

From: [David Jardin](#)
To: [Anita Ashton](#); [Hahn, Eric](#)
Subject: RE: CUP22-01 Oak Tree Food Carts Preliminary TIA
Date: Tuesday, August 16, 2022 4:59:38 PM
Attachments: [image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image001.png](#)
[image002.png](#)
[Trip_Generation.pdf](#)
[Internal_Trip_Evaluation.pdf](#)

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Good Afternoon Anita:

I apologize for the delay. Time got away from me.

Lots of stuff here. I don't know if this stuff needs to be entered into the record because my conclusion is no additional analysis or information is necessary, but I wanted you to have my analysis worksheets for this development so you could see how I arrived where I did.

So for brevity, here is county staff's conclusion to add if necessary. (Full evaluation below)

"County concurrency staff used the applicant's distribution information presented in the traffic study to determine if peak hour trips would be impacting regionally significant intersections and corridors under county jurisdiction within 2 miles of the subject site. Staff's review found that the proposed development is not expected to impact the regionally significant intersections and corridors by adding 5 or more new peak hour trips to those locations; therefore, Concurrency has no further comments and requires no further concurrency related analysis. The proposed development site is located on parcel number 176162000 in Camas."

Initially, here is my 2 cents (I am very late in my review so I am very sorry for stating what you have probably already addressed)

Please note that the reported trip generation appears to be under represented as submitted. The traffic study Table 2 and the plan, as shown on sheet P04 Concept Site Plan, do not appear reflect all land uses represented. The Food Cart Pod trip generation appears to be missing from the trip generation summary. Also, the applicant uses an ITE LUC 932 for the proposed 4,704 SF food court. Because this structure is represented as a food court, is it not reasonable to assume that there will be multiple restaurant tenants located within the structure? That being said, by definition it could not be a 'High-turnover sit-down restaurant' facility.

Land Use: 932

High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal.

Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks.

Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

It appears that ITE LUC 933 Fast Food without Drive Through is a better fit.

Land Use: 933

Fast-Food Restaurant without Drive-Through Window

Description

This land use includes any fast-food restaurant without a drive-through window. This type of restaurant is characterized by a large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. A patron generally orders from a menu board and pays before receiving the meal. A typical duration of stay for an eat-in customer is less than 30 minutes. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

Clark County Concurrency

County concurrency has reviewed the submitted traffic study for the Oak Tree Food Carts. The applicant's submitted information proposes to construct a 600 square-foot coffee kiosk with 2 drive-through windows, 2 food cart pods totaling 22 food carts, a 4,704 square-foot food court structure, and a 12,574 square-foot multi-tenant shopping center. The applicant's traffic information prepared by Engineering Northwest dated January 20, 2022 suggests that there will be a net new total of 119 AM peak hour trips, 120 PM peak hour trips and an average daily trip (ADT) volume of 1,491. However, county staff's review of the submitted traffic study and proposed development plan suggests that the trip generation for this development is under-represented.

County staff used the plan submitted within the applicant's traffic study, the ITE Trip Generation Manual 11th Edition and the ITE Trip Generation Handbook 3rd Edition to perform an independent trip generation evaluation. County staff used ITE Land Use Codes 820 – Shopping Center, 926 – Food Cart Pod, 933 –

Fast-Food without Drive Through and 938 – Coffee/Donut Shop with Drive Through to determine the initial trips generated by the proposed development. The ITE Trip Generation Handbook 3rd Edition was used to determine if pass by reductions were applicable to the land use, and to determine internal capture reductions as well. County concurrency's evaluation yielded a total net new trip generation estimate of 141 AM peak hour trips, 205 PM Peak hour trips, and 2,421 ADT's.

County concurrency staff used the applicant's distribution information presented in the traffic study to determine if peak hour trips would be impacting regionally significant intersections and corridors under county jurisdiction within 2 miles of the subject site. Staff's review found that the proposed development is not expected to impact the regionally significant intersections and corridors by adding 5 or more new peak hour trips to those locations; therefore, Concurrency has no further comments and requires no further concurrency related analysis. The proposed development site is located on parcel number 176162000 in Camas.



David Jardin

Concurrency Engineer

PUBLIC WORKS TRANSPORTATION/COMMUNITY DEVELOPMENT - DEVELOPMENT ENGINEERING

Desk: 564.397.4354

Cell: 360.818.3307



From: Anita Ashton <AAshton@cityofcamas.us>

Sent: Friday, July 29, 2022 11:18 AM

To: Hahn, Eric <Eric.Hahn@cityofvancouver.us>; David Jardin <David.Jardin@clark.wa.gov>

Subject: RE: CUP22-01 Oak Tree Food Carts Preliminary TIA

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Morning,

I'm starting to work on the staff report for the above noted project, which is currently due by the end of August. The attached TIA, while dated January 2022, it was revised and resubmitted in May. They are going to be conditioned to resubmit using the current 11th Edition ITE manual instead of the 10th Edition as noted in the attached TIA.

I received comments from Eric in May, based on the initial report. Those conditions will be in the staff report, as well as any comments/conditions from David. Thanks and stay cool this weekend.



Anita Ashton

Project Manager

Community Development Engineering

Desk 360-817-7231

www.cityofcamas.us | aashton@cityofcamas.us

From: Anita Ashton

Sent: Monday, May 2, 2022 5:34 PM

To: Hahn, Eric <Eric.Hahn@cityofvancouver.us>; David Jardin <David.Jardin@clark.wa.gov>

Cc: Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>

Subject: CUP22-01 Oak Tree Food Carts Preliminary TIA

This may be a bit premature, as they haven't been TC'd and there will be revised TIA required, but wanted to get it on your radar.

This one is located at the northeast corner of NW Friberg-Strunk St. and NW Lake Road.

That's it for tonight. Thanks



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

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