



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.

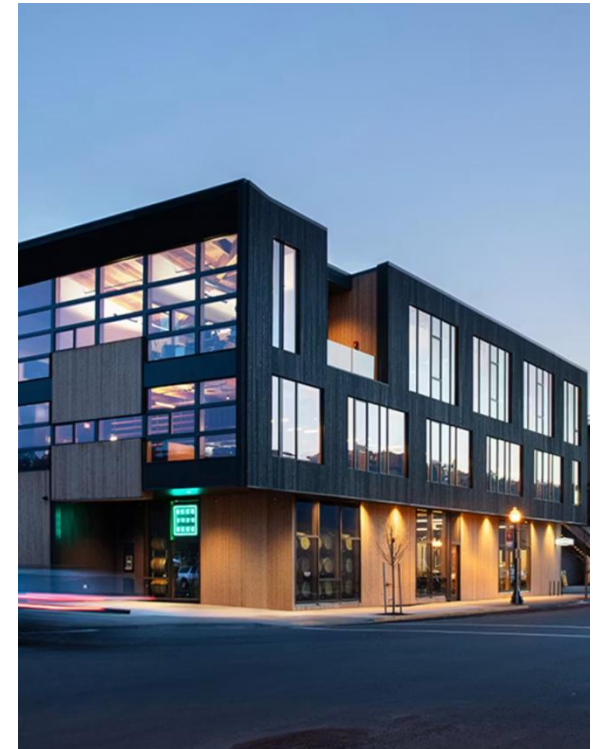
Incentives

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.

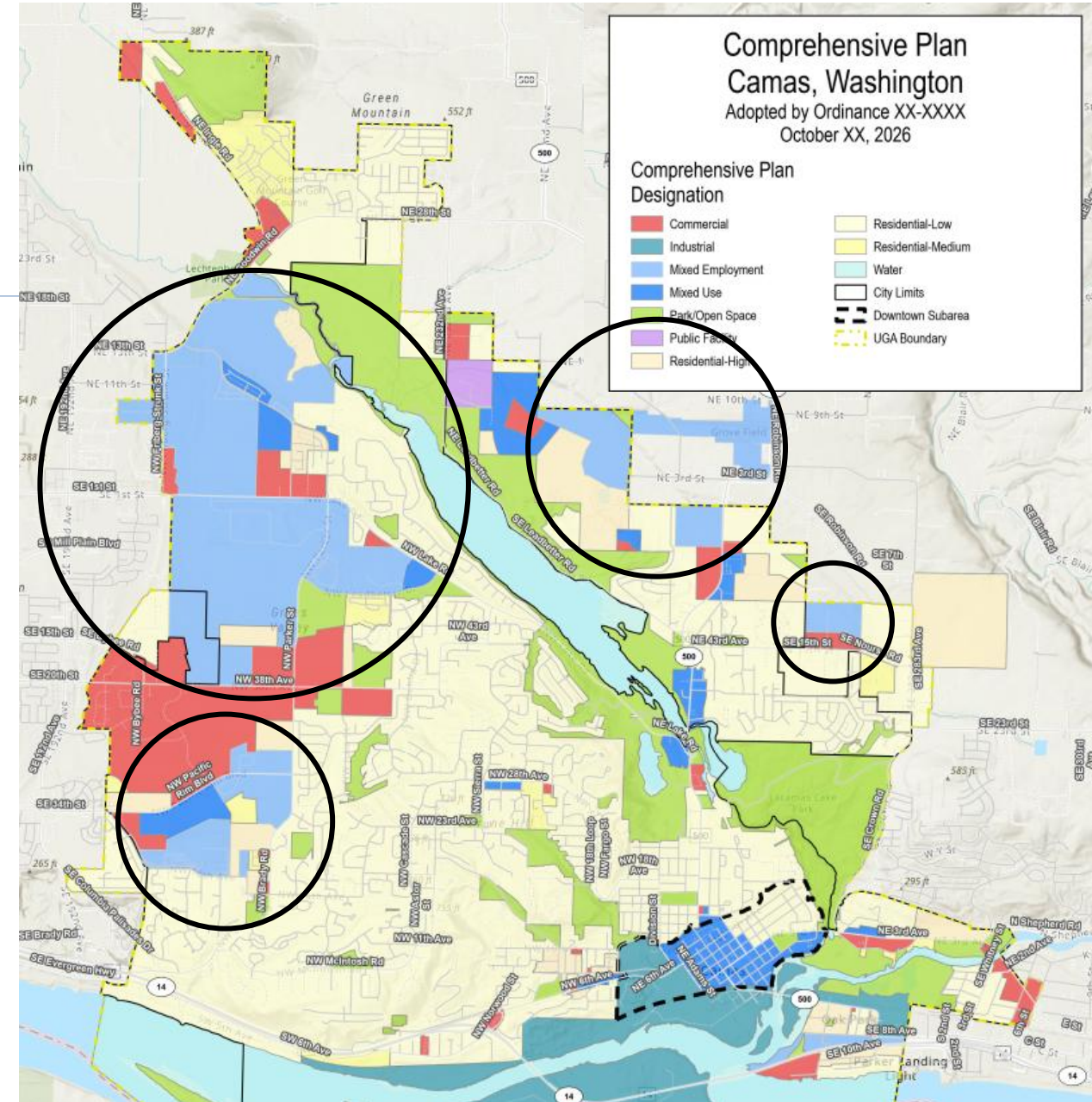
Mixed Employment

- 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.



- 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.

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- A diagram illustrating a land use transition. On the left, two green ovals are stacked vertically: the top one contains the text "Light Industrial" and the bottom one contains "Light Industrial/ Business Park". A large green plus sign is positioned between these two ovals. To the right of the plus sign is a single green oval containing the text "Business Park". A large green arrow points from this "Business Park" oval to a final green oval on the right, which contains the text "Mixed Employment".



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

