

DATE: July 23, 2022

TO: Hearing Examiner for meeting on July 26, 2022

RE: Camas Station Project

FROM: Renee Bernazzani, Parker Village HOA board member

As board member and Parker Village HOA representative, I want to voice our opposition to approval of the Camas Station project at the corner of NW Brady Rd. and 16th. The negative impact to this area of Camas is abundant as noted by the many respondents. In addition to their health and environmental concerns I would like to address the Lancaster Mobley *transportation impact study*.

Their intensive study shows “the proposed project is estimated to generate 543 new morning peak hour driveway trips, 408 new evening peak hour driveway trips, and 4,749 new daily driveway trips”. The report goes on to qualify those numbers stating, “Accounting for the pass-by trips associated with the various land uses, the project is expected to generate a 111 new morning peak hour primary trips, 107 new evening peak hour primary trips, and 1,131 new daily primary trips” seemingly to reduce these numbers significantly. However, the difference between pass-by and primary trips is significant only to those who do not live in this residential area. I do not have the tools to measure the land but in lay person terms, most of the surrounding area to this intersection is filled by homes, woodland, parks and schools. Whether the trips (traffic) are just passing by and choose to stop in at proposed Camas Station or drive there specifically for the sole purpose of consumerism this is a huge increase of traffic to a relatively small area (the site itself is only 2.02 acres). The increased amount of traffic will be significant to all area residents.

We noticed that David Jardin, concurrency engineer for Clark County Public Works Transportation/Community Development, weighed in on the ‘peak hour’ increase and his response was “because this development is not expected to generate more than 10 new peak hour trips in regionally significant intersections and corridors under county jurisdiction, county concurrency has no further comments and requires no further concurrency analysis”. The key words here being ‘regionally significant intersections and corridors’? The number of trips is substantially over ten on Brady and 16th - do these two streets not qualify as ‘regionally significant intersections’? Those of us living in this residential area using these streets to get to/from our home and lives would disagree, which makes me wonder what does the county consider regionally significant?

We also find interesting the peak hours being 2 hours in the am and 2 hours in the pm knowing that schools and residents do not live strictly within those timeframes. Schools have events and assemblies where parents are invited and do attend en masse at various times of the day; along with general in/out because of forgotten items, appointments, illnesses, etc. When school resumes in Sept. just take a few minutes to position yourself at a school and watch the traffic - especially at Open Houses and student led events. Any increase in traffic is significant.

We encourage the developer to consider another site - one where the negative impact to the community you are wanting to join is minimal - possibly the new area on the southeast side of 192nd preparing to open with direct access from Hiway 14 and 192nd (4 lane arterial).

To you the hearing examiner and City of Camas staff; we recognize growth and development is part of any community, however this particular project although may sit within the legal parameters of CC zoning guidelines it does not have a positive growth impact.