

To: Community Development Office, City of Camas
 (communitydevelopment@cityofcamas.us)

Regarding: Appeal of Proposed Project 13th Street in Camas (Clark County Tax Parcel 176148000, SPRV23-06)

Date: November 11, 2024

Respectfully submitted,

M. Kristin Price (19813 NE 13th Street, Camas WA.)

I support the appeal of the proposed project (convenience store/gas station/carwash) at the intersection of 13th Street and Friberg Road. Project development has proceeded without considering adjacent neighborhoods, the community, and students & faculty of Union High School. Additional comments were previously submitted on August 28, 2024.

> As a homeowner residing on 13th Street, in the neighborhood designated as Evergreen Acre Tracts in Camas, I state concerns for myself and my neighbors. Home ownership is maintained by 96% of residents, representing 48 households. The water supply for residents is provided by individual wells on each property. **Both increased exposure to toxic fumes and compromised integrity of existing well systems are critical concerns.** Further, we have also been advised that additional assessment would be required by FHA at the property sale due to our proximity to the the proposed gas station and storage units.

> **Concerns about the creation of a dangerous intersection have not been adequately addressed.** The proposed project would result in a dangerous intersection, impeding traffic flow, increasing the possibility of motor vehicle crashes, and compromising the safety of pedestrians, including children walking from the local high school, and bicyclists using a traditional bike route. Project impacts include probable queuing of vehicles, limiting residential access for homes in adjacent neighborhoods.

SEPARATE AND DISTINCT ENTRY AND EXIT SHOULD BE REQUIRED FOR THE PROPOSED FACILITY. Modifications have been made to the roadway and fuel delivery schedule to avoid the providing distinct entry and exit to the facility. The project design should provide for exit to Friberg Road via a right-hand turn. Other jurisdictions in Washington State require gas stations to assure separate entry/exit. * Our recent survey of eleven established gas stations in Camas indicated that each of the stations provided for separate entry and exit, with the observation that some stations designed exit to limit the impact on traffic flow on adjacent roadways.

It is unclear why an exception was granted in terms of the proximity of the entrance to this busy intersection. **The addition of a left-hand turn lane near the intersection only complicates issues of traffic flow, driver and pedestrian safety.**

The modified schedule for delivery of fuel by supply trucks is unacceptable, as it does not conform to usual business hours for a business park location. The site proposal should provide adequate space to permit access for a fuel truck during typical business hours. Proposed nighttime hours for fuel delivery would result in additional

traffic, noise and light pollution, interfering with the safety and well-being of residents in the area. Nighttime activity is a safety concern in terms of crime surveillance. Provision should be made for fuel delivery between the hours of 7:00 am and 10:00 pm given the proximity to residential areas.

The current project proposal does not permit adequate access for emergency vehicles (ambulance, firetrucks) in the event of an incident or medical emergency on-site. Further, congestion on this roadway limits access for emergency services for neighborhoods with access on either side of 13th Street.

The proposed project does not consider safety for pedestrians and bicyclists. Additional requirements are needed for planned improvements, including modifications to roadway and construction of sidewalks to permit safe passage for pedestrians in an increasingly busy area. With the proposed left-turn lane, a pedestrian must cross three lanes of traffic with limited visibility.

Bicycle lanes are anticipated in the design. However, the design does not provide for a bicycle lane west-bound. The current design suggests that a bicyclist must cross both entry and exit traffic at the gas station - an unsafe situation. The proposal should further address safe transit issues, and consider a provision for bicycle / pedestrian through-traffic at the site.

//Camas Development Plan: Vital, Stable and Livable Neighborhoods (Camas 2035)
 “Camas is a well-planned and connected city where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown.”//

A revised traffic study is needed to reflect current traffic volume on adjacent roads. The proposal reflects limited awareness of current traffic patterns. At present, traffic back-ups occur several times a day with vehicles queued from 192nd Street to Friberg Road - on both eastbound and westbound directions. The project would result in queues of vehicles on both Friberg Road and 13th Street. At times drivers have used the widened roadway and private driveways to execute u-turns to exit the queue. (This practice resulted in a vehicle/schoolbus crash in May, 2024, temporarily closing all access to 13th Street last year.) The proposed project has not addressed risks involved in the location, including potential risks of a designated left-turn lane and burden of tanker trucks on a two-lane roadway.

*Reference: City of Blaine, Washington. <https://www.codepublishing.com/WA/Blaine/html/Blaine15/Blaine1530.html>

D. Ingress/Egress and On-Site Circulation.

1. Separate ingress and egress points shall be provided unless a traffic study demonstrates that a dual ingress and egress driveway can be implemented without adverse impact on adjacent streets.
3. A minimum of 70 feet of clear vehicle stacking space (queuing) shall be provided on-site and in line with each row of pump islands.
