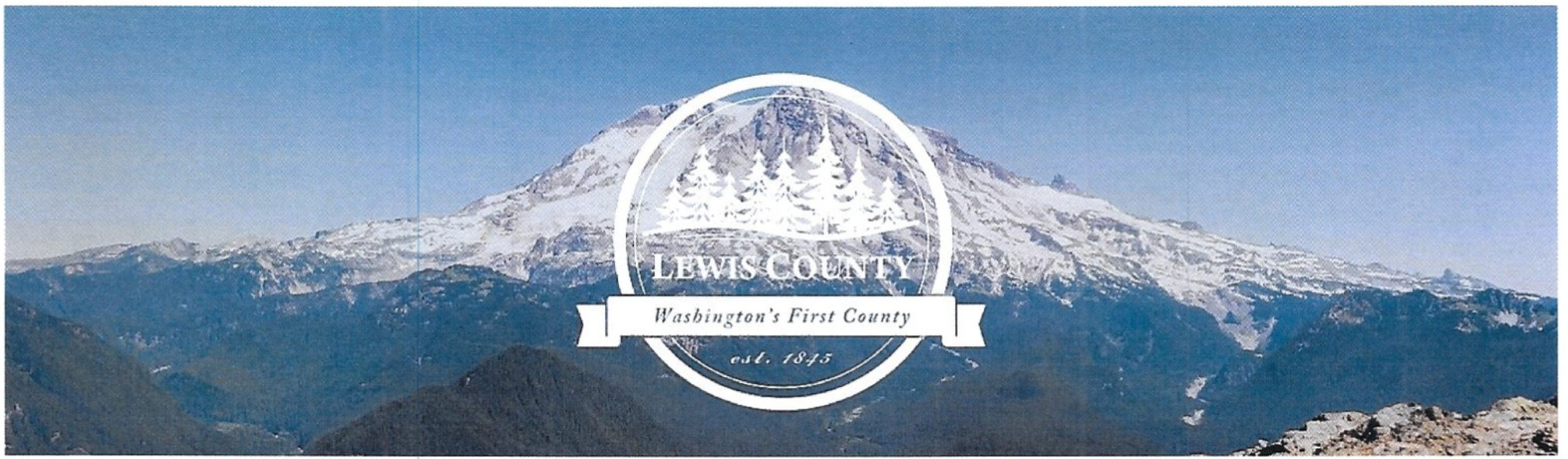
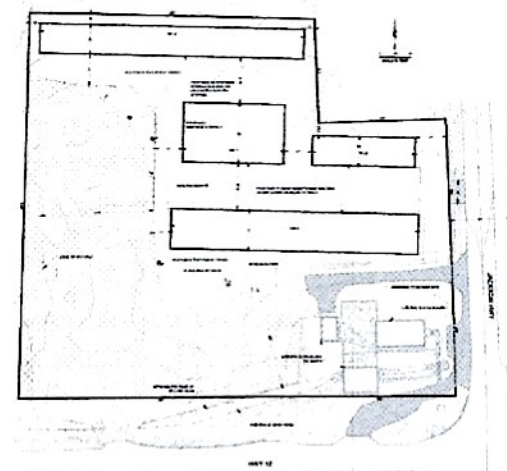
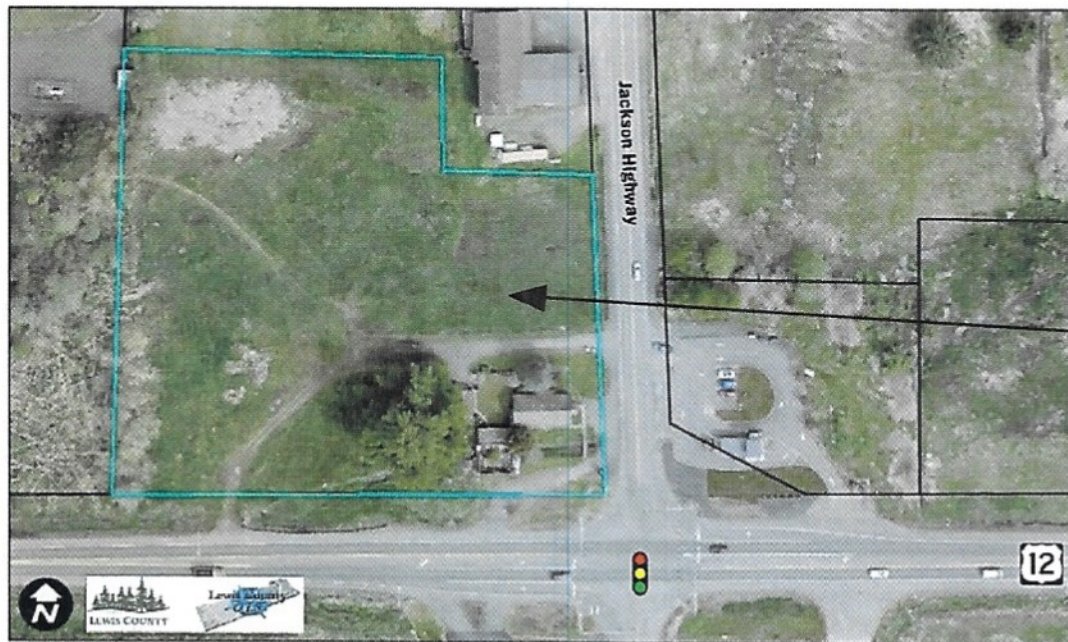




Lewis County **GF201 SELF STORAGE** **TRANSPORTATION MEMORANDUM**

June 1, 2026



JTE . Jake Traffic Engineering, Inc.
 Mark J. Jacobs, PE (OR and WA), PTOE, President
 2614 39th Ave. SW – Seattle, WA 98116 – 2503
 Tel. 206.762.1978 - Cell 206.799.5692
 E-mail jaketraffic@comcast.net





June 1, 2026

CENTURY 21 LUND
Attn: Gary Fox
4236 Jackson Hwy
Chehalis, WA 98532

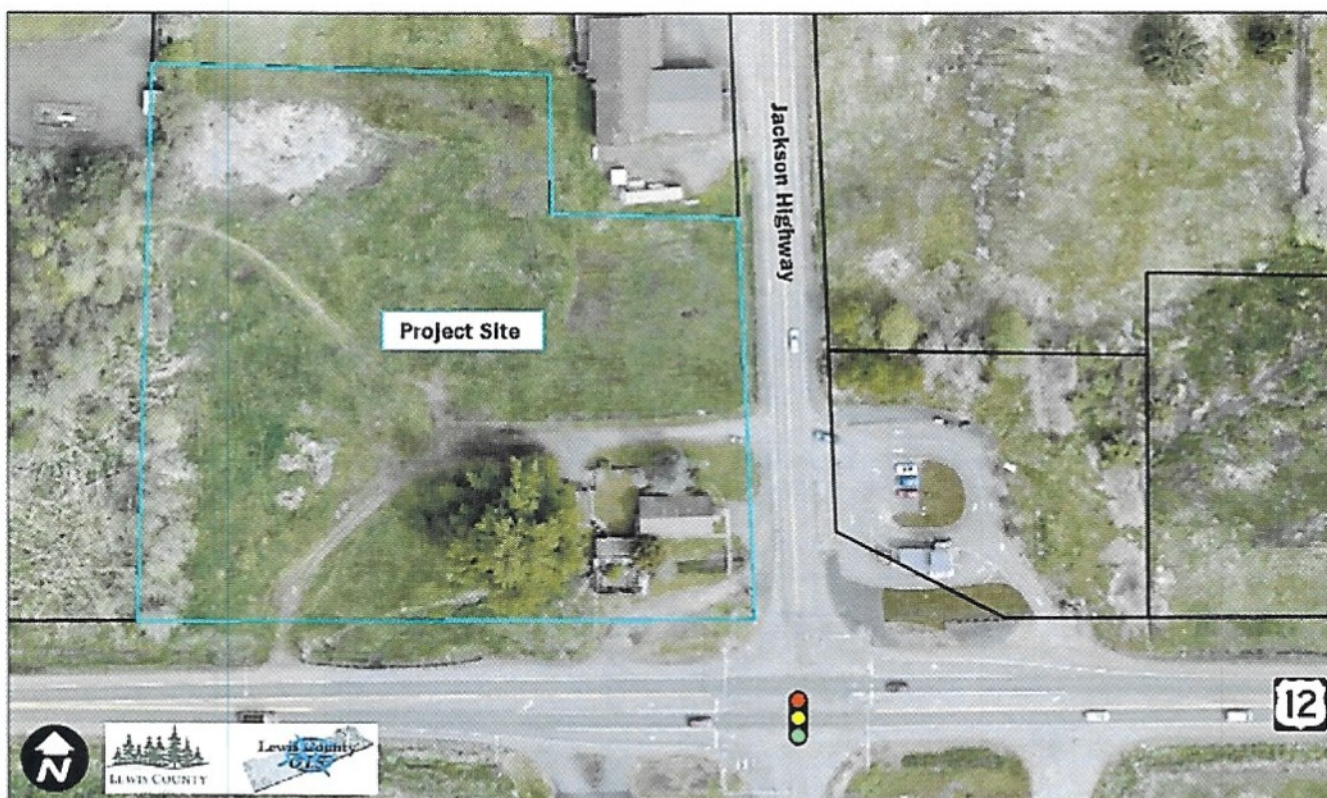
Re: GF201 Self Storage – Lewis County (AP26-00001/SEP26-0008)
Transportation Memorandum

Dear Mr. Fox,

I am pleased to provide this Transportation Memorandum for the 27,415-sf storage space for boats and RV's, 80 storage slots/units project in response to the County's request for a Level I Traffic Letter. This project will remove the existing SR-12 driveway and replace/relocate the existing driveway and unfettered access on Jackson Highway with a new driveway further north away from the SR-12 intersection constructed to current County standards. This access will be shared with the existing SFDU that is to remain. The site is located at 4236 Jackson Highway in Lewis County.

Below is an aerial view of the site obtained from Lewis County GIS:

GF201 Self Storage - Lewis County



CENTURY 21 LUND

Attn: Gary Fox

June 1, 2026

Page -2-

The project site is located on Lewis County Parcel #014491009000 and is developed with a SFDU and a couple of outbuildings that are to remain.

A copy of the current Site Plan prepared by IRIS Group dated 04.6.2026 is attached. The site plan depicts four buildings/structures providing 27,415 sf with 80 boat/RV storage units, internal circulation and access onto Jackson Highway. This new access would be about 275' north of SR-12 at Jackson Highway intersection measured centerline to centerline.

I understand that site leasing would be conducted online.

Site Traffic Generation

Definitions

A vehicle trip is defined as a single or one direction vehicle movement with either the origin or destination (exiting or entering) inside the proposed development.

Traffic generated by development projects consists of the following types:

Pass-By Trips:	Trips made as intermediate stops on the way from an origin to a primary destination.
Diverted Link Trips:	Trips attracted from the traffic volume on a roadway within the vicinity of the generator, but which require a diversion from that roadway to another roadway to gain access to the site.
Captured Trips:	Site trips shared by more than one land use in a multi-use development.
Primary (New) Trips:	Trips made for the specific purpose of using the services of the project.

Site Trip Generation

The proposed 201 Fox Self Storage project is expected to generate the vehicular trips during the average weekday, street traffic AM and PM street peak hours as shown in Table 1. The trip generation for the project is calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation, 12th Edition, for the proposed Mini-Storage and the existing Mobile Homes (ITE Land Use Code 151). All site trips made by all vehicles for all purposes, including commuter, visitor, and service and delivery vehicle trips are included in the trip generation values.

CENTURY 21 LUND
Attn: Gary Fox
June 1, 2026
Page -3-

TABLE 1 - TRIP GENERATION GF201 SELF STORAGE - CHEHAUS TRANSPORTATION MEMORANDUM										
Time Period	Size (X)	TG Rate	Enter %	Enter Trips	Exit %	Exit Trips	Total (T)	Pass-by %*	Pass-by Trips	Net Total
Proposed: Mini-Storage (ITE LUC 151; 27,415 sf)										
Weekday	27,415	1.29	50%	18	50%	18	35	10.0%	4	32
AM peak hour	27,415	0.08	59%	1	41%	1	2	10.0%	0	2
PM peak hour	27,415	0.14	48%	2	52%	2	4	10.0%	0	3
Proposed: Mini-Storage (ITE LUC 151; 80 units)										
Weekday	80	0.1796	50%	7	50%	7	14	10.0%	1	13
AM peak hour	80	0.0117	52%	0	48%	0	1	10.0%	0	1
PM peak hour	80	0.0184	51%	1	49%	1	1	10.0%	0	1

Where X = 1,000 sf or per 100 storage units, or per unit residential; T = Trips

* - per ITE and JTE experience - aka Clients swinging by their storage unit on their way to and from another destination

Trip generation per the ITE Trip Generation Manual 12th Edition

Note: Due to rounding some values may not add up.

Substantial data exists for both LUC 151 via the use of facility size in sf and the number of units. The RV and boat storage spaces/units have **significantly larger** spaces, a typical RV/Boat storage space is 10 to 14 feet wide and 20 to 45 feet long versus 10' by 10' for a typical self-storage unit, thus the use of the unit count is reasoned for the traffic projection.

However, to ensure a conservative review the future users of the proposed project based on sf would generate about 35 new daily and four PM peak hour trips not accounting for pass-by traffic.

Agency Traffic Impact Analysis Guidelines

Lewis County

The Lewis County Code Section **12.60.420** notes when a Level I would be required:

12.60.420 Warrants for Level I traffic impact analysis.

(1) A complete Level I TIA shall be required if any one of the following warrants is met:

- (a) The project generates 50 or more p.m. peak hour (two-hour peak average) trips; or
- (b) At the county's discretion, if the project requires a SEPA review.
- (c) At the county's discretion, if there are existing and projected traffic volumes, accident history, and other operational considerations.

(2) A trip generation/waiver request may be submitted by a licensed engineer if the project doesn't trigger county requirements for a traffic impact analysis.

(3) A Level I TIA may be required by the county to determine the need and scope of a Level II TIA. A Level I TIA may be expanded to a Level II TIA if any of the warrants in LCC [12.60.420](#) are met. [Ord. 1194 Exh. B, 2007]

The proposed project is projected to generate about seven net new PM peak hour trips that are below both the County and City threshold to require the preparation of a Traffic Impact Analysis.

CENTURY 21 LUND
 Attn: Gary Fox
 June 1, 2026
 Page -4-

Parking

Per the ITE Parking Generation 6th Edition data, see below:

TABLE 2 - PARKING DEMAND GP201 SELF STORAGE - CHEHALIS TRANSPORTATION MEMORANDUM			
Use	Units/SF	Parking Rate	Parking Demand
Mini - Storage	80	1.26	1.0
Mini - Storage	27,415	0.10	2.7

Where X = 1,000 sf or per 100 storage units, or per unit residential; T = Trips
 Parking generation per the ITE Parking Generation Manual 6th Edition

Site leasing would be conducted online and via telephone. I understand that prospective Clients would simply park in the drive aisle at the unit when inspecting/leasing the unit. Thus no specified parking is proposed or needed for the subject project.

Access Points

Lewis County Code **12.60.640** identifies that access to a County Road is limited to one road approach. The project proposal is replacing the existing unfettered access and access driveway on Jackson Highway with **one** new driveway constructed to current County standards. This new driveway is moved north from the existing site access and is about 275' away from the SR-12 intersection measured centerline to centerline.

12.60.640 Subdivision/commercial access.

(1) Commercial or subdivision approaches are constructed on private property to serve commercial, industrial, subdivision, or multi-family projects and must meet the following conditions:

- (a) Access to a county road shall be limited to one road approach connected to the lowest classified roadway for each tract of property separately owned. Property fronting more than one public road may be permitted an access to each public road if the traffic impact analysis supports multiple accesses. Two or more county approaches accessing a public street will only be allowed with the approval of the county engineer. Properties contiguous to each other and owned by the same person are considered to be one tract.
- (b) Commercial approaches shall be constructed with safety as the primary design criteria and to provide internal connections between neighboring properties. Developments must give priority to internal access before access to the county roadway system is permitted. Cross access allows vehicles to circulate between commercial properties without having to re-enter the county road system. All approaches shall meet the access spacing standards in LCC [12.60.650](#).
- (c) No commercial approach shall be approved where backing onto the roadway, sidewalk, or pathway will occur.
- (d) Urban style commercial approaches shall be constructed to Standard Detail 3-6, Reverse Slope and Gutter Driveway Section, at the end of this chapter.
- (e) Rural commercial approaches shall be constructed to Standard Detail 3-3, Residential and Commercial Driveway Approaches, at the end of this chapter.

(2) For access proposed as part of subdivision or commercial development, the county engineer may require a review under traffic impact analysis guidelines.

(3) For subdivisions of 20 units or more, at least two ingress/egress routes may be required by the county fire marshal or fire protection agency. A secondary access is required for developments where the ADT is greater than 1,000. [Ord. 1194 Exh. B, 2007]

Access Inspection

Jackson Highway at the site is a 2-lane Major Collector, per the WSDOT Functional Classification Map, with a posted speed limit near the site of 40 MPH and paved/gravel shoulders on both sides (~6' wide).

CENTURY 21 LUND

Attn: Gary Fox

June 1, 2026

Page -5-

Below are Google Street View photographs at the proposed access on Jackson Highway looking to the North and South at the proposed site driveway, respectively.



The required Stopping Sight Distance for a 40 MPH speed per the American Association of State Highway and Transportation Officials "A Policy on Geometric Design of Highways and Streets" is 305 feet. The Entering Sight Distance is 385 and 455 feet for a right

CENTURY 21 LUND

Attn: Gary Fox

June 1, 2026

Page -6-

turn/crossing and left turn from a stop, respectively. AASHTO identifies SSD as the critical sight line to be provided, see Section 9.5.1 attached.

Appropriate sight visibility is provided at the site driveway presuming no signage, vegetation or vehicles are parked in the sight triangle.

Access Design Vehicle

The site is a self-storage facility that people would use for storage. The Design Vehicle for this type of facility is an SU-30.

Incident/Safety History

Incident data was reviewed using the WSDOT accident data portal available online at <https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>. This portal was used to review incidents in the site vicinity for the years 2021 to 2025. The WSDOT data is attached.

Inspection of the five years of recorded incidents on Jackson Road between Sr-12 and Stone Way showed no incidents. The data shows eight incidents at the signalized SR-12 at Bishop Road intersection, seven property damage and one suspected minor injury, in the 5-year period inspected

Summarizing - Safety inspection of the road corridor serving the site did not reveal any apparent safety issue.

Traffic Impact Mitigation

The project access, circulation and road frontage would be constructed in conformance to County requirements.

Summary and Recommendations

This Transportation Memorandum documents the Traffic Generation, discusses parking and provides a discussion of the site access and safety for the proposed for the 27,415 sf storage space for boats and RV's, 80 storage slots/units project in response to the County's request for a Level I Traffic Letter. The site is located at 4236 Jackson Highway in Lewis County.

The proposed project will remove the existing Hwy 12 driveway and replace/relocate the existing driveway and unfettered access on Jackson Highway and construct a new driveway further north away from the SR-12 intersection to current County standards. This access will be shared with the existing SFDU that is to remain

CENTURY 21 LUND

Attn: Gary Fox

June 1, 2026

Page -7-

The addition of four PM peak hour trips, likely less to the County road grid would have negligible impact and are well below the County threshold to require a Traffic Impact Analysis.

Inspection of the site access driveway showed good visibility available, presuming vegetation is properly maintained, signage is limited and no vehicles are parked in the sight triangle.

Based on my project review, I recommend that the GF201 Self Storage project be allowed with the following traffic impact mitigation measures.

- Construct site in accordance with applicable County requirements.
- Construct road frontage and access to the site on Jackson Highway per County criteria.

Please contact me at 206.762.1978 or email me at jaketraffic@comcast.net if you have any questions.



Sincerely,

Mark J. Jacobs, PE, PTOE, President
JAKE TRAFFIC ENGINEERING, INC

06.01.2026

MJJ: mjj

APPENDIX

jaketraffic@comcast.net

From: ntaylor@irisgroupconsulting.com
Sent: Wednesday, May 6, 2026 10:34 AM
To: jaketraffic@comcast.net
Cc: 'Gary Fox'
Subject: RE: AP26-00001/SEP26-0008

Flag Status: Flagged

Mark, 27,415 SF GFA for boat and RV storage. 80 boat and RV storage units.

Nick Taylor PE
Iris Group Civil Engineers
Veteran Owned and Operated
(360) 890-8955

From: jaketraffic@comcast.net <jaketraffic@comcast.net>
Sent: Wednesday, May 6, 2026 9:19 AM
To: ntaylor@irisgroupconsulting.com
Cc: 'Gary Fox' <gary.fox@century21lund.com>
Subject: RE: AP26-00001/SEP26-0008

Nick

Unit count and sf of the buildings?

Thank you

Mark

From: ntaylor@irisgroupconsulting.com <ntaylor@irisgroupconsulting.com>
Sent: Wednesday, May 6, 2026 9:12 AM
To: jaketraffic@comcast.net
Cc: 'Gary Fox' <gary.fox@century21lund.com>
Subject: FW: AP26-00001/SEP26-0008

Hello Mark,

Per the email below, Gary Fox (CC'd) will need a "TIA" (memo) for the attached self-storage project. Are you available to provide Gary a scope and budget?

The project will remove the existing Hwy 12 access and the existing Jackson Hwy access, and it will install a new shared Jackson Hwy access as shown.

I am available if you have any questions.

Nick Taylor PE
Iris Group Civil Engineers
Veteran Owned and Operated
(360) 890-8955

From: Preston Pinkston <Preston.Pinkston@lewiscountywa.gov>
Sent: Friday, May 1, 2026 11:54 AM
To: Nick Taylor <ntaylor@irisgroupconsulting.com>
Cc: Ryan Skeen <Ryan.Skeen@lewiscountywa.gov>
Subject: AP26-00001/SEP26-0008

Hi Nick,

I've completed my review of your application and SEPA Checklist for the above referenced permits. Your applications are **complete** as of today, May 01, 2026.

I had Public Works look at your proposal before I made my SEPA Determination. Their comment is below. This project is one of the older Conditional MSR Approvals that we have out there before we changed our process to have PW look at the proposal to let you know if a TIA would be needed before you submit the SEPA. Moving forward that should help clear up any confusion. **At this time I only need the TIA to be submitted and approved before I can make my SEPA determination.** If you have any questions about the overall process, let me know. If you have any questions about the TIA you can contact Ryan.

- They would need a TIA for the access to the facility. However, the facility being proposed is a smaller so a level I TIA Per 12.60 of the Lewis County code indicating the proposed traffic, the design vehicle of the facility, and the sizing. They will also need a road approach permit for the property.

If the above requested items are not received within 90 days from the date of this letter, the permit will expire automatically per LCC 17.05.070(3)(a).

Preston Pinkston

Planner III
Lewis County Community Development
125 NW Chehalis Ave
Chehalis, WA 98532
360-740-1389



Search

Summary Reports - Total Crashes

Report Year: 2025
Location: Lewis County
Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes

Most Severe Injury per Crash		Crashes
Fatal		15
Suspected Serious Injury		45
Suspected Minor Injury		161
Possible Injury		139
No Apparent Injury		969
Total Crashes		1,329

Report Category Summary Reports **Report Name** Total Crashes

Select Report Parameters

Report Year 2025 **Location** (All) **Jurisdiction** (All)

Region: (All) **County:** Lewis **City:** (All)

Run Report





Search

Report Category

Summary Reports

Report Name

Total Crashes

Summary Reports - Total Crashes

Report Year: 2024
Location: Lewis County
Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Run Report

Select Report Parameters

Report Year: 2024

Region: (All)

County: Lewis

City: (All)

Jurisdiction: (All)



Data Charts Notes

Most Severe Injury per Crash		Crashes
Fatal		8
Suspected Serious Injury		40
Suspected Minor Injury		142
Possible Injury		133
No Apparent Injury		1,002
Total Crashes		1,325



Search

Report Category

Report Name

Summary Reports

Total Crashes

Select Report Parameters

Report Year

2023

Location

Region: (All)

County: Lewis

City: (All)

Jurisdiction

(All)

Run Report



Report Year: 2023

Location: Lewis County

Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Summary Reports - Total Crashes

Data

Charts

Notes

Most Severe Injury per Crash

Fatal

Suspected Serious Injury

Suspected Minor Injury

Possible Injury

No Apparent Injury

Total Crashes

Crashes

16

52

201

139

1,070

1,478





Search

Summary Reports - Total Crashes

Report Category: Summary Reports

Report Year: 2022

Location: Lewis County

Jurisdiction: (All)

Total Crashes

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data Charts Notes

Most Severe Injury per Crash		Crashes
Fatal		11
Suspected Serious Injury		61
Suspected Minor Injury		183
Possible Injury		159
No Apparent Injury		1,107
Total Crashes		1,521

Run Report

Report Year: 2022

Region: (All)

County: Lewis

City: (All)

Jurisdiction: (All)





Search

Summary Reports - Total Crashes

Report Year: 2021
Location: Lewis County
Jurisdiction: (All)

Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such report, surveys, schedules, lists, or data.

Data **Charts** **Notes**

Most Severe Injury per Crash		Crashes
Fatal		7
Suspected Serious Injury		45
Suspected Minor Injury		172
Possible Injury		171
No Apparent Injury		1,157
Total Crashes		1,552

Report Category **Report Name**

Summary Reports **Total Crashes**

Select Report Parameters

Report Year 2021 **Region:** (All) **Location** (All) **Jurisdiction** (All)
County: Lewis **City:** (All)

Run Report

