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April 3, 2025

Yvette Sennewald, Planner
City of Camas Community Development
616 NE 4th Ave
Camas, WA 98607

RE: SEPA NOA/MDNS – Camas Woods Subdivision (SUB24-1002)
SR 500 MP 16.94

Dear Yvette Sennewald:

Washington State Department of Transportation (WSDOT) staff have reviewed the notice of application and SEPA documentation for the proposed Camas Woods Subdivision. Approval of subsequent permits will result in the construction of 88 attached single-family homes, 118 lots for construction of 118 detached single-family homes, one lot for construction of three multifamily buildings with 72 multifamily units, and one lot for construction of one mixed-use building with commercial on the ground floor and 16 multifamily units above. WSDOT staff would like to address our concerns and offer the following comments.

The Traffic Impact Study (TIS) indicated a need to reconstruct SR 500 (NE Everett Street)/NE Everett Drive intersection to a three-approach single lane roundabout to accommodate the increase in AM/PM peak hour trips as a result of the proposed development. WSDOT agrees that mitigation will be required at this location and the Intersection Control Evaluation (ICE) will determine the appropriate intersection control type. The developer has entered into a reimbursable agreement with WSDOT and WSDOT is currently reviewing the ICE to verify if the proposed three-approach single lane roundabout will be sufficient to address the needs at the SR 500 (NE Everett Street)/NE Everett Drive intersection.

Additionally, the TIS indicates that the 2030 background conditions analysis results in delay of 28.1 seconds with a LOS F during the PM peak hour on the southbound stop-controlled approach at the SR 500 (NE 242nd Avenue)/ NE 28th Street intersection. The additional traffic created by this development increases that delay to 31.7 seconds, also with a LOS F. This delay is beyond the acceptable LOS C for a Rural non-HSS state highway. Table 2 in the TIS designates intersection 2 (NE 242nd Avenue/ NE 28th Street) as Urban non-HSS. This designation is incorrect and should be designated as Rural non-HSS which has an LOS standard of C (See WSDOT State Highway Log). Further analysis is required to determine if implementation of an all-way stop control is the appropriate mitigation measure at this intersection. We recommend the applicant continue to work with WSDOT to determine what may be required as mitigation.

Thank you for the opportunity to comment on this development proposal. If you have any questions or need additional information, contact me at Jason.Lugo@wsdot.wa.gov or 360-787-3522.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Lugo', with a stylized flourish at the end.

Jason Lugo
Development Review Planner
WSDOT Southwest Region