

Carey Certo

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Sent: Tuesday, July 26, 2022 8:03 AM
To: Community Development Email
Cc: Lauren Hollenbeck
Subject: Camas Station (CUP22-02)

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Hello,

I am writing today to express my opposition to the proposed development called Camas Station located at the northwest corner of the intersection of NW 16th Avenue and NW Brady Road.

We have been residents of Deer Creek development for six years. I walk my 6 year old daughter (and her older brother before that) to and from Prune Hill Elementary School every single school day. Along with most other families, our route takes us through the intersection of NW Brady Rd and NW 16th Ave. This intersection is always backed up with traffic in multiple directions during the morning dropoff and afternoon pickup periods. Due to the poor visibility for traffic turning right onto NW Brady that is caused by the steep grade down Brady, this intersection has become increasingly dangerous as new development has increased traffic through this area. I have myself witnessed more than a few times when a child walking or riding a bike was nearly struck by a car turning at that corner, despite an incredibly diligent crossing guard. It should be noted that most of that traffic is currently family members coming to and from school who are well aware of kids around and yet this still happens frequently. Adding drivers without the same focus is even more dangerous.

The significant amount of traffic that will be added by this proposed development is a recipe for disaster. I understand from the staff report that Driveway 1 off NW Brady Rd will be right in/right out only due to its proximity to the intersection turn lane. It is evident from the site plan that the exit from the coffee drive-through has an impossible turn to return to Driveway 1 off Brady. These two issues will push more vehicles to the 16th Ave exit. This also means that all traffic for this development will at least once pass through the intersections of either NW Brady/NW 16th or NW 16th/NW Tidland. These are the same intersections where all the school traffic flows and where all pedestrians cross.

I am confused by the comment in the staff report "All intersections within the study area are projected to have queue lengths that do not exceed the available storage capacity under buildout conditions". The queue lengths at school dropoff time already exceed the available storage capacity without the buildout. Cars and buses stack along NW 16th south of the intersection both approaching and departing the school. This is the same area that most cars from the new development will be driving through.

School dropoff hours will be similar peak hours for the coffee shop, making mornings a mess of cars and dangerous for the kids headed to school on foot. And all those new drivers won't be focused on looking out for the children- they will be focused on getting out of traffic the quickest way possible. Allowing this development to proceed as planned is irresponsible. These kids deserve better than this from our fine city.

It should be noted that the information presented in the supporting traffic study needs further evaluation as it is missing critical information and presents some erroneous information. This should be vetted before the full traffic impacts to this area can be understood and evaluated.

First of all, the traffic study did not analyze the intersection of NW Tidland and NW 16th where the school is located. This is a gross oversight as Driveway 2 off NW 16th allows direct access to this intersection which means including it in

this study would be considered common best practice. I would question the reason for its omission. This is a critical piece due to the significant morning traffic that backs up headed east from the school (all the school buses and cars stacked up in both directions on NW 16th at dropoff time). Drivers leaving Camas Station from Driveway 2 will not be able to turn left due to backups and will instead try to turn right to get back to Pacific Rim, sending them to the intersection of NW Tidland and NW 16th where the school is located and eventually NW 18th Ave to where the Odyssey and Discovery schools are located. An analysis of the intersection of NW Tidland and NW 16th should be required to be included in the study as it would be negligent not to factor in the impact on it. The driveway for the school adjacent to the sports park parking lot on 16th should really also be analyzed.

Secondly, the afternoon peak hours included in the traffic study (4-6pm) did not include the peak hours of traffic for that intersection which is when school lets out at 2:30pm (12:10 on Wednesdays). Traffic needs to be studied at the peak traffic period for that area.

Finally, some of the data in the existing peak hour traffic volumes and future buildout traffic volumes on the traffic study did not make sense and simply did not add up. And although pedestrian counts were included, it is unclear if the study modeled the intersection correctly to account for pedestrian conflicts. This traffic study needs further review for accurate representation especially considering the impact the significant traffic will have on these streets.

This development makes no sense for this neighborhood. The impact it will make to the neighboring school and park is dangerous. And this gas station/coffee shop/retail development is simply not needed here. Please take these concerns into consideration and do not approve this project to proceed.

Thank you,
Heather Vo
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