lot size.
 - Pursuant to HB 1183, there would be no minimum parking requirements for affordable housing, new construction or the retrofit of existing buildings meeting passive house requirements, modular construction, or mass timber construction.

Table 18.11-2 Off-Street Parking Standards

Use	Required Number of Off-Street Parking Spaces
Residential	
Single-family dwelling, duplex, rowhouse middle housing	2 per unit on lots greater than 6,000 square feet 1 per unit on lots smaller than 6,000 square feet
Studio apartment	1 per unit
Apartment 1 bedroom/ 2+ bedrooms	1.5/2
Housing for elderly (apartment/unassisted)	.33 per unit
Retirement dwellings	2 per unit
Residential care facility/assisted living	1 per 2 beds + 1 per day shift employee
Affordable housing	No minimum
Residential new construction or retrofit of existing buildings meeting passive house requirements	No minimum
Residential modular construction	No minimum
Residential mass timber construction	No minimum
Lodging	
Hotel or motel	1 space per unit plus additional for bars, restaurants, assembly rooms
Bed and breakfast	1 space per room
Recreation	
Marina	1 space per 2 slips
Miniature golf	1 per hole
Golf course	6 spaces per hole and 1 per employee

Alternative Minimum Parking Standards

- A new Section 18.11.120 would establish an administrative process through which an applicant could request that the reduced parking requirements of SB 5184 be applied to their project. The alternative standards would allow parking requirements to be reduced to:
 - One-half space per multifamily dwelling unit.
 - One space per single-family dwelling.
 - Two spaces per 1,000 square feet of commercial space.
- No minimum parking would be required under the alternative standards for:
 - Residences smaller than 1,200 square feet.
 - Commercial spaces smaller than 3,000 square feet.
 - Affordable housing.
 - Senior housing.
 - Child care centers.
 - Ground-floor nonresidential space in mixed-use buildings. Certain residential or commercial changes of use.
- The applicant would be required to submit a parking assessment explaining the requested reduction, anticipated parking needs, available on-site and on-street parking, transportation options, and relevant site constraints.
 - Multifamily projects containing more than 20 units would be required to submit a full parking study instead of an assessment.

Downtown and Mixed-use Parking Standards

- Title 18 currently contains inconsistent parking provisions for downtown and mixed-use zones.
- Section 18.11.010 generally requires off-street parking in the Downtown Commercial (DC) and Mixed Use (MX) districts but allows the Community Development Director the discretion to waive the requirement for projects one-half block or less in size when the City Engineer determines that parking demand can be accommodated by existing on-site and adjacent on-street parking.
- In contrast, Section 18.19.050 categorically states that downtown commercial and mixed-use areas are not required to provide on-site parking.



Downtown and Mixed-use Parking Standards

- Proposed new language blends the two provisions into a single, more clearly defined standard.
 - In Downtown and Mixed-Use zones only, commercial uses and ground-floor nonresidential space within mixed-use buildings would have no minimum parking requirement.
 - Other uses, including residential uses, would remain subject to the applicable parking requirements. However, for projects one-half block or less in size, the Community Development Director could reduce those requirements when the City Engineer finds that anticipated parking demand can be adequately accommodated by existing on-site parking and adjacent on-street parking.
 - In either scenario, the Director could also require the applicant to convert adjacent on-street parking to angle parking or another approved configuration when necessary to increase parking capacity.

C. Downtown and mixed-use zones. Commercial uses and ground-floor nonresidential space in a mixed-use building have no minimum parking requirements. For other uses in projects one-half block or less in size, the Community Development Director may reduce the off-street parking requirements if the City Engineer finds that the anticipated parking needs of the project can be adequately met by existing off-street parking on site, if any, and on-street parking adjacent to the project. The Community Development Director may, as a condition of this section, require that on-street parking adjacent to the project be converted at the expense of the applicant to angle parking or another parking configuration approved by the City Engineer.

Parking Study

- Section 18.11.110 establishes that a parking study would be required when:
 - Parking is proposed below the alternative minimum standards.
 - A multifamily project containing more than 20 dwelling units seeks to use the alternative standards.
 - No reasonably comparable parking standard exists for a proposed use.
 - The Community Development Director determines that the scale, mix, phasing, or operating characteristics of a project warrant additional analysis.
- The study would evaluate anticipated parking demand, project phasing, shared and off-site parking, on-street parking, transit access, transportation demand management, accessible parking, and other relevant site and operational conditions. The Director could impose conditions such as parking agreements, monitoring, management measures, or additional review if the use changes materially.
- A parking study could allow for fewer parking spaces than the parking standards or alternative minimum standards.

Bicycle Parking

- Section 18.11.150 would provide new bicycle parking standards, requiring most developments to provide a modest amount of short-term and long-term bicycle parking.

Table 18.11-5 Bicycle Parking Standards

<u>Use</u>	<u>Short-term bicycle parking</u>	<u>Long-term bicycle parking</u>
<u>Multifamily dwellings, 5 or more units</u>	<u>2 spaces, or 1 per 20 dwelling units, whichever is greater</u>	<u>1 per 5 dwelling units</u>
<u>Nonresidential and mixed-use buildings, 10,000 gross square feet or more</u>	<u>2 spaces, or 1 per 10,000 gross square feet, whichever is greater</u>	<u>2 spaces, or 1 per 20,000 gross square feet, whichever is greater</u>
<u>Hotels and lodging</u>	<u>2 spaces</u>	<u>1 per 20 guest rooms</u>



Other Changes

- Additional changes to Chapter 18.11 include:
 - Revision to shared/joint use parking standards
 - Minor reorganization and renumbering
 - Addition of requirement for wheel stops as a tool to maintain pedestrian sidewalk clearances and preserve landscape maintenance.
 - Elimination of Section 18.11.040. Other proposed changes to parking standards provide for more logical reductions in parking requirements.
 - Unspecified land uses can have parking requirements determined by a similar land use or through a parking study rather than a conditional use.
 - Includes a reference to existing electrical vehicle charging requirements in WAC 51-50-0429



Discussion and Next Steps
