



Jamie D. Howsley
jamie.howsley@jordanramis.com
 WA Direct Dial: (360) 567-3913
 OR Direct Dial: (503) 598-5503

PacWest, 27th Floor
 1211 SW Fifth Avenue
 Portland, OR 97204
T (503) 598-7070
F (503) 598-7373

January 3, 2023

VIA E-MAIL ONLY

Joe Turner, Hearings Officer
 c/o Madeline Sutherland
 City of Camas
 616 NE 4th Ave
 Camas WA 98607

E-mail: msutherland@cityofcamas.us

Re: Oak Tree Traffic Study and TIF Fees

Dear Mr. Turner:

Thank you for leaving the record open to allow the applicant to submit additional information regarding the trip generation and related traffic information. A traffic study from Hann Lee & Associates of today's date will provide the technical traffic information for the record. This letter is to provide additional background information about the market strategy for this project and its location among the surrounding uses and larger community. That geographic context informs the reality of how the food service uses on the site will relate to the larger community in a manner that is not captured by the standard mathematics of traffic engineering.

The food cart pods have capacity for 22 carts. Because food cart pods are a relatively new land use, there is limited data available on trip generation from the standard reference, the ITE Trip Generation Manual, 11th Edition. Food cart pods are ITE Land Use Code 931. However, the trip generation estimate was derived from only four studies, which is an unusually small data set. Like any estimate derived from a small data set, the accuracy is suspect.

Therefore, the applicant hired Hann Lee & Associates to perform more specific analysis of trip generation at three food cart pods around the Portland metropolitan area: Happy Valley Station Food Carts (22 carts); Troutdale Station Food Carts (23 carts); and Eastport Food Carts (25 carts). These three examples were selected due to their east side locations and similar sizes to the proposed 22 carts pod in Camas. That study indicates an average pm peak hour trip generation of 3.31 trips per cart. That trip generation estimate would normally result in a specified TIF fee. However, none of the studied food cart pods are located across the street from a growing high school, so even this data is less than ideal.

In Washington the vesting statute for land use ordinances, RCW 58.17.033, does not apply to municipal TIF ordinances. *New Castle Investments v. City of La Center*, 98 Wn App 224, 989 P2d 569 (1999). As a result, the TIF fee need not be conclusively determined in this proceeding, and the applicant intends to pursue a reduced TIF fee in a separate proceeding after the land use approval, because the location of the pod and other food service uses will result in an exceptional number of pedestrian and pass by trips that are not captured by the conventional engineering methodologies.

The marketing strategy for this project is the location, across the street from Union High School. You may be aware that Subway already has a successful sandwich shop right within the school itself. The



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applicant's market research indicates that the high school enrollment now exceeds 2,000 students, aka voracious teenagers. And as the surrounding area develops, the student population will increase proportionally. Instead of expecting the hungry teens to climb into their cars and drive west over to the 192nd corridor for some Popeyes Louisiana Kitchen, Wendy's, Café Yumm, or Sonic, as they frequently do today, the applicant is bringing numerous food choices to within walking distance of the school. The City of Camas supports pedestrian oriented development, and you may have noticed that the site plan shows the generous sidewalks along the street frontage and within this site. This approach is seen at the Hillsdale Food Park in SW Portland, across from Wells High School (formerly Wilson), although that pod is much smaller, with only five carts.

The applicant anticipates that lunch will be the peak hour of business. Because this is an off peak traffic time, and the teens are unlikely to drive across the street, there are no adverse impacts to the surrounding street traffic from the teens walking over for lunch. Later in the day, like all high schools, Union hosts a variety of after school programs and events. These activities are widely staggered over the afternoon and evening hours, as any family that has attempted to have a regularly scheduled dinner knows all too well. This project's location across from the high school means two things for purposes of the TIF.

First, because this site is located well away from employment uses, and away from the arterial routes from those uses to residential areas, the typical 5:00 pm to 6:00 pm rush of workers grabbing dinner on the way home is not likely to occur. The second point is that most customers during the hours after classes end until late in the evening when the activities wind up will be pedestrians catching a bite on their way to or from school activities, or at most they will be pass by trips during inclement weather. Because the after school activities are staggered throughout the late afternoon and evening, the proposed food service uses will not generate a peak hour of trips like the typical food service uses located on arterial streets. Rather, the customers are spread more evenly throughout the late afternoon and evening. For example, the annual peak hours of the food service uses will be on Friday nights at 6:30 pm when the football team is playing at home (the games start at 7:00 pm); and over the lunch hour on graduation day (which is held on a Saturday at 10:00 am). Both of these annual peak events are outside the pm peak hour of commuter traffic on the surrounding streets.

Thus the unusual location of the proposed food service uses—far from an arterial street but across the street from Union High School—means that unlike most food service uses, there will not be a large number of pm peak hour trips. The applicant looks forward to working out an agreeable formula for calculating the TIF following completion of the land use decision.

Thank you for your assistance in this case, and please let us know if additional information would be helpful.

Sincerely,

JORDAN RAMIS PC

A handwritten signature in blue ink that reads "Jamie D. Howsley".

Jamie D. Howsley
Admitted in Oregon and Washington