CHARBONNEAU
ENGINEERING

3-30-26

FRANK R CHARBONNEAU
STATE OF WASHINGTON
17586
REGISTERED
PROFESSIONAL ENGINEER

MEMORANDUM

DATE March 30, 2026

TO Jon Ellsworth
MAS1 LLC
3405 NW McMaster Drive
Camas, WA 98607

FROM Frank Charbonneau, PE, PTOE

SUBJECT **Parklands ll Short Plat** FL2616
Traffic Assessment
NW Pittock Place, Camas

This memorandum presents traffic analysis assessment for the Parklands ll Short Plat subdivision to be located at addresses #3711 & #3815 NW Camas Meadows Drive in Camas. The current proposal includes construction of eight single-family homes. The proposed development will access NW Pittock Place at one location on the northerly side of the intersection of NW Camas Meadows Drive and Pittock Place.

The Parklands ll Short Plat property is highlighted on the attached vicinity map (Figure 'a'). Figure `b` presents the project site plan which illustrates the site's access alignment and lot positions for eight homes. Vehicular access to the site is controlled by driver-activated gates on Pittock Place approximately 100 feet from Camas Meadows Drive. The gates are illustrated on the site plan.

The site's anticipated buildout is projected in year 2027.

INTERSECTION SIGHT DISTANCE

The site's access will be placed on NW Pittock Place inside the activated set of gates. NW Pittock Place is a 200-foot-long dead-end street that accesses the NW Camas Meadows Drive traffic circle on the north side. With this design intersection sight distance (ISD) will not be a factor as all northbound traffic accessing NW Pittock Place must slow and/or stop for the gates. Drivers exiting the site access on Pittock Place will have an unobstructed sightline in both directions along Pittock Place, including towards the south and the gated area, and to the north towards the cul-de-sac. As a result no sight distance mitigation is necessary. Additionally, it is pointed out that the frequency of trips turning onto NW Pittock Place is very low. Based on five existing homes in the cul-de-sac the trips equate to one entering vehicle in the AM peak hour and three entering vehicles in the PM peak hour.

When the development is constructed, it will be necessary to maintain the required sight distance. Placement of any objects such as building structures, walls, signing, parking, above ground utilities, or landscaping elements that obstruct the sightlines is not permitted for safety purposes.

TRIP GENERATION

Trip rates presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th edition, year 2025 were utilized to estimate the site's trip generation. Table 1 presents the trip generation summary.

Table 1 Trip Generation Summary

ITE Land Use	Units (#)	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Single-Family (#210)	8							
Generation Rate [1]		9.09	0.70	27%	73%	0.93	62%	38%
Site Trips		**73**	**6**	2	4	**7**	4	3

[1] Source: *Trip Generation* , 12th Edition, ITE, 2025, average rates.

Development of the proposed homes is expected to generate 73 daily trips, six AM peak hour trips, and seven PM peak hour trips. The trip generation is based on engineering judgment, access location, and street connectivity within the surrounding area. The peak hour trip distribution is presented in Figure 1 included in the report's appendix. The AM peak hour and PM peak hour trip assignments are presented in Figure 2.

Additional appendix items include the Vicinity Map (Figure `a`) and the Site Plan (Figure `b`).

PROPORTIONATE SHARE INTERSECTION IMPACTS & FEE – CITY OF VANCOUVER

As required by the City of Vancouver (noted in the Camas pre-app staff report) it was necessary to document the number of peak hour trips impacting Vancouver's proportionate share intersections. The NW Pittock Place Short Plat is projected to impact one of the proportionate share intersections. A copy of the proportionate share intersections and the associated cost per trip is included Table 2 as follows.

The SR14 ramp terminal intersections at SE 192nd Avenue will be impacted by three trips in the PM peak hour and will be subject to the proportionate share amount of $6,000.

Table 2 presents the City of Vancouver's future intersection improvement locations, the proportion share cost per trip rates, and the Parklands II Short Plat peak hour trips for each intersection listed.

Table 2 Proportionate Share Intersections and Fee Summary

Intersection	Cost Per Trip	Peak Trips	Proportionate Share
AM PEAK HOUR			
Grove St / Columbia House Blvd / SR-14 WB off-ramp	$600.00	0	$0.00
PM PEAK HOUR			
137th Avenue - from NE 49th St to Fourth Plain Blvd	$3,000.00	0	$0.00
Fourth Plain Boulevard & NE 152nd Avenue	$333.00	0	$0.00
Leiser Rd/St. Helens Av/MacArthur Blvd (future)	$2,000.00	0	$0.00
SE 176th Avenue & SE 20th Street	$400.00	0	$0.00
NE 192nd Avenue & NE 13th Street	$400.00	0	$0.00
SE 192nd Avenue & SE 34th Street	$150.00	0	$0.00
SE 192nd Avenue & SR-14 ramp terminals	**$2,000.00**	**3**	**$6,000.00**
SE 192nd Avenue & Columbia Palisades Drive[1]	$830.00	0	$0.00
MacArthur Boulevard & Andresen Road roundabout	$2,285.00	0	$0.00
MacArthur Boulevard & Devine Road roundabout	$2,226.00	0	$0.00
NE 172nd Avenue & NE 18th Street	$300.00	0	$0.00
NE 179th Place & NE 18th Street	$900.00	0	$0.00
NE 187th Avenue & NE 18th Street	$1,200.00	0	$0.00
NE 162nd Avenue and NE 9th Street	$1,500.00	0	$0.00
NE 172nd Avenue and NE 9th Street	$4,100.00	0	$0.00
NE 192nd Avenue and NE 9th Street	$1,100.00	0	$0.00
NE 187th Avenue & SE 1st Street	$1,100.00	0	$0.00
PROPORTIONATE SHARE TOTAL			**$6,000.00**

[1] East and west legs only

INTERSECTION CRASH AND SAFETY ASSESSMENT

The latest available crash data was obtained from WSDOT for the traffic circle at NW Camas Meadows Drive, NW Payne Street and NW Pittock Place. The research period covered the five-year period of 1/1/20 to 12/31/24.

The crash report dated 3/24/26 confirmed that there were no reported crashes documented from the assessment. A copy WSDOT's response is contained in the appendix.

As a result of the findings no safety mitigation is recommended at the study intersection in conjunction with the proposed development.

RECOMMENDATIONS

The Parklands ll Short Plat proposes construction of eight single-family homes to be located on the northeast corner of the intersection of NW Camas Meadows Drive at NW Pittock Place and NW Payne Street. The proposed homes will access NW Pittock Place at one location as illustrated on the

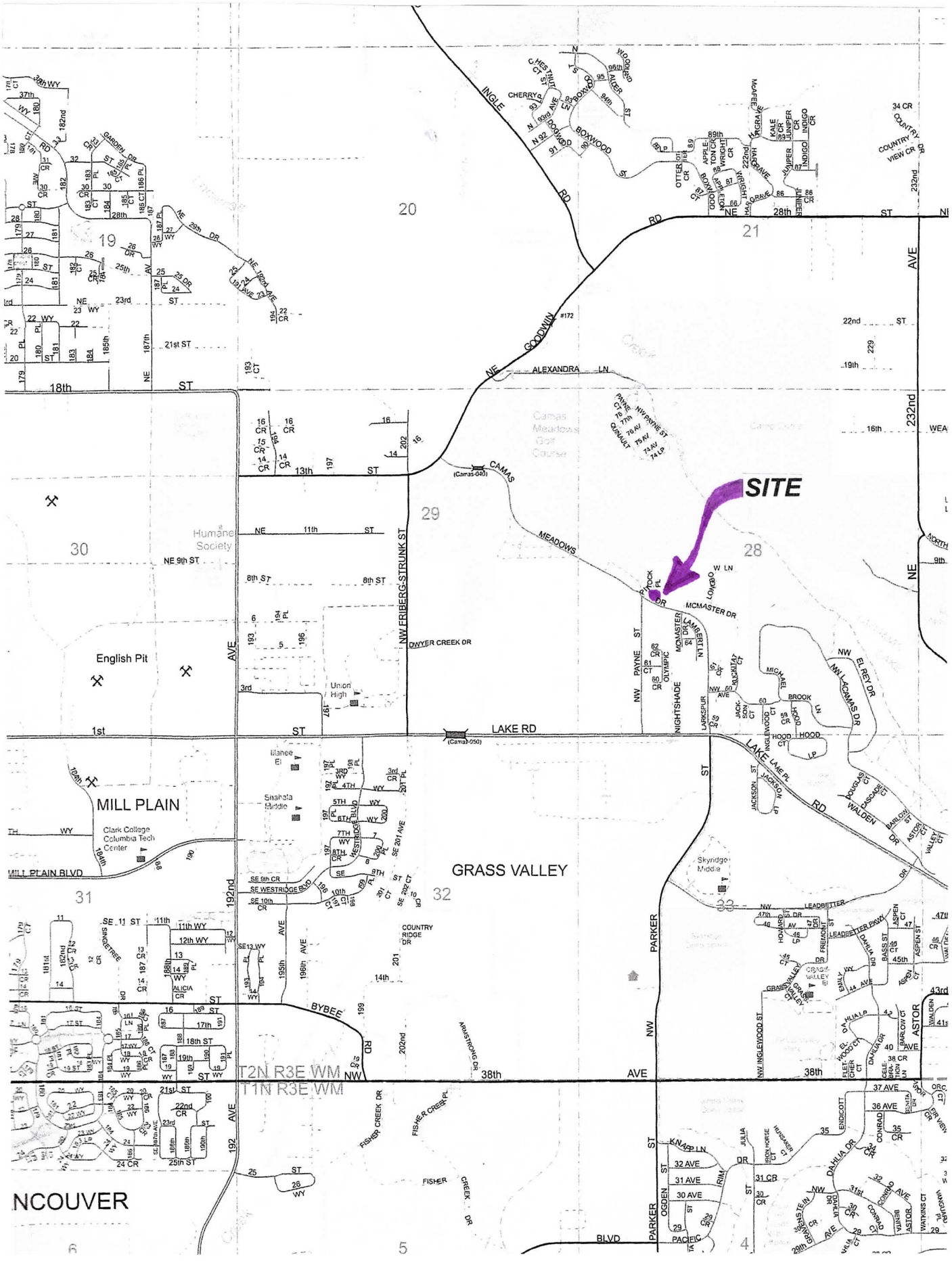
development's site plan. A gated access is currently present and will control all entries and exits to/from the neighborhood.

Based on the site's limited trip generation, unrestricted intersection sight distance, and absence of reported crash experience at the adjacent NW Camas Meadows Drive intersection it is recommended that the City of Camas approve the development without any improvements to the transportation system.

Please contact Frank Charbonneau PE, PTOE if you have any questions or comments.

Attachments

Figure `a` Vicinity Map
Figure `b` Site Plan
Figure 1 Trip Distribution
Figure 2 Trip Assignment
Traffic Scope Approval by City of Camas
Crash Data Summary, email statement provided by WSDOT



FILE NAME: 2608flow.dwg

PLOT DATE: 03.26.26

CHARBONNEAU ENGINEERING LLC

PROJECT: 26-08

NOTES:
NO SCALE

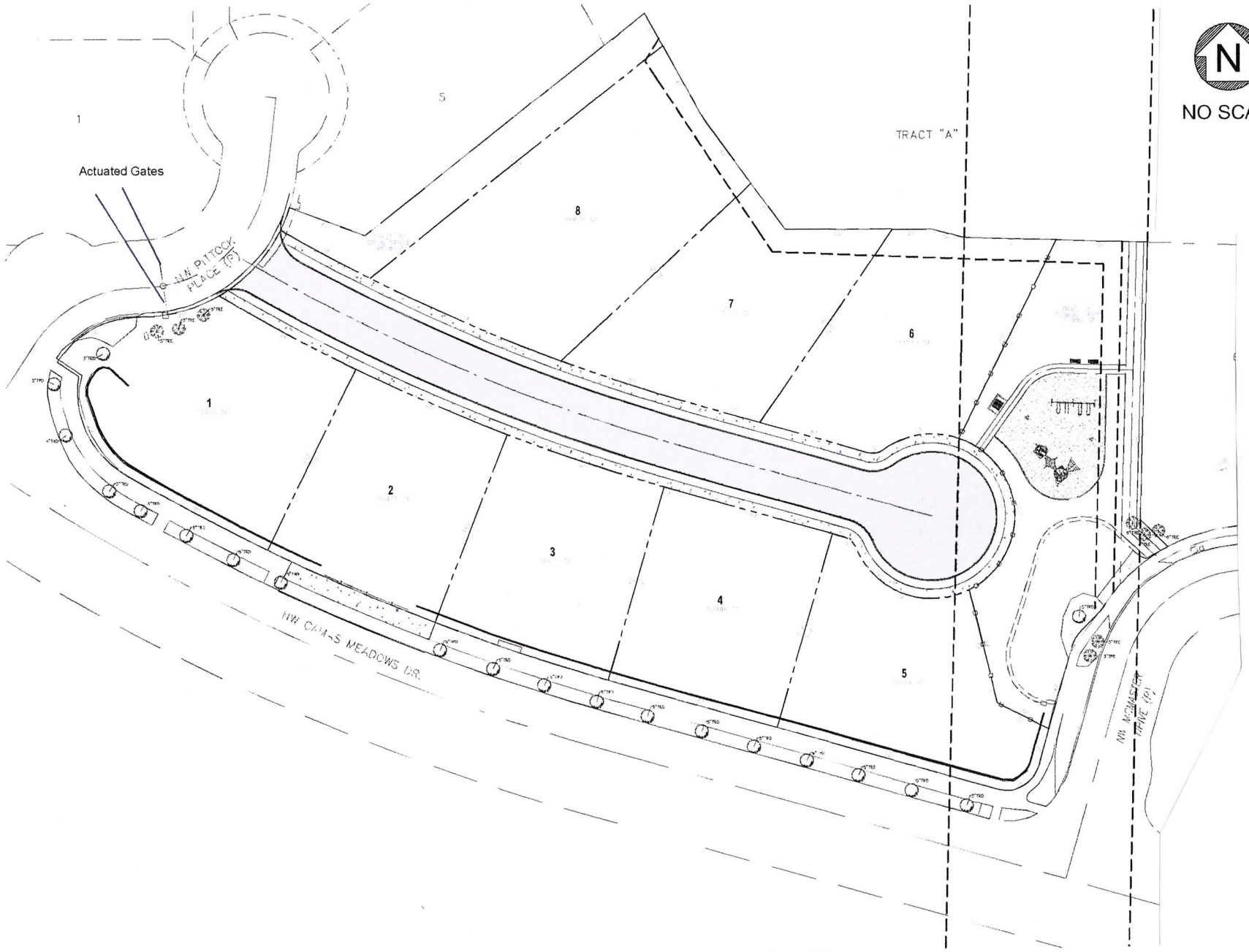
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VICINITY MAP
PARKLANDS II SHORT PLAT

FIGURE
a

PLOT DATE: 03.26.26

FILE: 2608flow.dwg



CHARBONNEAU ENGINEERING LLC

PROJECT: 26-08

NOTES: The site plan has been provided by SGA Engineering & Design.

SITE PLAN

PARKLANDS II SHORT PLAT - CAMAS

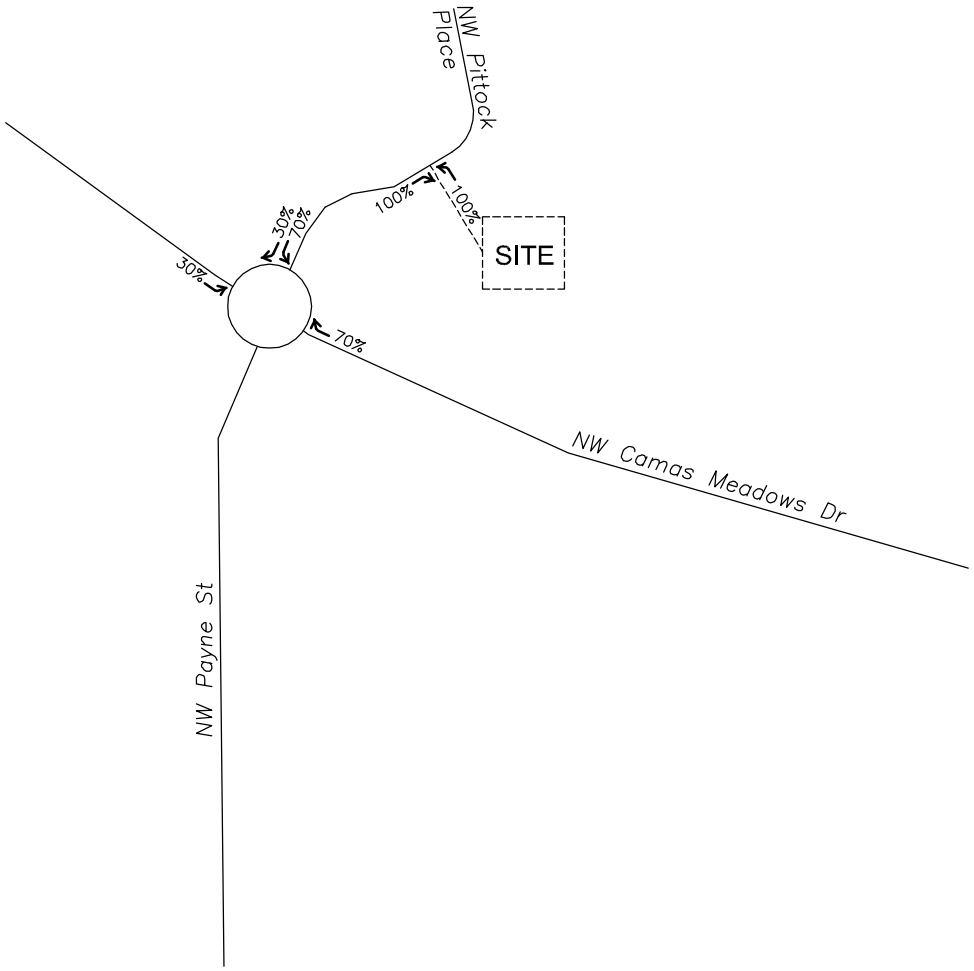
FIGURE

b

Exhibit 7 SP26-1005

PLOT DATE: 03.26.26 FILE: 2608flow.dwg

NO SCALE



CHARBONNEAU ENGINEERING LLC

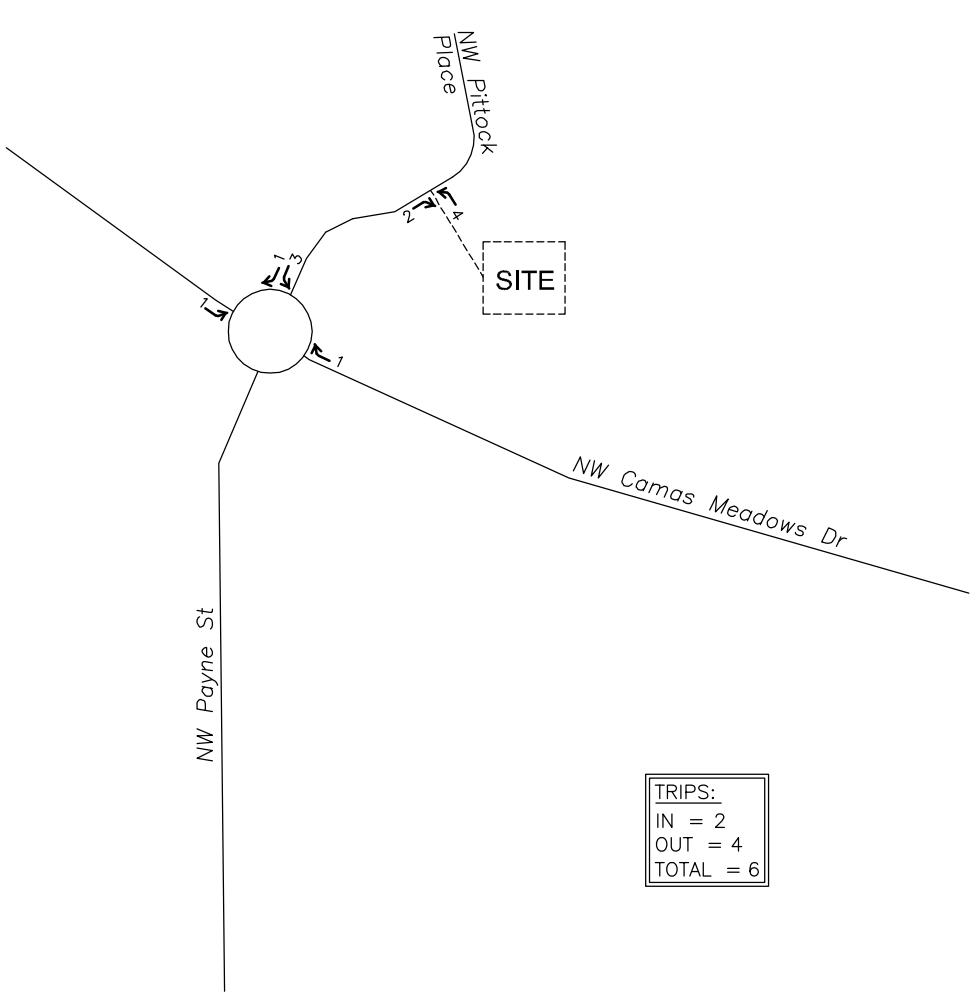
PROJECT: 26-08

NOTES: The site's trip distribution is based on engineering judgment.

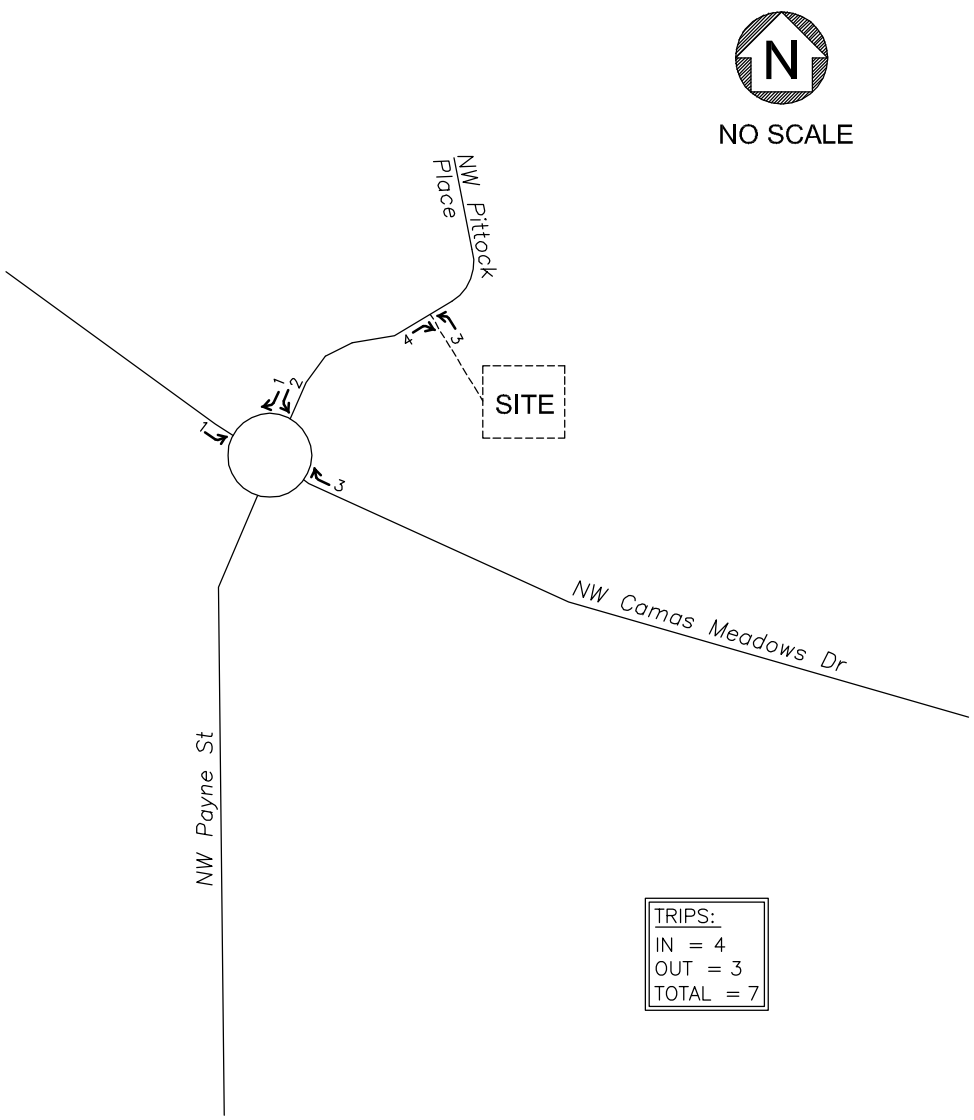
TRIP DISTRIBUTION
WEEKDAY AM PEAK HOUR AND PM PEAK HOUR
PARKLANDS II SHORT PLAT - CAMAS

FIGURE 1

PLOT DATE: 03.26.26 FILE: 2608flow.dwg



AM PEAK HOUR



PM PEAK HOUR

CHARBONNEAU ENGINEERING LLC

PROJECT: 26-08

NOTES: The site's trip generation is based on Single-Family Residential (ITE 210) trip rates.

TRIP ASSIGNMENT

PARKLANDS II SHORT PLAT - CAMAS

FIGURE 2

Frank Charbonneau

From: Anita Ashton <AAshton@cityofcamas.us>
Sent: Monday, March 30, 2026 2:12 PM
To: Frank Charbonneau; Curleigh (Jim) Carothers
Subject: RE: Parklands II Short Plat - Traffic Scope

Hey Frank,
Your scoping assumptions noted below are correct. Thanks

Anita Ashton
Engineering Project Manager
Community Development Dept.
Office Hours: 8:00-5:00, Closed 12:00-1:00
Desk 360-817-7231
www.cityofcamas.us | *aashton@cityofcamas.us*

The City of Camas has gone digital! Apply for permits online through our new Civic Access Portal at www.cityofcamas.us/permits.

From: Frank Charbonneau <frank@charbonneauengineer.com>
Sent: Wednesday, March 25, 2026 1:54 PM
To: Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>; Anita Ashton <AAshton@cityofcamas.us>
Subject: Parklands II Short Plat - Traffic Scope

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Curleigh – Our run on Camas traffic work continues, and we very fortunate. Here's the anticipated scope for this small project (PA25-1057). A site plan and aerial map are attached for reference.

The site's access will be placed on NW Pittock Place inside the activated set of gates. NW Pittock Place occurs on the northerly side of the traffic circle on NW Camas Meadows Drive. With this design ISD will not be a factor as all entering traffic will slow and/or stop for the gates. The #trips entering equates to 2 vehicles in the AM peak and 5 vehicles in the PM peak. We will discuss this in the study. No speed survey will be necessary.

The development will build 8 single-family homes so obviously the trip generation is minimal at less than 80 ADT and less than 8 trips in the AM & PM peak hours. Therefore, no intersections will be evaluated for LOS or queuing.

We anticipate a technical traffic memo will suffice that documents the access ISD situation, trip generation, distribution at the traffic circle with NW Camas Meadows Drive, crash history & safety assessment for intersection at NW Camas Meadows Drive/Pittock Place/Payne Street intersection, and addressing Vancouver's proportionate share intersection trip impacts.

Please confirm if this scoping will be sufficient, and let me know if you have any comments/questions. Thank you.

Frank Charbonneau, PE, PTOE
Charbonneau Engineering
971.322.8003

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this e-mail, in whole or in part may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

Frank Charbonneau

From: WSDOT <wsdot@mycusthelp.net>
Sent: Friday, March 27, 2026 8:54 AM
To: Frank Charbonneau
Subject: [Records Center] Public Disclosure Request :: P020100-032426

--- Please respond above this line ---

RE: Public Disclosure Request of March 24, 2026, Reference #P020100-032426

Good morning Mr. Charbonneau,

In accordance with the Public Records Act (RCW 42.56), this letter acknowledges receipt of your request for records, Reference # P020100-032426, received 3/24/2026 concerning:

Please provide the latest 5 years of crash data at one intersection in Camas.
See attached crash request form and aerial map for location. Target Date = 4/7/26. Thank you.

We've done a thorough search of agency records, and no responsive records were located. The responding office replied "There were no reported crashes found on Camas Meadows Dr @ Payne St_Pittock Pl in the City of Camas for the period of 2020 - 2024 as of 03/26/2026."

With this communication, your request is considered closed. This is our final response. WSDOT does not intend to further address the request, and the PRA's one-year statute of limitations to seek judicial review has started to run as of the date of this correspondence.

If you have any questions, please reply to this email. Thank you and hope you have a great rest of your day.

Best regards,

Dawn Roberts
Public Disclosure Coordinator
Washington State Department of Transportation

To monitor the progress or update this request please log into the Public Disclosure Request Center