

18.21.060 - Site development criteria.

LIGHT - cars exiting D

- A. Site improvements are to be designed to result in a natural appearance that will blend with surroundings and be compatible with neighboring developments.
- B. Grading and Drainage. Site grading and drainage are to 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 situation runoff, erosion, sedimentation, or other objectionable effects.
- C. Traffic and Parking.
1. All traffic and parking areas shall be paved with asphaltic concrete or portland cement concrete in conformance with approved design standards. The perimeter of all paving areas or landscaped areas shall have portland cement concrete curbs throughout.
 2. No public parking is to be allowed on public streets within this zone.
 3. 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.
 4. 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.
- 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 impact. 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 side or rear 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 or objectionable effects to the adjacent properties. Residential neighborhoods are of particular concern. 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.

H. Primary Uses. All primary uses permitted in the LI/BP district shall have no negative or undesirable atmospheric or environmental impacts. All such primary uses shall be developed in a campus-type setting featuring landscaping, off-street parking, architectural designs tending to minimize the industrial nature of the development, buffers between other uses, and such other amenities as are consistent with a campus setting.

I. Secondary Uses. All secondary commercial uses are subject to the following:

1. The commercial use is demonstrated to be clearly subordinate to industrial uses in the vicinity, and will primarily serves the daily retail and service needs of the surrounding industrial area.
2. On parcels over ten acres, secondary commercial uses shall be subordinate to primary uses on the parcel, and the cumulative gross floor area of all secondary commercial development on-site has a maximum floor area equal to twenty-five percent of the gross floor area of the primary uses.
3. Proof demonstrating the need for such use to serve other existing uses within the LI/BP district.
4. The development satisfies the parking, design and other development standards identified in this chapter.

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

Camas NOISE

ORDINANCE NO. 2546

AN ORDINANCE amending Section 9.32.050 of the Camas Municipal Code by revising the regulations for public disturbance noises.

The Council of the City of Camas do ordain as follows:

Section I

Section 9.32.050 of the Camas Municipal Code is amended to provide as follows:

9.32.050 Public disturbance noises.

A. It is unlawful for any person to allow sound to emanate from real or personal property that is a public disturbance noise. The following shall be considered public disturbance noises:

1. The use of a musical instrument, whistle, sound amplifier or other device producing or reproducing loud or raucous sounds emanating frequently, repetitively, or continuously from any building, structure or property so as to unreasonably disturb or interfere with the peace, comfort or repose of owners or possessors of neighboring or nearby real property.
2. The making of any loud or raucous sound within one thousand feet of any school, hospital, sanitarium, nursing or convalescent facility, which unreasonably interferes with the use of such facility, or with the peace, comfort or repose of persons therein.
3. The frequent, repetitive or continuous sounding of any horn or siren attached to a motor vehicle, except as a warning of danger or as specifically permitted or required by law.
4. The creation of frequent, repetitive or continuous sounds in connection with the starting, operation, repair, rebuilding or testing of any motor vehicle, motorcycle, off-road vehicle, or internal combustion engine so as to unreasonably disturb or interfere with the peace, comfort and repose of owners or possessors of neighboring or nearby real property, provided, however, that this subsection shall not apply to the operation of lawn mowers, garden tools, chain saws or other power equipment used for building repair or grounds maintenance between the hours of 7 a.m. and 10 p.m.
5. The use of equipment and activities producing intermittent or repetitive noise commonly associated with site improvements, or exterior new home construction:
 - a) Before 7 a.m. or after 7 p.m. Monday through Friday;
 - b) Before 7 a.m. or after 5 p.m. on Saturdays;
 - c) Anytime on Sundays or the following holidays: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, or Christmas Day.

B. A public disturbance noise shall not include a response to emergency situations or to specific allowances as determined by the City. For the purposes of this section emergencies include but are not limited to the use of generators during power outages, necessary immediate repair of public or private utilities, and police, fire and/or medical response.

Ordinance No. 2546

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C. Any person violating the provisions of this section shall be guilty of a misdemeanor.

Section II

This Ordinance shall take force and be in effect five (5) days from and after its publication according to law.

PASSED BY the Council and APPROVED by the Mayor this 4th day of May, 2009.

SIGNED: Paul Dz
Mayor

ATTEST: John M. Auger, Jr.
Clerk

APPROVED as to form:
G. J. [Signature]
City Attorney

18.01.020 - Purpose.

TRAFFIC

Property value

F

- A. The purposes of this title are: to implement the comprehensive plan for the city; to encourage the most appropriate use of land; to conserve and stabilize the value of property; to aid in rendering of fire and police protection; to provide adequate open space for light and air; to lessen the congestion on streets; to give an orderly growth to the city; to prevent undue concentration of population; to improve the city's appearance; to facilitate adequate provisions for community utilities and facilities such as water, sewerage, and electrical distribution system, transportation, schools, parks, and other public requirements; and in general to promote public health, safety and general welfare.
- B. Since the public health, safety and general welfare is superior to the interests and pecuniary gains of the individual, this title may limit the use of property and prevent its most profitable gain. If some reasonable use of property is allowed by this title and the effect is not confiscatory, the city is exercising a proper use of police power.

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

TABLE 3 - ACCESS SPACING STANDARDS

RESOLUTION 17-005

ROADWAY CLASS	MINIMUM ACCESS SPACING***	MAXIMUM ACCESS SPACING	MINIMUM INTERSECTION & DRIVEWAY SETBACK	NEW RESIDENTIAL ACCESS PERMITTED
ARTERIAL	660- FEET	1,000- FEET***	300- FEET	NO**
COLLECTOR	330- FEET	600- FEET	110- FEET*	NO**
LOCAL	110- FEET	600- FEET	N/A	YES

* BASED ON TURN DESIGN SPEED OF 20 MPH

** TEMPORARY ACCESS MAY BE PERMITTED OR COMBINED FOR LANDLOCKED PARCELS

*** INCLUDES NON-RESIDENTIAL DRIVEWAYS

**** BLOCK LENGTHS IN EXCESS OF 600- FEET SHALL PROVIDE A MID-WAY PEDESTRIAN CONNECTION

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ENGINEERING DESIGN STANDARDS FOR STREETSSection III Design Standards*Drawing submittals*

Each sheet shall be clearly labeled as "Street" or "Street/Storm".

Subdivisions and Short Plats

- Design of the proposed streets shall incorporate the recommendations of the traffic study if one was required and shall meet the requirements of the current AASHTO A Policy on Geometric Design for Highways and Streets manual and the current MUTCD manual.
- Neighborhood Traffic Management (NTM) elements may be required on the existing or proposed streets based on projected traffic volumes.
- The pavement design and structural section shall be based on the soil type and the recommendations of the geotechnical report, but shall not be less than the current City standard minimum.
- Alleys, half-street improvements, and private streets shall meet the minimum City standard structural section.

Commercial, multifamily or Industrial

- The City engineer will give specific recommendations on pavement design, width, geometric requirements, safety, and pavement markings based on the submitted proposal.

INSTITUTE OF TRANSPORTATION ENGINEERS COMMON TRIP GENERATION RATES (PM Peak Hour)

(Trip Generation Manual, 10th Edition)

Code	Description	Unit of Measure	Trips Per Unit	Setting/Location		Dense Multi-Use Urban
				General Urban/ Suburban	Dense Multi-Use Urban	
MEDICAL						
610	Hospital	1,000 SF GFA	0.97			
620	Nursing Home	1,000 SF GFA	0.59			
630	Clinic	1,000 SF GFA	→ 3.28			5.18
640	Animal Hospital / Veterinary Clinic	1,000 SF GFA	3.53			
650	Free-Standing Emergency Room	1,000 SF GFA	1.52			
OFFICE						
710	General Office Building	1,000 SF GFA	→ 1.15			0.87
712	Small Office Building	1,000 SF GFA	2.45			
714	Corporate Headquarters Building	1,000 SF GFA	0.60			
715	Single Tenant Office Building	1,000 SF GFA	1.74*			
720	Medical-Dental Office Building	1,000 SF GFA	3.46			
730	Government Office Building	1,000 SF GFA	1.71			
731	State Motor Vehicles Department	1,000 SF GFA	5.20			
732	United States Post Office	1,000 SF GFA	11.21			
733	Government Office Complex	1,000 SF GFA	2.82			
750	Office Park	1,000 SF GFA	1.07			
760	Research and Development Center	1,000 SF GFA	0.49			
770	Business Park	1,000 SF GFA	0.42			
RETAIL						
810	Tractor Supply Store	1,000 SF GFA	1.40			
811	Construction Equipment Rental Store	1,000 SF GFA	0.99			
812	Building Materials and Lumber Store	1,000 SF GFA	2.06			
813	Free-Standing Discount Superstore	1,000 SF GFA	4.33			
814	Variety Store	1,000 SF GFA	6.84			
815	Free Standing Discount Store	1,000 SF GFA	4.83			
816	Hardware / Paint Store	1,000 SF GFA	2.88			
817	Nursery (Garden Center)	1,000 SF GFA	6.94			
818	Nursery (Wholesale)	1,000 SF GFA	5.18			
820	Shopping Center	1,000 SF GFA	3.81			4.92
823	Factory Outlet Center	1,000 SF GFA	2.29			
840	Automobile Sales (New)	1,000 SF GFA	2.43			
841	Automobile Sales (Used)	1,000 SF GFA	3.75			
842	Recreational Vehicle Sales	1,000 SF GFA	0.77			
843	Automobile Parts Sales	1,000 SF GFA	4.91			
848	Tire Store	1,000 SF GFA	3.98			
849	Tire Superstore	1,000 SF GFA	2.11			
850	Supermarket	1,000 SF GFA	9.24			
851	Convenience Market (Open 24 Hours)	1,000 SF GFA	49.11			
853	Convenience Market with Gasoline Pumps	1,000 SF GFA	49.29			
854	Discount Supermarket	1,000 SF GFA	8.38			
857	Discount Club	1,000 SF GFA	4.18			
860	Wholesale Market	1,000 SF GFA	1.76			
861	Sporting Goods Superstore	1,000 SF GFA	→ 2.02			1.65
862	Home Improvement Superstore	1,000 SF GFA	→ 2.33			3.35
863	Electronics Superstore	1,000 SF GFA	4.26			
RESTAURANTS						
884	Toy/Children's Superstore	1,000 SF GFA	5.00			
885	Baby Superstore	1,000 SF GFA	1.82			
886	Pet Supply Superstore	1,000 SF GFA	3.65			
887	Office Supply Superstore	1,000 SF GFA	2.77			
888	Book Superstore	1,000 SF GFA	15.83			
869	Discount Home Furnishing Superstore	1,000 SF GFA	1.57			
872	Bed and Linen Superstore	1,000 SF GFA	2.22			
875	Department Store	1,000 SF GFA	1.95			
876	Apparel Store	1,000 SF GFA	→ 4.12			1.12
879	Arts and Craft Store	1,000 SF GFA	6.21			
880	Pharmacy / Drugstore without Drive-Through Window	1,000 SF GFA	8.51			
881	Pharmacy / Drugstore with Drive-Through Window	1,000 SF GFA	10.29			
882	Marijuana Dispensary	1,000 SF GFA	21.83			
890	Furniture Store	1,000 SF GFA	0.82			
897	Medical Equipment Store	1,000 SF GFA	1.24			
899	Liquor Store	1,000 SF GFA	16.37			
SERVICES						
911	Walk-in Bank	1,000 SF GFA	12.13			
912	Drive-In Bank	1,000 SF GFA	20.45			
918	Hair Salon	1,000 SF GFA	1.45			
920	Copy, Print, and Express Ship Store	1,000 SF GFA	7.42			
925	Drinking Place	1,000 SF GFA	11.36			
928	Food Cart Pod	Food Carts	3.08			
930	Fast Casual Restaurant	1,000 SF GFA	14.13			
931	Quality Restaurant	1,000 SF GFA	7.80			
932	High-Turnover (Sit-Down) Restaurant	1,000 SF GFA	→ 9.77			9.80
933	Fast Food Restaurant without Drive-Through Window	1,000 SF GFA	28.34			
934	Fast Food Restaurant with Drive-Through Window	1,000 SF GFA	→ 78.74			
935	Indoor Seating	1,000 SF GFA	42.65			
936	Coffee/Donut Shop without Drive-Through Window	1,000 SF GFA	36.31			
937	Coffee/Donut Shop with Drive-Through Window	1,000 SF GFA	→ 83.19			
938	Indoor Seating	1,000 SF GFA	83.33			
939	Bread / Donut / Bagel Shop without Drive-Through Window	1,000 SF GFA	28.00			
940	Bread / Donut / Bagel Shop with Drive-Through Window	1,000 SF GFA	19.02			
941	Quick Lubrication Vehicle Shop	1,000 SF GFA	8.70			
942	Automobile Care Center	1,000 SF GFA	3.11			
943	Automobile Parts and Service Center	1,000 SF GFA	2.26			
944	Gasoline / Service Station	1,000 SF GFA	109.27			
945	Gasoline / Service Station with Convenience Market	1,000 SF GFA	89.35			
947	Self Service Car Wash	Wash Stalls	5.54			
948	Automated Car Wash	1,000 SF GFA	14.20			
949	Car Wash and Detail Center	Wash Stalls	13.60			
950	Truck Stop	1,000 SF GFA	22.73			
960	Super Convenience Market/Gas Station	1,000 SF GFA	69.28			
970	Winery	1,000 SF GFA	7.31			

Note: All land uses in the 800 and 900 series are entitled to a "pass-by" trip reduction of 60% if less than 50,000 ft² or a reduction of 40% if equal to or greater than 50,000ft².

*From 8th edition, no PM peak hour in 10th

INSTITUTE OF TRANSPORTATION ENGINEERS COMMON TRIP GENERATION RATES (PM Peak Hour)

(Trip Generation Manual, 10th Edition)

Code Description	Unit of Measure	Trips Per Unit	Setting/Location	
			General Urban/ Suburban	Dense Multi- Use Urban
PORT AND TERMINAL				
30 Intermodal Truck Terminal	1,000 SF GFA	1.72		
90 Park-and-Ride Lot with Bus Service	Parking Spaces	0.43		
INDUSTRIAL				
110 General Light Industrial	1,000 SF GFA	0.63		
130 Industrial Park	1,000 SF GFA	0.40		
140 Manufacturing	1,000 SF GFA	0.87		
150 Warehousing	1,000 SF GFA	0.19		
151 Mini-Warehouse	1,000 SF GFA	0.17		
154 High-Cube Transitload & Short-Term Storage Warehouse	1,000 SF GFA	0.10		
155 High-Cube Fulfillment Center Warehouse	1,000 SF GFA	1.37		
156 High-Cube Parcel Hub Warehouse	1,000 SF GFA	0.64		
157 High-Cube Cold Storage Warehouse	1,000 SF GFA	0.12		
160 Data Center	1,000 SF GFA	0.09		
170 Utilities	1,000 SF GFA	2.27		
180 Specialty Trade Contractor	1,000 SF GFA	1.97		
RESIDENTIAL				
210 Single-Family Detached Housing	Dwelling Units	0.99		
220 Multifamily Housing (Low-Rise)	Dwelling Units	0.56		
221 Multifamily Housing (Mid-Rise)	Dwelling Units	→	0.44	0.18
222 Multifamily Housing (High-Rise)	Dwelling Units	→	0.36	0.19
231 Mid-Rise Residential with 1st-Floor Commercial	Dwelling Units	0.36		
232 High-Rise Residential with 1st-Floor Commercial	Dwelling Units	0.21		
240 Mobile Home Park	Dwelling Units	0.46		
251 Senior Adult Housing - Detached	Dwelling Units	0.30		
252 Senior Adult Housing - Attached	Dwelling Units	0.26		
253 Congregate Care Facility	Dwelling Units	0.18		
254 Assisted Living	1,000 SF GFA	0.48		
255 Continuing Care Retirement Community	Units	0.16		
260 Recreation Homes	Dwelling Units	0.28		
265 Timeshare	Dwelling Units	0.63		
270 Residential Planned Unit Development	Dwelling Units	0.69		
LODGING				
310 Hotel	Rooms	0.60		
311 All Suites Hotel	Rooms	→	0.36	0.17
312 Business Hotel	Rooms	0.32		
320 Motel	Rooms	0.38		
330 Resort Hotel	Rooms	0.41		
RECREATIONAL				
411 Public Park	Acres	0.11		
416 Campground/Recreation Vehicle Park	Acres	0.98		
420 Marina	Berths	0.21		
430 Golf Course	Acres	0.28		
431 Miniature Golf Course	Holes	0.33		

Code Description	Unit of Measure	Trips Per Unit	Setting/Location	
			General Urban/ Suburban	Dense Multi- Use Urban
432 Golf Driving Range	Tees/Driving Positions	1.25		
433 Baiting Cages	Cages	2.22		
434 Rock Climbing Gym	1,000 SF GFA	1.64		
435 Multi-Purpose Recreational Facility	1,000 SF GFA	3.58		
436 Trampoline Park	1,000 SF GFA	1.50		
437 Bowling Alley	1,000 SF GFA	1.16		
440 Adult Cabaret	1,000 SF GFA	2.93		
444 Movie Theater	1,000 SF GFA	6.17		
445 Multiplex Movie Theater	1,000 SF GFA	4.91		
452 Horse Racetrack	Seats	0.06		
460 Arena	Attendees	0.15		
462 Professional Baseball Stadium	Attendees	0.47		
465 Ice Skating Rink	Attendees	0.15		
466 Snow Ski Area	1,000 SF GFA	1.33		
473 Casino/Video Lottery Establishment	Slopes	26.00		
480 Amusement Park	1,000 SF GFA	13.49		
482 Water Slide Park	Acres	3.95		
488 Soccer Complex	Parking Spaces	0.28		
490 Tennis Courts	Fields	16.43		
491 Racquet/Tennis Club	Courts	4.21		
492 Health/Fitness Club	Courts	3.82		
493 Athletic Club	1,000 SF GFA	3.45		
495 Recreational Community Center	1,000 SF GFA	6.29		
RECREATIONAL				
520 Elementary School	1,000 SF GFA	2.31		
522 Middle School / Junior High School	1,000 SF GFA	1.37		
530 High School	1,000 SF GFA	1.19		
534 Private School (K-8)	1,000 SF GFA	0.97		
536 Private School (K-12)	Students	0.26		
537 Charter Elementary School	Students	0.17		
538 School District Office	Students	0.14		
540 Junior / Community College	1,000 SF GFA	2.04		
550 University/College	1,000 SF GFA	1.86		
560 Church	1,000 SF GFA	1.17		
561 Synagogue	1,000 SF GFA	0.49		
562 Mosque	1,000 SF GFA	2.92		
565 Daycare Center	1,000 SF GFA	4.22		
566 Cemetery	1,000 SF GFA	11.12		
571 Prison	Acres	0.46		
575 Fire and Rescue Station	1,000 SF GFA	2.91		
580 Museum	1,000 SF GFA	0.48		
590 Library	1,000 SF GFA	0.18		
	1,000 SF GFA	8.16		

ACCESS
STANDARD

TRAFFIC
SITE
APPROACH

Chapter 18.45 - VARIANCES

18.45.010 - Purpose.

A variance to any development standard contained in this title, other than density and lot area, may be granted when practical difficulties, unnecessary hardship, or results inconsistent with the general purposes of CMC Title 16, Environment, and CMC Title 18, Zoning, would result from the literal enforcements of its requirements. The sole purpose of any variance shall be to prevent such difficulties, hardship, or results and no variance shall be granted that would have the effect of granting a special privilege not shared by another property in the same vicinity and zone, except when necessary to avoid such difficulties, hardship, or results.

(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. 2649, § I, 5-21-2012)

18.45.020 - Approval process.

- A. **Minor Variance.** A minor variance is one that results in the modification of up to ten percent of a numerical development standard (other than lot area or density) that shall be subject to Type I procedure, pursuant to CMC Chapter 18.55 Administration and Procedures, and subject to the approval criteria contained in CMC Section 18.45.030(A).
- B. **Major Variance.** A major variance is one that results in the modification of a numerical development standard by more than ten percent. The board of adjustment is generally the decision maker regarding major variances. Where a variance is consolidated with an application for a Type III decision, the decision maker shall be the same as that for the Type III application. A major variance shall not be approved unless findings are made by the approval authority that all of the approval criteria under CMC Section 18.45.030 are satisfied.

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

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

18.45.030 - Minor variance.

The community development director may grant a minor variance upon demonstration by the applicant of compliance with the following approval criteria:

- A. Unusual circumstances or conditions apply to the property and/or the intended use that do not apply generally to other property in the same vicinity or district;
- B. The variance requested is the minimum necessary to relieve the unusual circumstances or conditions identified in subsection (A) of this section;
- C. The granting of such variance will not be materially detrimental to the public welfare or injurious to property in the vicinity or district in which property is located;
- D. The proposed variance does not exceed ten percent of the requested dimensional standard in which the variance is requested.
- E. The unusual circumstances and conditions associated with the variance are not a result of the actions of the applicant or property owner.

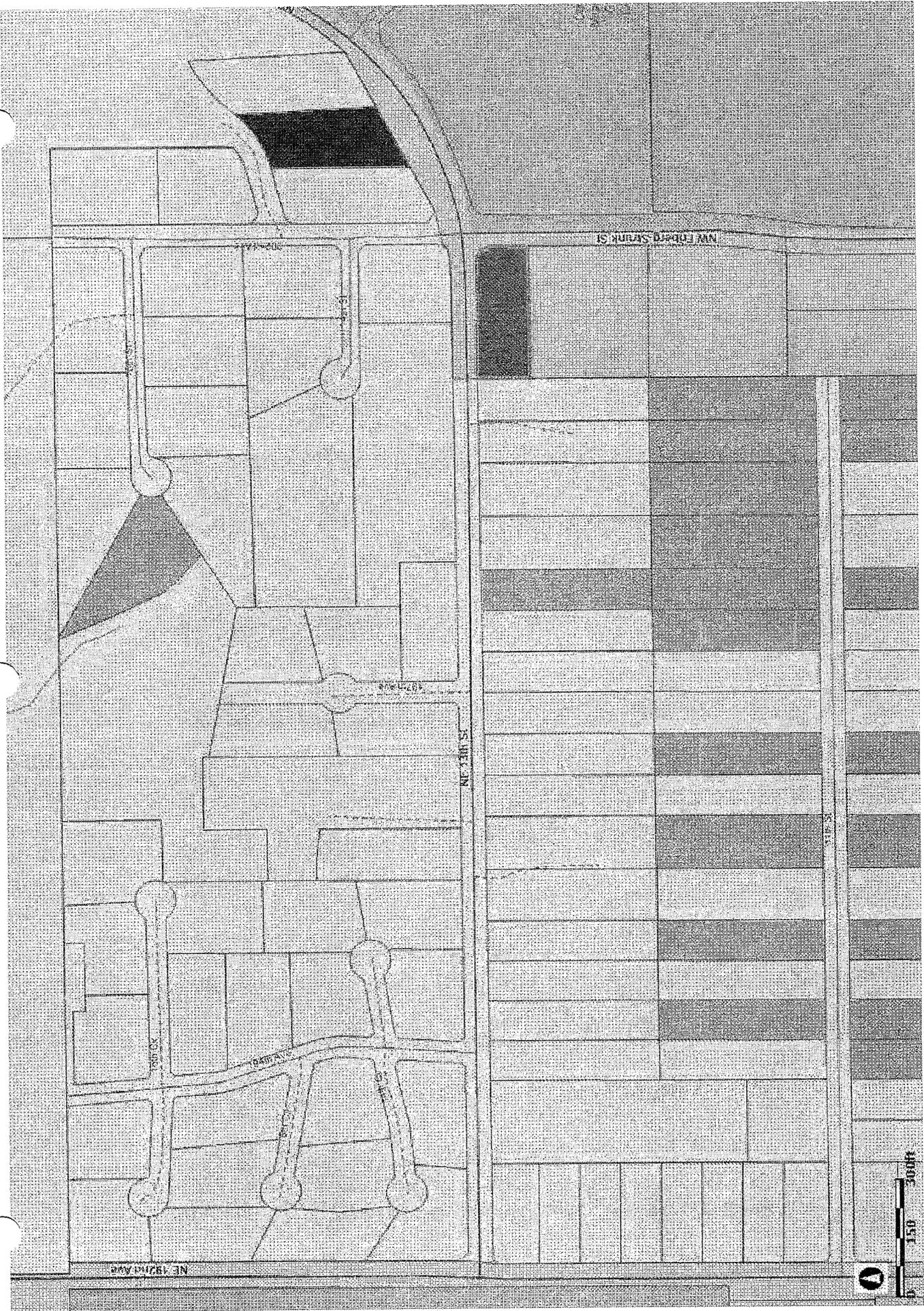
(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2691, § I(Exh. A), 1-21-2014)

parking spaces

18.45.040 - Major variance.

- A. The board of adjustment (or hearing examiner, or planning commission, in accordance with Section 18.45.020(B)) shall consider all requests for major variances from the zoning code.
- B. Approval of a major variance must demonstrate with findings of compliance with all of the following criteria:
 - 1. The variance shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the subject property is located;
 - 2. That such variance is necessary, because of special circumstances or conditions relating to the size, shape, topography, location, or surroundings of the subject property, to provide it with use, rights, and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located;
 - 3. The granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and in the zone in which the subject property is located.



RECORDED WELLS SHADED GRAY

18.01.020 - Purpose.

TRAFFIC

Property value

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- A. The purposes of this title are: to implement the comprehensive plan for the city; to encourage the most appropriate use of land; to conserve and stabilize the value of property; to aid in rendering of fire and police protection; to provide adequate open space for light and air; to lessen the congestion on streets; to give an orderly growth to the city; to prevent undue concentration of population; to improve the city's appearance; to facilitate adequate provisions for community utilities and facilities such as water, sewerage, and electrical distribution system, transportation, schools, parks, and other public requirements; and in general to promote public health, safety and general welfare.
- B. Since the public health, safety and general welfare is superior to the interests and pecuniary gains of the individual, this title may limit the use of property and prevent its most profitable gain. If some reasonable use of property is allowed by this title and the effect is not confiscatory, the city is exercising a proper use of police power.

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

Table 17.19.040-2 Minimum Public Street Standards

Expand

Public Street	Right-of-Way	Pavement Width	Sidewalk
A. Street (by approval of City Engineer)	52'	28'	Five foot detached sidewalk on both sides, with planter strip, no parking on one side.
B. Street (two lane)	60'	36'	Five foot detached sidewalks required on both sides of the street, with planter strip. Bike lanes required on collectors and arterials, no on-street parking.
C. Street (three lane)	74'	46' to include 12' median	Six foot detached sidewalks required on both sides of the street, with planter strip, bike lanes, no on-street parking.
D. Street (five lane)/Arterial	100'	74' to include 14' median	Six foot detached sidewalks required on both sides of the street, with planter strip, bike lanes, no on-street parking.

Camas Police Dept

All dailylog - Query Applied

<u>Date</u>	<u>D</u>	<u>S</u>	<u>Incident_Type</u>	<u>Location</u>	<u>Details</u>	<u>Case Number</u>
11/01/2024	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	NE GOODWIN RD/NE INGLE RD	SEE ARCHER ENTRY	24-1336
11/01/2024	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	NE GOODWIN RD/NE INGLE RD	2-CHOEDON, SONAM 1-12-78 ARCHER PULLED OUT IN FRONT OF CHOEDON, NOT GRANTING RIGHT OF WAY. SEE REPORT. 3X56, 512 WILLIAM STRUYK TURNED LEFT ONTO NE GOODWIN RD FROM NW ALEXANDRA LN AND ENDED UP IN THE DITCH. MINIMAL DAMAGE TO HIS VEHICLE AND NO INJURIES SUSTAINED. I PUT A DRIVERS EVALUATION REQUEST IN TO DOL DUE TO PARKINSON'S DISEASE. BWC.	24-1336
10/28/2024	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/ NW ALEXANDRA LN		
09/16/2024	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE INGLE RD/NE GOODWIN RD	HOLLIE WAS REAR ENDED BY A RED PICK UP TRUCK CAUSING SOME PAINT SCRATCHING. PICK UP TRUCK DID NOT STOP TO EXCHANGE INFO, POSSIBLE PLATE OF D58042A.	24-1112
08/29/2024	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NW GOODWIN RD/NW ALEXANDRA LN	X: CHERNENKO, VICTORIA 03-03-02 CHERNENKO COLLIDED WITH REAR OF SEVERSON-HOBSON'S VEHICLE AFTER SHE HAD TO STOP SUDDENLY. VERY MINOR DAMAGE AND CHERNENKO COULD NOT FIND SEVERSON-HOBSON AFTER BEING CAUGHT AT THE LIGHT. SHE CALLED IN TO REPORT COLLISION AND SEVERSON-HOBSON CALLED IN SHORTLY AFTER. NO HIT AND RUN AND ASSISTED WITH INFO EXCHANGE.	
08/29/2024	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NW GOODWIN RD/NW ALEXANDRA LN	2: SEVERSON-HOBSON, ERIN S. 05-20-71 CHERNENKO COLLIDED WITH REAR OF SEVERSON-HOBSON'S VEHICLE AFTER SHE HAD TO STOP SUDDENLY. VERY MINOR DAMAGE AND CHERNENKO COULD NOT FIND SEVERSON-HOBSON AFTER BEING CAUGHT AT THE LIGHT. SHE CALLED IN TO REPORT COLLISION AND SEVERSON-HOBSON CALLED IN SHORTLY AFTER. NO HIT AND RUN AND ASSISTED WITH INFO EXCHANGE.	
05/20/2024	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NW GOODWIN /FIRBERG-STRUNK	HIT & RUN COLISSION THAT OCCURRED 1 WEEK AGO. REPORT.	24-0570
01/26/2024	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/ALEXANDRA	RIDING ELECTRIC BIKE STRUCK BY AUTO AND TRANSPORTED TO PHSW/WMC. POSSIBLE HEAD/NECK INJURIES. NO CHARGES AT THIS TIME BIKE HAD NO LIGHT HE HAD LOW VIS CLOTHING NO HELMET. 321 CFD 3A2 337	24-0073
01/26/2024	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/ALEXANDRA	PULLED OUT FROM ALEXANDRA STRUCK WESTBOUND BICYCLIST CHARLES WEGENER. NO VIOLATIONS.	24-0073
10/13/2023	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/INGLE	TBONED IN INTERSECTION TOWED BY CHUCK'S.	23-1120
10/13/2023	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/INGLE	FAIL TO YIELD TBONED IN INTERSECTION. CITED. BWC 512 348	23-1120
09/05/2023	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	GOODWIN / INGLE	JOSEPH WILLIS' VEHICLE STRUCK BICYCLIST TAMI GEE. WILLIS WAS N/B ON GOODWIN ATTEMPTING TO TURN W/B (LEFT) ONTO INGLE. GEE WAS RIDING S/B ON GOODWIN. GEE WAS TRANSPORTED WITH MINOR INJURIES. WILLIS CITED. BWC	23-0968
09/05/2023	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	GOODWIN / INGLE	JOSEPH WILLIS' VEHICLE STRUCK BICYCLIST TAMI GEE. WILLIS WAS N/B ON GOODWIN ATTEMPTING TO TURN W/B (LEFT) ONTO INGLE. GEE WAS RIDING S/B ON GOODWIN. GEE WAS TRANSPORTED WITH MINOR INJURIES. WILLIS CITED. BWC	23-0968
06/13/2023	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	2000 NE GOODWIN ROAD	2) DAVID A. ABAROA GOMEZ (8-23-1999) DAVID REAR ENDED CHARLES AS HE WAS ATTEMPTING TO MAKE A LEFT TURN INTO THE PARKING LOT. DAVID CITED FOR FOLLOWING TOO CLOSE. WSP COLLISION RPT COMPLETED. BWC.	23-0627
06/13/2023	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	2000 NE GOODWIN ROAD	2) CHARLES C. CHASE (5-1-1971) DAVID REAR ENDED CHARLES AS HE WAS ATTEMPTING TO MAKE A LEFT TURN INTO THE PARKING LOT. DAVID CITED FOR FOLLOWING TOO CLOSE. WSP COLLISION RPT COMPLETED. BWC.	23-0627
04/02/2023	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	2600 BLK NE GOODWIN RD	SINGLE VEHICLE COLLISION INTO DITCH. DRIVER FLED FROM SCENE AND POSSIBLY PICKED UP BY ANOTHER CAR. DRIVER DESCRIPTION SIMILAR OF R/O ROBERSON, WHO IS DWLS 2 AND HAD 6M, BUT NOBODY COULD POSITIVELY ID HIM. REPORTABLE DAMAGE TO CAR, BUT NOTHING ELSE DAMAGED. NO PC ANY CHARGE. VEHICLE IMPOUNDED BY CHUCKS. WSP COLLISION REPORT. 348, 501, 513, CWFD. BWC	23-0347

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<u>Date</u>	<u>D</u>	<u>S</u>	<u>Incident_Type</u>	<u>Location</u>	<u>Details</u>	<u>Case Number</u>
03/03/2023	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/CAMAS MEADOWS	SINGLE CAR INTO DITCH UNOCCUPIED WHEN I ARRIVED TAPED IT OFF. 321	
01/12/2023	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	1400 BLOCK NW GOODWIN RD	SEE AKSOY, PINAR ENTRY.	23-0047
01/12/2023	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	1400 BLOCK NW GOODWIN RD	2: AKSOY, PINAR G. 12/31/74 HOGGAT WENT INTO DITCH, PASSERBY PULLED HIM OUT AND HOGGATT UNABLE TO BRAKE BEFORE ROLLING INTO AKSOY (STOPPED FOR TRAFFIC). CWFD	23-0047
12/24/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NW CAMAS MEADOWS DR / NE GOODWIN RD	**NOTIFY PW OF DAMAGED LIGHT POLE** FOUND LIGHTPOLE AT INTERSECTION THAT GOT RAN OVER. APPEARED VEHICLE WAS TRYING TO TURN ONTO CAMAS MEADOWS DR AND SLID INTO IT. ** PW ADVISED, 557***	22-2265
11/01/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	1600 BLK GOODWIN RD	SEE SIVITS, AIDEN	22-2104
11/01/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	1600 NE GOODWIN RD	SEE SIVITS, AIDEN	22-2104
11/01/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	1600 NE GOODWIN RD	CROSSED CENTER LINE HEAD ON. ONE HALF X-PORTED. BOTH VEHICLE TOWED BY CHUCK'S. 329 CFD	22-2104
10/28/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/NE INGLE RD	SEE BENNETT, RYAN R. ENTRY. 3X19, 327	22-2087
10/28/2022	<input type="checkbox"/>	<input checked="" type="checkbox"/>	ACCIDENT	NE GOODWIN RD/NE INGLE RD	2: ALEXANDER, KANSAS K 06-10-92 BENNETT FAILED TO REMAIN STOPPED AT STOP SIGN AND COLLIDED WITH ALEXANDER. BOTH VEHICLES TOWED BY CHUCKS. BENNETT ISSUED NOI FOR THE VIOLATION. 3X19, 327, FIRE	22-2087
09/23/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NW ALEXANDRA LN/ NE GOODWIN RD	SEE MICHAEL ANDERSON ENTRY	22-1956
09/23/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NW ALEXANDRA LN/NE GOODWIN RD	X: HUFFMAN, HEATHER C 11-25-88 ANDERSON WAS IN A LINE OF 4 CARS HEADING WEST ON GOODWIN. THE VEHICLES TOOK TURNS PASSING HUFFMAN WHO WAS RIDING HER BIKE IN THE LANE. HUFFMAN DECIDED TO CROSS THE TRAFFIC WHICH GOT HER STRUCK BY A VEHICLE. SHE WAS TRANSPORTED TO PHSWMC AND ULTIMATELY ARRESTED ON PC AND A WARRANT.	22-1956
05/02/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NW GOODWIN RD / NW INGLE RD	2) AMANDA R. GREATWATER-RAMSAY (4-4-1959) REESE DID NOT SEE AMANDA AND PULLED OUT IN FRONT OF HER, CAUSING AMANDA TO TBONE HIS TRUCK. REESE CITED FOR STOP SIGN VIOLATION. OWNERS HANDLED THEIR OWN TOW AND INFO EXCHANGE. WSP COLLISION RPT COMPLETED. 501.	22-1430
05/02/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NW GOODWIN RD / NW INGLE RD	2) REESE J. BUTEL (1-4-1988) REESE DID NOT SEE AMANDA AND PULLED OUT IN FRONT OF HER, CAUSING AMANDA TO TBONE HIS TRUCK. REESE CITED FOR STOP SIGN VIOLATION. OWNERS HANDLED THEIR OWN TOW AND INFO EXCHANGE. WSP COLLISION RPT COMPLETED. 501.	22-1430
04/11/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/LACAMAS CREEK	CAR SLID OVER EMBANKMENT. DRIVER LEFT BUT CALLED WITH HIS INFO. FIRE TOWED LATER DUE TO POSSIBLE FUEL LEAK(CHUCK'S). WILL FOL UP WITH DRIVER.	
04/07/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/ NW ALEXANDRA LN	SEE TEEGAN F GORSUCH ENTRY	22-1346
04/07/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/ NW ALEXANDRA LN	SEE TEEGAN F GORSUCH ENTRY	22-1346
04/07/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/ NW ALEXANDRA LN	1) LAWRENCE C. WINTER - 02/02/1968 2) PATRICK W. LISTER - 07/05/1984 (PED) TEEGAN DRIFTED OVER THE FOG LINE AND HIT A PEDESTRIAN RUNNING ON THE SHOULDER, THEN WHILE LOOKING BACK REAR ENDED THE VEHICLE IN FRONT OF HIM. WSP COLLISION REPORT. CITED FOR NEG 2.	22-1346
03/29/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD / NW ALEXANDRA LN	SEE MACMASTER ENTRY	22-1305
03/29/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD / NW ALEXANDRA LN	3X45, 501, 506 MCMASTER WB AND WAS REAR ENDED BY GARNETT WHILE WAITING FOR A VEHICLE TO TURN ON ALEXANDRA LN. MALIA DID NOT SLOW DOWN IN TIME CAUSING THE COLLISION & CITED FOR FOLLOWING TOO CLOSE. HER VEHICLE TOWED BY CHUCK'S. COLLISION REPORT COMPLETED. 3X45, 501, 506	22-1305
03/04/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE INGLE RD/NE GOODWIN RD	SINGLE VEHICLE NON INJURY ACCIDENT. COOK, DRIVING HOME FROM WORK, SWERVED AT AN ANIMAL CROSSING THE ROAD AND DROVE OFF THE ROADWAY INTO THE DITCH AND GOT STUCK. HAD FRIENDS AND MOTHER THERE WHO TOWED HIM OUT. DRIVER DID NOT APPEAR TO BE UNDER THE INFLUENCE, NO SIGNIFICANT DAMAGE TO VEHICLE. 337.	

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02/17/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE INGLE RD/NE GOODWIN RD	WITNESS CALLED INTO REPORT NON-INJURY COLLISION OF BROKEN MIRRORS, REGARDING TWO INDIVIDUALS IN A ROAD RAGE. WITNESS HUNG-UP PRIOR TO ANSWERING DISPATCHES QUESTIONS. INVOLVED PARTIES LEFT THE SCENE WITH NO DESCRIPTION OR PLATES. NO OTHER CALLS FROM VICTIMS. INFO	
01/22/2022	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	1500 BLK NE GOODWIN RD	STODDARD STATED HE SWERVED TO MISS A DEER AND HIS BRAKES FAILED CAUSING HIM TO LAUNCH OVER THE GUARD RAIL AND ROLL HIS TRUCK. DID NOT INITIALLY REPORT TO 911 AS COUNTY FIRE HAD CONTACTED HIM AT THE TIME OF THE COLLISION AT APPROXIMATELY 0752 HRS. NO OTHER OCCUPANTS OR WITNESSES OF COLLISION. WSP COLLISION RPT. 503	22-0064
12/15/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/ NE INGLE RD	DEVAN CITRON WAS TURNING OFF OF NE GOODWIN AND ONTO NE INGLE. HE MADE TO WIDE OF A TURN AND DROVE INTO THE DITCH. HE WAS NOT DK JUST MADE TO BIG OF A TURN. HE REQUESTED A TOW AND CHUCKS CAME OUT AND REMOVED HIS VEHICLE FROM THE DITCH. NO DAMAGE TO HIS VEHICLE.	
12/14/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	2300 BLOCK NE GOODWIN RD	RAILING SLID OFF THE ROAD AND INTO A FLOODED DITCH DUE TO ICE. TOWED BY CHUCKS. SEE REPORT.	21-1159
11/02/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/ NW ALEXANDRA LN	STRUYK HAS PARKINSON'S DISEASE AND HAS BEEN RECEIVING VARIOUS ONGOING TREATMENTS AND TESTING, WHICH HAS REQUIRED HIM TO STOP TAKING HIS MEDICATION. FELL ASLEEP AT WHEEL AND CRASHED INTO DITCH, NO INJURIES. CAR TOWED BY CHUCKS, AND DRIVER'S RETEST REGARDING MEDICAL CONDITION SUBMITTED TO DOL	21-1020
09/06/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN INGLE	SOME TIME LAST NIGHT A VEHICLE DIDNT STOP AT THE STOP SIGN AND TRAVELED 280 PAST GOODWIN FLIPPED AND SLAMMED A TREE. TOWED BY CHUCKS.	21-0819
08/01/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	2000 BLK NE GOODWIN RD	BALDASSARE REPORTEDLEY FELL ASLEEP AND CRASHED INTO PUD POLE #37167 WITH CAR FULL OF OTHERS, NO INJURIES. NO IMPAIRMENT, NOI FOR NEG 2. PUD RESPONDED AS POLE WAS COMPLETELY SHEARED OFF, CAR TOWED BY CHUCKS. 502 503 329	21-0726
06/18/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	4800 NE GOODWIN RD	SEE GOODWIN	21-0579
06/18/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	4800 NE GOODWIN RD	GOODWIN HAD A MEDICAL EPISODE AND DRIFTED INTO ONCOMING LANE HITTING DAVIS. CARS TOWED BY CHUCKS.	21-0579
05/10/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/INGLE	TA PULLED OUT GOT HIT	21-0419
05/10/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/INGLE	TA PULLED OUT INFRONT OF A CONCRETE TRUCK. CITED FOR FAIL TO REMAIN STOPPED.	21-0419
04/30/2021	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE INGLE RD AND NE GOODWIN RD	RESPONDED TO AN ACCIDENT WHERE THE DRIVER WAS FOUND TO BE INTOXICATED. DRIVER WAS ARRESTED AND MEDICS TRANSPORTED TO THE HOSPITAL. WHILE AT THE HOSPITAL A BLOOD WARRANT WAS SECURED. WAITING FOR THE BLOOD RESULTS TO RETURN. HE WAS ALSO ISSUED A CRIMINAL CITATION FOR HIT AND RUN FROM A PRIOR ACCIDENT JUST OUT SIDE THE CITY LIMITS. THIS OCCURRED ON STATE ROUTE 500. WSP DID NOT HAVE A TROOPER AVAILABLE. 382, 376, 506, CWFD	21-0382
12/24/2020	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD / NE INGLE RD	GRABLE WAS SIDESWIPE LAST NIGHT DRIVING WEST ON NE GOODWIN RD. THE SUSPECT TRUCK KEPT ON DRIVING. DAMAGE TO THE SIDE OF GRABLE'S CAR.	20-1261
11/22/2020	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	GOODWIN/INGLE	PUT CAR INTO DITCH. TOWED BY CHUCK'S.	20-1151
05/05/2020	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/NW ALEXANDRA LN	2) BLAKESLEY, THERESA M 12/4/65 KOVALENKO REAR ENDED BLAKESLEY WHILE SHE WAS STOPPED FOR TRAFFIC AT GOODWIN AND ALEXANDRA. NON INJURY. BOTH VEHICLES TOWED BY LANGLEYS PER THEIR REQUESTS. DRIVER 1 CITED FOR NEG 2.	20-0410
05/05/2020	<input type="checkbox"/>	<input type="checkbox"/>	ACCIDENT	NE GOODWIN RD/NW ALEXANDRA LN	2)KOVALENKO, DAVID V 4/23/02 KOVALENKO REAR ENDED BLAKESLEY WHILE SHE WAS STOPPED FOR TRAFFIC AT GOODWIN AND ALEXANDRA. NON INJURY. BOTH VEHICLES TOWED BY LANGLEYS PER THEIR REQUESTS. DRIVER 1 CITED FOR NEG 2.	20-0410

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<u>Date</u>	<u>Incident_Type</u>	<u>Location</u>	<u>Details</u>	<u>Case Number</u>	<u>Zone</u>
10/28/2024	ACCIDENT	5900 NW FRIBERG-STRUNK RD	Child Victim/Witness ACCIDENT OCCURRED AT THE OAK TREE STATION ON 10-20-24. YANG JUST FOUND OUT [REDACTED] IS UNINSURED. TOLD HIM ITS A CIVIL ISSUE AND REFERRED HIM BACK TO HIS INSURANCE COMPANY.		3
01/26/2022	ACCIDENT	FRIBERG-STRUNK / DWYER CREEK DR	MARIE JONES WAS ATTEMPTING TO TURN N/B (LEFT) FROM THE PARKING LOT OF UNION HS. SHE COLLIDED INTO JACOB FLENTKE WHO WAS ATTEMPTING TO TURN E/B ONTO DWYER CREEK DR FROM S/B ON FRIBERG-STRUNK. WSP REPORT.	22-0072	3
01/26/2022	ACCIDENT	FRIBERG-STRUNK / DWYER CREEK DR	MARIE JONES WAS ATTEMPTING TO TURN N/B (LEFT) FROM THE PARKING LOT OF UNION HS. SHE COLLIDED INTO JACOB FLENTKE WHO WAS ATTEMPTING TO TURN E/B ONTO DWYER CREEK DR FROM S/B ON FRIBERG-STRUNK. WSP REPORT.	22-0072	3
12/09/2019	ACCIDENT	6200 BLK NW FRIBERG-STRUNK ST	2: FLEGGE, JACOB T. 03/29/2002 BERGSTROM WAS STOPPED FOR TRAFFIC AND WAS REAR ENDED BY FLEGGE. FLEGGE CITED FOR FOLLOWING TOO CLOSE. COLLISION REPORT.	19-1202	3
09/25/2016	ACCIDENT	NE GOODWIN / FRIBERG-STRUNK	VEHICLE VERSUS PEDESTRIAN TA. THOMAS FAILED TO YIELD TO KAO, WHO WAS IN THE SIDEWALK. DRIVER CITED FOR VIOLATION.	16-1045	3
09/25/2016	ACCIDENT	NE GOODWIN / FRIBERG-STRUNK	VEHICLE VERSUS PEDESTRIAN TA. THOMAS FAILED TO YIELD TO KAO, WHO WAS IN THE SIDEWALK. DRIVER CITED FOR VIOLATION.	16-1045	3
01/09/2015	ACCIDENT	NW FRIBERG-STRUNK / LAKE RD	PUD TRUCK HOPPED CURB AND DROVE ON SIDEWALK APPROXIMATELY 150' AND RAN OVER A TREE THEN TOOK OFF. UNDER INVESTIGATION	15-0144	3
07/15/2013	ACCIDENT	7021 NW FRIBERG-STRUNK	SOREQUE SWERVED TO MISS AN ANIMAL AND HER TIRE CAUGHT ON THE ROAD AND SHE THEN OVERCORRECTED AND DROVE INTO KLUKA'S FIELD. TALKED TO PROPERTY OWNER AND THEY SAID THEY WOULD BE PATIENT WHILE SOREQUE PLANS A TOW.		31

Public Records Exemptions

Enclosed please find a copy of the response documents for your public records request. The following information is provided to explain the process employed to review and produce the response documents.

Reason	Description	Pages
Child Victim/Witness	RCW 7.69A.030 To not have the names, addresses, nor photographs of the living child victim or witness disclosed by any law enforcement agency, prosecutor's office, or state agency without the permission of the child victim, child witness, parents, or legal guardians to anyone except another law enforcement agency, prosecutor, defense counsel, or private or governmental agency that provides services to the child victim or witness.	1

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Date	Incident_Type	Location	Details	Case Number	Zone
05/03/2023	ACCIDENT	4600 NW CAMAS MEADOWS DR	KERR'S STEERING WHEEL LOCKED UP CAUSING HER TO JUMP CURB NEAR 4600 BLOCK OF NW CAMAS MEADOWS DR HITTING LIGHT POLE CAUSING REPORTABLE DAMAGE TO POLE AND VEHICLE. NO INJURIES. OWNER FACILITATED TOW FROM SCENE. I TRIED CALLING ALL AFTER HOURS #S FOR PUB WORKS BUT NO ANSWER. POLE WAS BADLY DAMAGED AND LEANING SO I PUSHED IT OVER AND GOT IT OUT OF ROADWAY/SIDEWALK. CONES PLACED NEAR EXPOSED WIRES. PLEASE ADVISE PUB WORKS POLE NEEDS ATTENTION.	23-0469	3
03/03/2023	ACCIDENT	GOODWIN/CAMAS MEADOWS	SINGLE CAR INTO DITCH UNOCCUPIED WHEN I ARRIVED TAPED IT OFF. 321		1
12/24/2022	ACCIDENT	NW CAMAS MEADOWS DR / NE GOODWIN RD	**NOTIFY PW OF DAMAGED LIGHT POLE** FOUND LIGHTPOLE AT INTERSECTION THAT GOT RAN OVER. APPEARED VEHICLE WAS TRYING TO TURN ONTO CAMAS MEADOWS DR AND SLID INTO IT. ** PW ADVISED, 557***	22-2265	3
10/15/2021	ACCIDENT	4105 NW CAMAS MEADOWS DR	BRODY CALLED TO REPORT BEING REAR ENDED BY A BLK VW IN WHICH THE OTHER DRIVER DID NOT HAVE INSURANCE. BOTH PARTIES LEFT PRIOR TO MY ARRIVAL. CALLED BRODY, HE SAID THE OTHER DRIVER LEFT SO HE WENT HOME TOO. MINOR DAMAGE TO THE REAR OF HIS		4
07/07/2021	ACCIDENT	4105 NW CAMAS MEADOWS DR	SCOTT CORNETT CALLED IN TO REPORT HIS VEHICLE WAS STRUCK IN THE PARKING LOT OF CAMAS MEADOWS GOLF COURSE. HE SAID HE HAD THE SUSPECT INFORMATION AND VIDEO OF THE ACCIDENT. I WAS ABLE TO CONTACT THE OTHER PARTY DEBRA PARKER. SHE TOLD ME THEY DID STOP AFTER HER HUSBAND STRUCK THE VEHICLE. SHE SIAD HE GOT OUT BUT DID NOT SEE ANY DAMAGE. MRS. PARKER SAID THEY WERE GOING TO STAY AROUND BUT SHE WAS HAVING A MEDICAL PROBLEM SO THEY LEFT TO GO TO HOSPITAL. I ASKED HER IF SHE WOULD BE ALRIGHT TO PASS ON HER INFORMATION TO THE OWENR OF THE VEHICLE THAT THEY STRUCK. SHE TOLD ME THAT WAS FINE. I RE-CONTACTED MR. CORNETT AND PROVIDED HIM MRS. PARKER'S INFORMATION. HE SIAD HE WOULD CONTACT HER SO THEY COULD EXCHANGE INFORMATION.		
07/07/2021	ACCIDENT	4105 NW CAMAS MEADOWS DR	#2 DEBRA PARKER SCOTT CORNETT CALLED IN TO REPORT HIS VEHICLE WAS STRUCK IN THE PARKING LOT OF CAMAS MEADOWS GOLF COURSE. HE SAID HE HAD THE SUSPECT INFORMAITON AND VIDEO OF THE ACCIDENT. I WAS ABLE TO CONTACT THE OTHER PARTY DEBRA PARKER. SHE TOLD ME THEY DID STOP AFTER HER HUSBAND STRUCK THE VEHICLE. SHE SIAD HE GOT OUT BUT DID NOT SEE ANY DAMAGE. MRS. PARKER SAID THEY WERE GOING TO STAY AROUND BUT SHE WAS HAVING A MEDICAL PROBLEM SO THEY LEFT TO GO TO HOSPITAL. I ASKED HER IF SHE WOULD BE ALRIGHT TO PASS ON HER INFORMATION TO THE OWENR OF THE VEHICLE THAT THEY STRUCK. SHE TOLD ME THAT WAS FINE. I RE-CONTACTED MR. CORNETT AND PROVIDED HIM MRS. PARKER'S INFORMATION. HE SIAD HE WOULD CONTACT HER SO THEY COULD EXCHANGE INFORMATION.		30
03/25/2021	ACCIDENT	NW MCMASTER / CAMAS MEADOWS DR	SINGLE CAR ROLL-OVER TA. WORK TRUCK HIT CONCRETE GATE PILLARS AND FLIPPED. 329	21-0270	3
10/06/2020	ACCIDENT	CAMAS MEADOWS/MCMASTERS	DIMITRY'S VAN BLEW A TIE ROD CAUSING HIM TO SWERVE AND HIT THE BASE OF A LIGHT POLE. NO DAMAGE. HE WANTED TO DOCUMENT IT INCASE SOMEONE CALLED IT IN AS A HIT AND RUN.		3
07/23/2020	ACCIDENT	CAMAS MEADOWS	HIT AND RUN, CAR SIDE SWIPED IN PARKING LOT.	20-0731	3
08/30/2019	ACCIDENT	4600 BLK NW CAMAS MEADOWS DR	STEPHEN FOX PULLED OUT FROM THE LOGITECH DRIVEWAY AND FAILED TO YIELD TO SHEELA SHETH WHO WAS E/B ON CAMAS MEADOWS DR. FOX WAS CITED.	19-0855	3
08/30/2019	ACCIDENT	4600 BLK NW CAMAS MEADOWS DR	STEPHEN FOX PULLED OUT FROM THE LOGITECH DRIVEWAY AND FAILED TO YIELD TO SHEELA SHETH WHO WAS E/B ON CAMAS MEADOWS DR. FOX WAS CITED.	19-0855	3

REBUTTAL TO APPEAL24-1001 STAFF REPORT

1. "1st paragraph of the Summary states that a gas station, convenience store and drive-through car wash are permitted per Table 1 CMC 18.07.030 are allowed within BP zone." A car wash is NOT listed in Table 1. The ONLY car wash in the City of Camas is in zoning Community Commercial, CC.
2. "Water pollution": The discussion around stormwater control does not address the proximity to the closest of the over 50 drinking water well heads nearby. Per the Washington Department of Health's Sanitary Control Ares document, the distance has to be greater than 100'. There can be no source of pollution within these 100'. Best Management Practices are applicable if prevention is not possible. In this situation the prevention that the regulations call for, is to not allow such a project in this location in the first place.
3. "Noise": The pre-existing road noise is created by vehicles passing by as commuters use the arterial without stopping, unless the signal light turns. This project would add hundreds of more daily trips and stops, each stopping, entering, exiting, turning engines on and off. It would have delivery trucks for each line of food and alcohol categories arrive and depart. The car wash would create swooshing, dinging noises and the vacuums would create loud vacuum noises. Omitting and minimizing this exponential noise pollution is egregious. Just because noise from commuters exists, does not give permission to exacerbate the condition.
4. "Light": The section 18.19.050 refers to Design Principles, However, section CMC 18.21.060 Site development criteria, it states that Site and building lighting shall be designed to minimize glare or objectionable effects to the adjacent properties. Residential neighborhoods are of particular concern. There is light pollution from two sources: One is the building, the gas pump canopy and the sign. The second which not being addressed in the staff report, is the light pollution caused by the new trips/stops by vehicles, which ordinarily would only travel in the east-west direction. By entering and exiting their light with EACH vehicle will shine into the north and west residential properties.
5. "BP – is an auto oriented use" According to Table 1, NOT anything related to autos is permitted in BP zone. If someone would only want to build a car wash, which zoning is approved by the City without being mentioned in Table 1. Table lists nearly any business imaginable and give guidance for the permitted zoning. The precedent has been set by only having a car wash in the the CC – Community commercial zoning. A car wash uses chemicals that are similar to those used in commercial dry cleaning business to remove grime from tires. A commercial dry cleaning business is not allowed in the BP zone due to the toxicity of the chemicals. The chemicals used would not be permitted to be sold within the convenience store.
6. "Dangerous intersection/Access standards" It is clear that the 660' access standard cannot be met. Ironically in the last sentence the report states that the standard is met! To be clear, the standard not being met. The city is jeopardizing the safety of this already dangerous and busy intersection to grant a deviation to the access standard. With the newly proposed median/left turn lane into the proposed gas station, the city is only addressing the access to the gas station. It does not address how the residents in the neighborhood to the north and their services (garbage, mail, etc.) can make a safe left turn from eastbound to northbound. How could eastbound and westbound cars share the same median. This median just made it worse. There

is also no bike lane on the north side of NE 13th in the proposal as needs to be included, per Camas City code for arterials.

7. "Traffic study" We hired our own traffic engineers to evaluate the accuracy of the Charbonneau 2023 TIR. They found significant errors and their report has been submitted to the hearings examiner.
8. "Ingress-egress" A right-in right-out only option may reduce rear-end collisions caused by stacking cars approaching west-bound. It will severely negatively impact traffic to the High school, school bus traffic and stacking of cars along residences on NE 13th Street. It will also affect cars waiting to turn southbound from westbound traffic and cause illegal U-turns.

REBUTTAL TO STAFF REPORT & DECISION 13th Street Gas Station
File Number SPRV23-06 (CONSOLIDATED FILES: ARCH23-07, CA23-08, DR23-09,
SEPA23-12) *Type II* Decision Date: September 16, 2024:

1. Page 1: Table 1 of CMC 18.07.030, does NOT list a car wash to be allowed in BP zoning. The only other car wash in Camas is in CC (community commercial) because BP is a park-like setting per Camas definition (p1128)
2. The Staff report only addresses the environmental concerns during the construction and demolition through recommendations of other agencies. However the staff did not address the environmental issues that will be present during the business operation, once the business goes live. They did not consult agencies to request input on the feasibility and safety of the proposed project in this location.
3. Page 2: Add that convenience store will sell alcoholic beverages
4. Page 2: All comments submitted were opposing this development. If there was a single comment in favor, then please rephrase your summary statement to accurately reflect that the vast majority is against this project.
5. Page 2: The CAR was conducted on the project site, yet just 20' west from the property boundary is either a wetland (or a spring?) per the Department of Ecology and 75' west of the property boundary is a drinking water well
6. Page 2: The revised SEPA did not take the drinking water safety of the wells of the adjacent parcels into consideration, despite comments by numerous affected residences.
7. Page 4 Zoning: Listing the "Comprehensive Plan" instead of the actual definition is problematic. More accurately it should read: Per CMC **18.37.010** - The Business Park (BP) district is intended to provide for employment growth in the city by protecting industrial areas for future employment. Design of business park facilities in this district will be "campus-style," with landscaped buffers, and architectural features compatible with, and not offensive to, surrounding uses. Fact: A gas station does not provide a campus-like impact on the surrounding area and it is offensive to the surrounding homes. The intent of BP zoning is not met for placing a gas station near residential homes.
8. Page 4: The "provides employment" statement is also problematic, because a typical gas station/convenience store has 5 or fewer employees on site. This represents a miniscule result for job creation on a one acre parcel.
9. Page 4: A gas station is also not meeting the Land use definition LU-2.5 of being compatible with adjacent neighborhoods.
10. Page 5: Parking: If the car wash were to only requires 1 parking space for 2 employees, it is curious to imagine how the second employee would get to work, because there are only side-walk to the south, unless they would walk along the dangerous NE 13th/Goodwin Rd. arterial.

11. Page 5 Parking: The 50' setback requirement, disallows parking spaces to be built within this area. If this setback requirement is not upheld, it implies a favor to the developer and a disfavor to the surrounding properties. Rephrasing the setback to occur from the ingress is misleading. The setback requirement from the road should be upheld.
12. Page 6: Roads: CDSM should include a bike lane in both directions, the current proposed road improvements fail to include a west bound bike lane. Please revise the road construction to include the west-bound bike lane.
13. Page 10: Fueling trucks cannot be permitted to deliver outside of City of Camas's business hours due to the noise and light impact on surrounding residences. Regular business hours per CMC are from 7:00 a.m. to 10:00 p.m. and the fuel tanker truck delivery has to occur during business hours. The gas station hours need to be adjusted to accommodate the delivery of all their goods, through undoubtedly many trucks, during regular business hours. Allowing operation outside of business hours would be viewed as providing a favor to the project developer while disregarding the surrounding residential area, which would be a break from the BP zoning definition.
14. Page 11: We respectfully disagree that 2023 and 2024 traffic counts are the same. Fact: New traffic in 2024:
 - a. The new Oak Tree Food truck station opened summer 2024
 - b. the high cube warehouse which became occupied in 2024 and has semi-trucks entering and exiting (large Interstate Battery distribution center),
 - c. residential traffic to more newly constructed homes along former Green Mountain golf course
 - d. construction traffic for 2 Camas Meadows Golf course communities
15. page 12: Developer should be required to provide updated traffic counts to Clark County and City of Vancouver just prior to development start or upon building permit approval because the current dollar amounts are significant lower than the actual counts will be when the project is ready for construction or business opening. The former owner of the parcel, Mr. Warren Townsend, is still living on the property in the single-family dwelling. He is permitted to stay as long as he likes. The project construction may be a number of years into the future and therefore the fees should be adjusted accordingly. Fixing the fees at this early stage may be viewed as a favor to the applicant.
16. Page 18: The Oak Tree station on the south end of Friberg/Strunk Rd. has managed to maintain the Oak Tree on their site. There is a valuable Natural feature on this parcel: the white oak. It is inaccurate to state "There are no significant natural features on site." Camas has a description of maintaining tree canopy in their Comprehensive Plan, but if Camas allows the removal of

- an oak tree and then allows the purchase of "oak tree credits" outside the City, how is that preserving the tree canopy, per the vision?
17. Page 19: Outdoor lighting: Lighting will not only be generated by the building the pump station canopy, but foremost by vehicles entering and exiting, shining their lights in the surrounding neighbors yards to the north and west and southwest, completely denying the right to quiet enjoyment per CMC for residential neighborhoods. The current description is inadequate and does not effectively address the prevention of light pollution generated by cars entering and exiting: "**Outdoor lighting shall not be directed off-site.** The applicant's narrative indicates that the lighting plan meets the minimum safety standards and outdoor lighting will be shielded to prevent off-site light intrusion to the greatest extent possible. Landscape, parking lot and/or building lighting shall be directed, hooded, or shielded away from surrounding properties and is conditioned as such." The remedy may be very tall walls. Furthermore, all lights, including signage lights, should be completely shut off when the gas station closes for the night, similar to the gas station on 192nd Ave. across from QFC.
18. The staff report does not address noise – please see our comments on the SEPA response. Noise nuisance is not allowed per a CMC, and code enforcement in Camas is carried out by the police department, which may be overburdened when called to curtail the music/raucous created by customers of the gas station.