



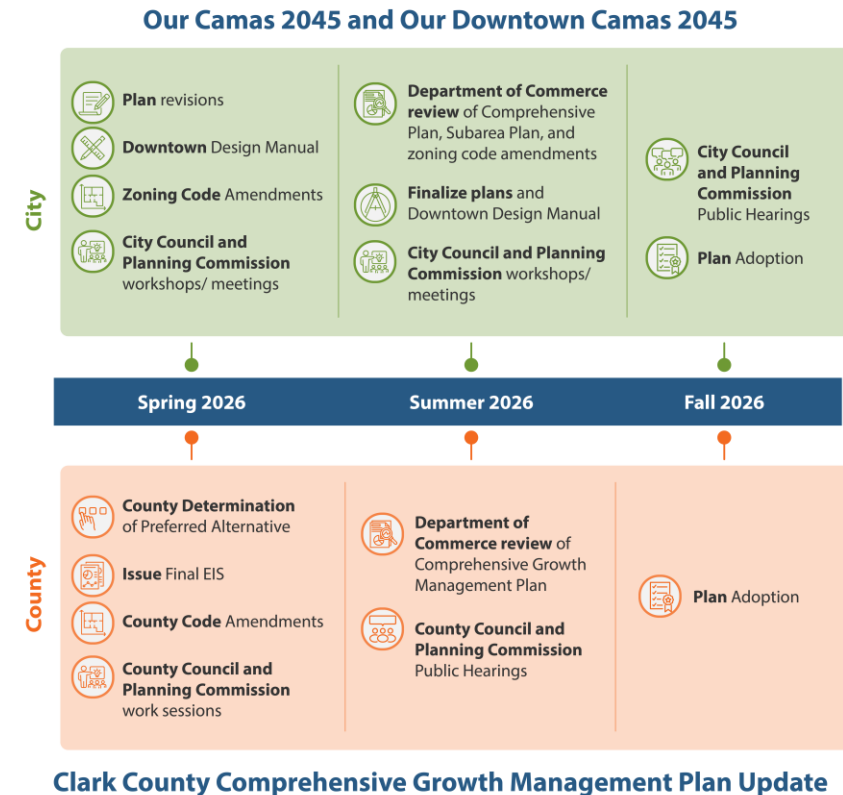
Our Camas 2045 Code Amendments

AUGUST 3, 2026

CITY COUNCIL WORKSHOP

Project Schedule

- **July 24** - Clark County Final Environment Impact Statement
- **October 10 & 13** – County Council Hearing and Adoption
- **September 15** – Camas Planning Commission Hearing
- **October 19** – Camas City Council Hearing
- **November 2** – Camas City Council Adoption
- **Upcoming Workshops**
 - August 17 - Council
 - August 18 – Planning Commission
 - September 8 – Council
 - September 21 - Council



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:
 - CMC Chapter 18.05 – Zoning Map and Districts
 - CMC Chapter 18.07 – Use Authorization
 - Chapter 18.11 – Parking
 - Chapter 18.24 – Mixed Use

Chapter 18.05

Zoning Map and Districts

- Chapter 18.05 establishes the City's zoning districts and describes the purpose and intended character of each district.
- The proposed plan would consolidate plan designations from 14 to 8 and the total number of zoning designations will be reduced from 26 to 25.
 - The Light Industrial, Business Park, and Light Industrial/Business Park zones will be consolidated into a new Mixed Employment zone.
 - Four park zones will be consolidated into a new Parks and Open Space zone.
 - New zones will include a Multifamily Residential – 24 zone and four new downtown zones – Downtown Residential, Downtown Mixed Use – Low Rise, Downtown Mixed Use – Mid Rise, and Downtown Historic Main Street Core.

COMPREHENSIVE PLAN DESIGNATIONS							
Residential – Low	Residential – Medium	Residential – High	Mixed Use	Commercial	Mixed Employment	Industrial	Parks and Open Space
Residential-6	Multifamily 10	Multifamily 18	Mixed Use	Neighborhood Commercial	Mixed Employment	Heavy Industrial	Parks and Open Space
Residential-7.5		Multifamily 24	North Shore Mixed Use	Community Commercial	North Shore Mixed Employment		
Residential-10		North Shore Higher Density Residential	Downtown Mixed Use – Low Rise	Regional Commercial			
Residential-12			Downtown Mixed Use – Mid Rise	North Shore Commercial			
Residential-15			Downtown Historic Main Street Core				
North Shore Lower Density Residential							
Downtown Residential							

Residential Changes

- Section 18.05.040 would be revised to clarify that the R-6, R-7.5, R-10, R-12, and R-15 zones accommodate both single-family and middle housing.
 - The zone densities are also revised from “units” or “dwellings” per acre to “lots” per acre, consistent with recent middle housing changes.

18.05.040 Residential ~~and multifamily~~ zones.

- A. ~~R-15 Residential-15,000. This zone is intended for single-family dwellings with a minimum density of two to three dwellings per acre. This zone will permit the rural character of a number of existing neighborhoods to be maintained. The average lot size is fifteen thousand square feet.~~
 - This section would also include descriptions for two new residential zones, MF-24 and Downtown Residential.
 - L. DT-R Downtown Residential. A primarily residential area defined by smaller-scale housing types—such as cottages, duplexes, triplexes, fourplexes, and accessory dwelling units—often on existing single-family lots. The district maintains a lower-density character while allowing incremental infill that respects existing neighborhood patterns and historic scale.

Commercial, Mixed Use, Industrial Zones

- Section 18.05.050 would be renamed to expressly include mixed-use zoning.
- This section includes descriptions for four new zones: DT-HMSC, DT-MXM, DT-MXL, and Mixed Employment.
- The Heavy Industrial zone description would be amended to allow residential uses west of Lacamas Creek and the Washougal River as a conditional use when included as part of a mixed-use development.



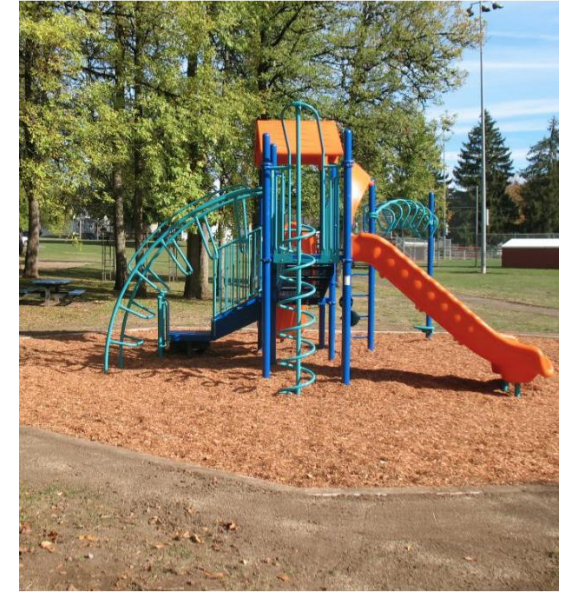
- J. **HI Heavy Industrial.** This zone provides for a wide range of industrial and manufacturing uses. Types of activities in this zone include assembly, manufacturing, fabrication, processing, bulk handling and storage, research facilities, associated warehousing, and heavy trucking. West of Lacamas Creek/Washougal River, residential uses may be allowed as a conditional use as part of a mixed-use development.

Eliminated Zones/Parks and Open Space

- The descriptions of the Downtown Commercial, Light Industrial, Business Park, and Light Industrial/Business Park districts would be removed as these zones are made obsolete with other proposed updates.
- Section 18.05.070 would be updated to be consistent with the proposed Parks and Open Space zoning district which applies to both public and private parks, open spaces, and natural areas.

18.05.070 Park and open space zoning.

~~The park zoning districts provide recreation and open space functions for the long-term benefit and enjoyment of city residents, adjacent neighborhoods and visitors. These districts apply only to land held in public trust. The park and open spaces zone supports the preservation, development, and use of public and private parks, open spaces, and natural areas that contribute to community health, environmental protection, recreation, and quality of life.~~



Chapter 18.07

Use Authorization

- Chapter 18.07 identifies the land uses that are permitted, conditionally permitted, temporarily permitted, or prohibited within all zoning districts. The chapter is organized into tables for commercial and industrial zones, residential zones, the parks zone, and a new table for downtown zones.
- Table 1 - Commercial and industrial land uses would be reorganized to correspond with the revised zoning districts established in Chapter 18.05.
 - The Downtown Commercial, Business Park, Light Industrial/Business Park, and Light Industrial columns would be removed.
 - A new Mixed Employment column would be added, and downtown uses would be moved into a separate downtown 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	DE	CC	RC	MX	ME	BP	UP	BT	HI	C-NS	MX-NS	ME-NS
Commercial Uses													
Animal kennel, commercial boarding ^a	X	X	X	P++1	X	P++1	P++	X	P++	P++1	X	X	P++1
Animal shelter ^a	X	X	X	C	X	C	C	X	C	P	X	X	C
Antique shop ^a	P	P	P	P	P	P	C	X	X	P	P	P	P
Appliance sales and service ^a	X	P	P	P	P	P	P	X	C	P	P	P	P
Automobile repair (garage) ^a	X	P	C	P	X	P	P	X	P	P	C	X/P ²	P
Automobile sales, new or used ^a	X	P	X	P	X	P	P	X	P	P	X	X	P
Automobile service station ^a	X	P	C	P	X	P	P	X	P	P	C	X	P
Automobile wrecking ^a	X	X	X	X	X	X	X	X	X	C	X	X	X
Bakery (wholesale) ^a	X	X	X	P	X	P	P	P	P	P	C	C	P
Bakery (retail) ^a	P	P	P	P	P	P	P	P	P	P	P	P	P
Banks, savings and loan	X	P	P	P	P	P	P	P	P	P	P	P	P
Barber and beauty shops ^a	P	P	P	P	P	P	P	P	P	P	P	P	P
Boat building ^a	X	X	X	C	X	C	C	X	C	P	X	X	C
Boat repair and sales ^a	X	P	X	P	X	P	P	X	X	P	X	X	P
Book store ^a	C	P	P	P	P	P	P	P	P	P	P	P	P
Bowling alley/billiards ^a	X	P	X	P	P	P	P	X	P	P	X	P	P
Building, hardware and garden supply store ^a	X	P	C	P	P	P	P	X	P	P	C	P	P
Bus station ^a	X	C	C	P	C	P	P	X	P	P	P	P	P
Cabinet and carpentry shop ^a	X	P	C	P	C	P	P	P	P	P	C	C	P
Candy, confectionery store ^a	P	P	P	P	P	P	P	P	P	P	P	P	P
Cemetery ^a	X	X	X	C	X	C	X	X	C	P	X	X	C
Clothing store ^a	C	P	P	P	P	P	P	X	P	P	P	P	P

Mill Redevelopment - Residential

- The Camas Mill cleanup process is being conducted under an agreed order between the Department of Ecology and Georgia-Pacific. The current process involves contamination and evaluating cleanup options, after which Ecology will establish a cleanup level.
- The City has stated its desire for an unrestricted cleanup level and has explained why the site should be cleaned at this level under WAC 173-340-740.
- The Heavy Industrial zone already allows a range of commercial, public, and recreational uses that extend beyond industrial activity. Also allowing for residential use further demonstrates that the property is not intended to be permanently limited to industrial use and strengthens the basis for an unrestricted cleanup.
- Proposed Footnote #8 establishes a new conditional-use pathway for residential development in the Heavy Industrial district west of Lacamas Creek and the Washougal River, occupied by the Camas Mill.

8. West of Lacamas Creek/Washougal River, residential uses may be allowed as a conditional use only when part of a mixed-use development project. Heavy industrial uses must have ceased on the portion of the site proposed for residential development and the applicant must demonstrate that the proposed residential development will not interfere with any continuing industrial operations on adjoining properties in a manner that cannot be reasonably mitigated through conditions of approval.

Residential/Parks Changes

- Minor changes to Table 2 - Residential land uses
 - Add fourplexes as a recognized middle-housing type and add limited neighborhood commercial uses in residential zones.
 - Limited neighborhood commercial uses would be allowed on corner lots at intersections with collector or arterial streets within design overlay areas.
- Table 3 – Park and open space land uses would consolidate the Neighborhood Park, Special Use Park, Open Space, and North Shore Parks/Open Space columns into a single POS zoning column.
 - Uses traditionally associated with parks and open space including recreation facilities, community centers, community gardens, trails, concession stands, restrooms, utilities, and park-support buildings—would be administered under the consolidated district.
 - The table would also add public administrative facilities as a permitted use accommodate the development of public facilities serving governmental or administrative functions.

Downtown Zone Use Table

- A new Section 18.07.060 and Table 4 would establish a separate use table for the DT-HMSC, DT-MXM, DT-MXL, and DT-R districts.
 - The new table distinguishes between active and passive retail uses and regulates whether uses are allowed on the ground floor, upper floors, or both.
 - The use table generally reserves ground-floor space in the Historic Main Street Core for active retail and pedestrian-oriented uses.

Authorized Uses in Downtown Zoning Districts				
Zoning Districts	DT-HMSC	DT-MXM	DT-MXL	DT-R
Active Retail Uses				
Antique shop	P ⁴	G=P/U=X	G=P/U=X	P ³
Appliance sales and service	P ⁴	G=P/U=X	G=P/U=X	P ³
Artisanal/craft/makers	P ⁴	G=P/U=X	G=P/U=X	P ³
Bakery (retail)	P ⁴	G=P/U=X	G=P/U=X	P ³
Barber and beauty shops	P ⁴	G=P/U=X	G=P/U=X	P ³
Book store	P ⁴	G=P/U=X	G=P/U=X	P ³
Bowling alley/billiards	P ⁴	G=P/U=X	G=P/U=X	P ³
Building, hardware and garden supply store	P ⁴	G=P/U=X	G=P/U=X	P ³
Candy, confectionery store	P ⁴	G=P/U=X	G=P/U=X	P ³
Clothing store	P ⁴	G=P/U=X	G=P/U=X	P ³
Coffee shop, cafe or kiosk	P ⁴	G=P/U=X	G=P/U=X	P ³
Day care, mini-center	P ⁴	P	P	P ³
Delicatessen (deli)	P ⁴	G=P/U=X	G=P/U=X	P ³
Department store	P ⁴	G=P/U=X	G=P/U=X	P ³
Feed store	P ⁴	G=P/U=X	G=P/U=X	P ³
Event center	P ⁴	P	P	P ³
Fitness center/sports club	P ⁴	G=P/U=X	G=P/U=X	P ³
Florist shop	P ⁴	G=P/U=X	G=P/U=X	P ³
Food cart/food truck/food delivery business	P ⁴	G=P/U=X	G=P/U=X	P ³
Furniture store	P ⁴	G=P/U=X	G=P/U=X	P ³
Grocery, neighborhood scale	P ⁴	G=P/U=X	G=P/U=X	P ³
Grocery, small scale	P ⁴	G=P/U=X	G=P/U=X	P ³
Hotel, motel	P ⁴	P	P	P ³
Laundry/dry cleaning (retail)	P ⁴	G=P/U=X	G=P/U=X	P ³
Liquor store	P ⁴	G=P/U=X	G=P/U=X	P ³
Nursery, plant	P ⁴	G=P/U=X	G=P/U=X	P ³
Office supply store	P ⁴	G=P/U=X	G=P/U=X	P ³
Pet shops	P ⁴	G=P/U=X	G=P/U=X	P ³
Pharmacy	P ⁴	G=P/U=X	G=P/U=X	P ³
Photographic / electronics store	P ⁴	G=P/U=X	G=P/U=X	P ³
Restaurant	P ⁴	G=P/U=X	G=P/U=X	P ³
Restaurant, fast food	P ⁴	G=P/U=X	G=P/U=X	P ³

Childcare Centers

- Pursuant to RCW 35A.21.460, any childcare centers would be changed to a permitted use in all zones except Heavy Industrial where it would be a conditional use.

PDF

RCW 35A.21.460

Child care centers—Zoning.

(1) Code cities and towns must allow child care centers, and the conversion of existing buildings for use as child care centers, as an outright permitted use in all zones except industrial zones, light industrial zones, and open space zones.

(2) Code cities may impose reasonable restrictions on the permit, including pickup and drop-off areas.

(3) Code cities that plan under the growth management act and that are required to submit their next comprehensive plan update in 2027 pursuant to RCW [36.70A.130](#) must adopt or amend by ordinance, and incorporate into their development regulations, zoning regulations, and other official controls, the requirements of this section in their next comprehensive plan update. All other code cities must implement the requirements of this section within two years of July 27, 2025.

(4) Nothing in this section limits a code city from allowing child care centers in other zones, including industrial zones or light industrial zones. A code city must provide for a conditional use approval of an on-site child care center in industrial or light industrial zones, except in or around high hazard facilities.

(5) For the purposes of this section, "child care centers" has the same meaning as in RCW [43.216.010](#).

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



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.

Discussion and Next Steps

