

From: [David Jardin](#)
To: [Hahn, Eric](#); [Anita Ashton](#)
Cc: [Patrick, Jennifer](#)
Subject: RE: CUP22-01 Oak Tree Station - Revised TIA Comments
Date: Sunday, December 11, 2022 3:19:40 PM
Attachments: [image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)

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Good Afternoon:

County concurrency has reviewed the Oak Tree Station traffic study. The Oak Tree Station development seeks to construct a 12,574 square-foot multi-tenant retail structure, a 22 unit food cart pod with an associated 5,900 square-foot covered seating area, a coffee kiosk with 2 drive-through windows and no indoor seating along with other associated appurtenances. Staff used the applicant's distribution to determine anticipated vehicle assignments approaching intersections under county jurisdiction. Staff concluded that because this development is not expected generate more than 5 new peak hour trips on regionally significant intersections and corridors under county jurisdiction, county concurrency has no further comments and requires no further concurrency related analysis. The proposed development site is located on parcel numbered 176162000 in Camas.

I concur. The land uses should be accurately represented for trip generation i.e. ITE LUC 926 for Food Cart Pod, ITE LUC 822 for Strip Retail Plaza <40,000 sq ft. and ITE LUC 938 for the proposed coffee/donut shop with 2 drive-through lanes and no indoor seating, as these land uses are the most current as identified in the ITE Trip Generation Manual 11th Edition.

Pass by should be accounted for where there is supporting data as documented in the ITE Handbook. In the case of Strip Retail Plaza, pass by as identified under ITE LUC 820 should be allowed because the proposed square footage is within the lowest ranges of the data and prior to the breakout of LUC 822 (it is new with the 11th Edition), the proposed multi-tenant retail structure would have been viewed as shopping center – ITE LUC 820.

Internal capture may be allowed for the uses proposed onsite and should be evaluated using the guidance provided in the ITE Trip Generation Handbook.



David Jardin

Concurrency Engineer

PUBLIC WORKS TRANSPORTATION/COMMUNITY DEVELOPMENT - DEVELOPMENT ENGINEERING

Desk: 564.397.4354

Cell: 360.818.3307



From: Hahn, Eric <Eric.Hahn@cityofvancouver.us>
Sent: Thursday, December 1, 2022 11:58 AM
To: Anita Ashton <AAshton@cityofcamas.us>
Cc: Patrick, Jennifer <Jennifer.Patrick@cityofvancouver.us>; David Jardin <David.Jardin@clark.wa.gov>
Subject: RE: CUP22-01 Oak Tree Station - Revised TIA Comments

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Anita,

Here are my comments:

- As you've already noticed, the report completely ignores the trip generation associated with the food carts.
- The internal capture percentages seem much too high. What did they use to justify internal capture?
- To reiterate your comments below, the project will be required to pay proportionate share fees for the PM peak hour trips distributed to the intersections identified below:
 - NE 192nd Ave. & NE 13th Street
 - NE 192nd Ave. & SE 34th Street
 - NE 192nd Ave. & SR-14 ramps

Let me know if you have any questions.

Eric Hahn, PE | Senior Civil Engineer
CITY OF VANCOUVER, WASHINGTON
Public Works | Streets & Transportation | TDRS
Marine Park Engineering – 4500 SE Columbia Way
P.O. Box 1995 • Vancouver, WA, 98668-1995
P: (360) 487-7702 | Fax: (360) 487-7139 | TTY: (360) 487-8602
www.cityofvancouver.us

From: Anita Ashton <AAshton@cityofcamas.us>
Sent: Monday, November 21, 2022 3:40 PM
To: Hahn, Eric <Eric.Hahn@cityofvancouver.us>; David Jardin <David.Jardin@clark.wa.gov>

Cc: Patrick, Jennifer <Jennifer.Patrick@cityofvancouver.us>

Subject: FW: CUP22-01 Oak Tree Station - Revised TIA Comments

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Hey Eric/David,

Attached is the latest revised TIA for the Oak Tree Station Food Carts, as well as comments from Staff that are included below. There's a hearing scheduled on December 14th, so if you have any addition comments, let me know. Have a wonderful Thanksgiving holiday! A



Anita Ashton
Project Manager
Community Development Engineering
Desk 360-817-7231
www.cityofcamas.us | aashton@cityofcamas.us

From: Anita Ashton

Sent: Monday, November 21, 2022 3:35 PM

To: paulwilliamspe@gmail.com; Larry Bonife <larry@oaktreestation.com>

Cc: Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>; Robert Maul <RMaul@cityofcamas.us>; Madeline Sutherland <MSutherland@cityofcamas.us>

Subject: CUP22-01 Oak Tree Station - Revised TIA Comments

Paul,

In reference to the Traffic Impact Analysis (TIA) dated November 1, 2022, please note that the following items need to be addressed:

- Camas engineering staff is not in support of the use of ITE LUC 932 High Turnover Sit Down Restaurant for the 22 food carts that are being proposed.
- The appropriate section for the food carts/pods is LUC 926. PM peak hour trips in LUC 926 Food carts are substantially higher than High Turnover Sit Down Restaurant.
- Please use LUC 926, PM Peak Hour of Adjacent Street Traffic. The food cart/pod LUC includes limited covered seating or dining, and may include the sale of alcoholic beverages.
- Please provide justification for any internalization (internal capture) or pass-by reductions. The 3rd Edition Trip Generation Handbook does not provide pass-by information Table for LUC 926.
- The City of Vancouver requires a trip distribution of the number of PM peak hour trips generated by this use through the following intersections on 192nd Avenue;
 - NE 192nd Ave. & NE 13th Street
 - NE 192nd Ave. & SE 34th Street
 - NE 192nd Ave. & SR-14 ramps
 - The project will be required to pay proportionate share fees for the number of PM peak hour trips to the above intersections.
- Empirical data is mentioned in the TIA. Please provide documentation of this data.

If you wish to talk through this with staff next Tuesday (11/29) or Wednesday (11/30), let us know.
Thanks



James E Carothers, PE
Engineering Manager/City Engineer
Desk 360-817-7230
www.cityofcamas.us | jcarothers@cityofcamas.us



Anita Ashton
Project Manager
Community Development Engineering
Desk 360-817-7231
www.cityofcamas.us | aashton@cityofcamas.us

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