



Site Plan & Architectural Review

140 South 3rd Street
 Central Point, OR 97502
 541.664.3321
www.centralpointoregon.gov

APPLICANT INFORMATION

Name _____
 Company Cypress Acquisities LLC (Contract Purchaser)
 Address: 8144 Walnut Lane, Ste 1200
 City Dallas State TX Zip code 75231
 Email _____
 Telephone (Primary) _____ (Secondary) _____

AGENT INFORMATION (Owner's consent required)

Name Jay Harland
 Company CSA Planning Ltd
 Address: 4497 Brownridge Ste 101
 City Medford State OR Zip code 97504
 Email jay@csaplanning.com
 Telephone (Primary) (541) 779-0569 (Secondary) N/A

PROPERTY OWNER INFORMATION

Name _____
 Company South Salem LLC
 Address: PO Box 970
 City Medford State OR Zip code 97501
 Email _____
 Telephone (Primary) _____ (Secondary) _____

PROJECT DESCRIPTION

Site Address(es): 4243, 4251 & 4259 Table Rock Rd
 Map & Tax Lot(s): 37-2W-01C, 703, 704 & 705
 Gross Acreage: 2.73 Existing Right-of Way Acreage: _____
 Zoning District: C-4 Proposed Right-of-Way Acreage: _____
 Existing No. Units: 0 Proposed No. Units: _____
 Flood Zone: N/A TOD Overlay: Yes No

PRE-APPLICATION CONFERENCE (Recommended for Type II applications; Required for Type III applications)

File No. PRE 23001 Date: PA meeting held: April 7 2023


APPLICATION CHECKLIST

Applications shall include all of the following submittals:

- Application Form (Signed)
- \$2,600 Application Fee (PC)
- Legal Description
- Property Owner Consent Form for agent authorization (if applicable)
- Written Findings of Fact denoting compliance with CPMC 17.65, 17.66, 17.67, 17.72 and 17.75 as applicable. For Type II applications, see CPMC 17.05.300(B)(2)(b). For Type III applications, see CPMC 17.05.400(B)(2)(b).
- Site Plan, Architectural Elevations with details, Landscape and Irrigation Plan, and Lighting Plan (if applicable)
 - Three (3) copies drawn to scale
 - One reduced paper copy (8 1/2 " x 11")
 - PDF emailed to planning@centralpointoregon.gov
- Preliminary Stormwater Management Plan. Location and facility type/design must be shown on the Site and Landscape Plan at a minimum.
- Mailing labels for property owners within 250-feet of project site perimeter

I HEREBY STATE THAT THE FACTS RELATED IN THE ABOVE APPLICATION AND THE ENCLOSED PLANS AND DOCUMENTS ARE TRUE, CORRECT AND ACCURATE TO THE BEST OF MY KNOWLEDGE.

Property Owner Authorized Agent



Signature

June 15, 2023

Date

FOR OFFICE USE ONLY

Date Received: _____	File No. _____
Date Accepted as Complete: _____	120-day Rule Date: _____

LIMITED SPECIAL POWER OF ATTORNEY

AUTHORIZATION TO ACT on behalf of the undersigned applicant/contract purchaser of real property described as Tax Lots 703, 704 and 705 of Jackson County Assessor map 37-2W-01C.

LET IT BE KNOWN that CSA Planning, Ltd. (CSA) is the duly authorized representative of Cypress Acquisitions LLC, the contract purchaser of the above described real property, and, by this instrument, owner does hereby authorize CSA to perform all acts procedurally required to obtain land use and development applications and permits as may be required by and through the City of Central Point as legal prerequisites to actual development of the described real property.

THIS LIMITED AND SPECIAL POWER OF ATTORNEY shall be used for only the limited and special purposes above described and shall not be used to buy, sell or convey any part or any interest whatsoever in this or any other land owned by the above property owner.

THIS LIMITED AND SPECIAL POWER OF ATTORNEY has been expressly authorized by the undersigned owner and applicant and shall expire on December 31, 2024, but may be extended by the mutual consent of the parties.

Done and dated this 14 day of June, 2023.

CYPRESS ACQUISITIONS, LLC



Authorized Representative



Property Owner Consent Form

140 South 3rd Street
Central Point, OR 97502
541.664.3321

www.centralpointoregon.gov

I/we, South Salem LLC, the property owner(s) of
[Insert property owner name(s)]
4243, 4251 & 4259 Table Rock Rd, identified on the Jackson County Assessor's Map as
[Insert site address]
372W01C, TL's 703, 704 & 705, hereby consent to the filing of an application for
[Insert Map and Tax Lot number(s)]
Site Plan Review on said property, and will allow CSA Planning, Ltd
[Insert Project Name] [Insert Agent Name]

to represent me before the City of Central Point approving authority.

PROPERTY OWNER SIGNATURE(S) *(Attach additional pages if needed)*

South Salem LLC
Print Name

[Signature] Signature 3-23-23 Date

Print Name

Signature Date

Print Name

Signature Date

LEGAL DESCRIPTION AS PROVIDED BY PRELIMINARY TITLE REPORT

Exhibit "A"

Real property in the County of Jackson, State of Oregon, described as follows:

LOTS 1, 2 AND 3 OF TABLE ROCK CROSSING SUBDIVISION IN JACKSON COUNTY, OREGON,
ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED IN VOLUME 47, PAGE 5 OF PLAT RECORDS.

**BEFORE THE PLANNING COMMISSION
FOR THE CITY OF CENTRAL POINT
JACKSON COUNTY, OREGON**

IN THE MATTER OF AN APPLICATION)
 FOR SITE PLAN AND ARCHITECTURAL)
 REVIEW FOR A SUPERMARKET AND)
 TWO COMMERCIAL PAD BUILDINGS.)
 THE SUBJECT PROPERTY IS LOCATED)
 AT 4259 TABLE ROCK ROAD, ON THE)
 SOUTHWEST CORNER OF THE TABLE)
 ROCK ROAD AND BIDDLE ROAD)
 INTERSECTION. THE PROPERTY IS)
 LOCATED IN THE CITY OF CENTRAL)
 POINT AND IS MORE SPECIFICALLY)
 IDENTIFIED AS TAX LOTS 703, 704,)
 AND 705 IN TOWNSHIP 37 SOUTH,)
 RANGE 2 WEST (WM), SECTION 01C.)
)
 Applicant: Cypress Acquisitions, LLC)
)
 Agent: CSA Planning, Ltd.)

**FINDINGS OF FACT AND
CONCLUSIONS OF LAW**

Applicant's Exhibit 2

I

SCOPE AND NATURE OF THE ACTION

Applicant, Cypress Acquisitions, LLC (hereinafter Applicant), seeks approval of Site Plan and Architectural Review for a new commercial development consisting of an approximately 17,300 square foot supermarket and two pad buildings of approximately 2,300 and 2,400 square feet each. The subject property is approximately 2.73 acres and is comprised of three separate lots identified on Jackson County Assessor's Map 37-2W-01C as Tax Lots 703, 704, and 705. The subject lots were created in 2021 as Lots 1-3 of the Table Rock Crossing Subdivision (recorded as C.S. 23302), and an application to adjust the property lines of the subject lots and their associated access easement will be subsequently submitted and is contemplated as a condition of approval for this Site Plan and Architectural Review. In addition, two Conditional Use Permit applications for the operation of drive-throughs at each of the proposed commercial pad buildings have been submitted concurrently with this Site Plan and Architectural Review application.

* * * * *



II

EVIDENCE SUBMITTED WITH APPLICATION

Applicant herewith submits the following evidence with its land use application:

- Exhibit 1.** Completed Site Plan & Architectural Review Application Form with Duly Executed Limited Power of Attorney for CSA Planning, Ltd. to represent Applicant and Property Owner
- Exhibit 2.** Applicant's Proposed Findings of Fact and Conclusions of Law (this document)
- Exhibit 3.** Applicant's Demonstration of Compliance with Applicable Development Standards
- Exhibit 4.** Technical Memorandum for Pad Building 'A' Conditional Use Permit Application
- Exhibit 5.** Technical Memorandum for Pad Building 'B' Conditional Use Permit Application
- Exhibit 6.** Jackson County Assessor Plat Map 37-2W-01C
- Exhibit 7.** Vicinity Map on Aerial
- Exhibit 8.** Comprehensive Land Use Plan Map
- Exhibit 9.** Zoning Map
- Exhibit 10.** Proposed Project Plans
 - A-001 Cover Sheet
 - A-101 Preliminary Site Plan
 - A-102 Preliminary Floor Plan (Supermarket)
 - A-103 Preliminary Floor & Roof Plans (Pad Buildings)
 - A-104 Preliminary Roof Plan (Supermarket)
 - A-201 Exterior Building Elevations (Supermarket)
 - A-202 Exterior Building Elevations (Pad 'A' & Pad 'B')
 - C-1 Preliminary Site Utilities and Drainage
 - L-101 Preliminary Landscape Plan
- Exhibit 11.** Table Rock Crossing Subdivision (C.S. 23302)
- Exhibit 12.** Traffic Analysis for Table Rock Commercial Development Phase 3

III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The following are the relevant substantive criteria prerequisite to approving Site Plan and Architectural Review applications:

CITY OF CENTRAL POINT ZONING ORDINANCE

Site Plan and Architectural Review Criteria

17.72 Site Plan and Architectural Review

17.72.020 Applicability.

B. Major Projects. The following are “major projects” for the purposes of the site plan and architectural review process and are subject to Type 2 procedural requirements as set forth in Chapter 17.05, Applications and Types of Review Procedures:

1. New construction, including private and public projects, that:
 - a. Includes a new building or building addition of five thousand square feet or more;
 - b. Includes the construction of a parking lot of ten or more parking spaces;

17.72.040 Site plan and architectural standards.

In approving, conditionally approving, or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:

- A. Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;
- B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;
- C. Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.

IV

FINDINGS OF FACT

The following facts are established and found to be true with respect to this matter:

1. **Property Description and Location:** The subject property contains approximately 2.73 acres and consists of three lots within the corporate limits of the City of Central Point. The subject lots are described in the Jackson County Assessment records as Tax Lots 703, 704, and 705 in Township 37 South, Range 2 West, Section 12B. The subject property is located at the southwest corner of the Table Rock Road and Biddle Road intersection. *See*, Applicant’s Exhibit 6.
2. **Ownership:** The subject property is owned in fee simple by South Salem, LLC. Applicant Cypress Acquisitions, LLC is the contract purchaser-of-record.



3. **Comprehensive Plan Map Designation:** The subject property is designated as Neighborhood Commercial (NC) on the City of Central Point Comprehensive Plan Land Use Map. *See*, Applicant's Exhibit 8.
4. **Zoning:** The subject property is zoned C-4, Tourist and Office. *See*, Applicant's Exhibit 9.
5. **Lot Legality:** The subject property was created as Lots 1-3 of the Table Rock Crossing Subdivision which was recorded as C.S. 23302 on April 5, 2021. *See*, Applicant's Exhibit 11.
6. **Existing Development:** The subject property is currently vacant land.
7. **Existing Frontage and Access:** The subject property is bounded on the north by Biddle Road and on the east by Table Rock Road; however, there is no existing direct access to either street. Instead, the existing access to the site is via a private road that runs east-west between Table Rock Road and Hamrick Road with three north-south private roads that connect to Biddle Road. The private road intersects with Table Rock Road to the south of the subject property on the south side of the abutting Firestone Complete Auto Care, and with Hamrick Road at the southwest corner of the Super 8 hotel.
8. **Project Summary:** The proposed project is an application for Site Plan and Architectural Review of a new supermarket of approximately 17,300 square feet, and two pad buildings of approximately 2,300 and 2,400 square feet. Each of the pad buildings is proposed to have a drive-through which is a conditionally permitted use in the C-4 zoning district, and the Applicant has submitted concurrent Conditional Use Permit applications for each of the drive-throughs.

The proposed supermarket is located within the southern half of the subject property while the two pad buildings are located in the northwest and northeast portions of the site. Each of the three buildings will be located on a separate lot and assuming approval of the Site Plan and Architectural Review request, the Applicant will be submitting a subsequent property line adjustment application to reconfigure the subject lots as approximated on the proposed site plan and to create a new cross-access easement area that will coincide with the new vehicle circulation layout. *See*, Applicant's Site Plan at Exhibit 10, Sheet A-101.

The proposed supermarket building will have painted split-face CMU block and cement plaster exterior walls. The primary paint colors for the main body of the building are varied shades of gray with red used for highlights on architectural features such as the roof cornice line. The building will be oriented to the east towards Table Rock Road, with this primary elevation having an entry canopy feature supported by cement plaster covered columns and a 32-foot tall parapet above the entrance doors. A horizontal painted steel canopy will flank each side of the entry feature, and an articulated cornice line will encircle the top of the building on all sides.

The north elevation (facing Biddle Road) and south elevation will be articulated using cement plaster columnar bump-outs and wall mounted landscape trellises. Narrow linear planter beds along the bases of the north and south elevations will provide space for landscaping that can attach to and grow up the trellises to further help break up the wall plane. A steel man door and overhead roll-up door will be located within the north

elevation near the rear of the building. The west (rear) elevation of the supermarket will contain the loading dock along with a steel man door and overhead roll-up door. The loading dock is oriented to the north and will allow delivery trucks to park parallel to and directly alongside the west building wall. *See*, Applicant's site plan and exterior elevations at Exhibit 10, Sheets A-101 and A-201. *See also*, Applicant's Demonstration of Compliance with Applicable Development Standards at Exhibit 3.

Pad Building 'A' is approximately 2,300 square feet in size and will be located in the northwest quadrant of the subject property. Pad Building 'B' is approximately 2,400 square feet and will be located in the northeast quadrant of the property. Tenants/uses for both pad buildings are unknown at the time of application; however, both buildings are proposed to include drive-through service for which conditional use permit applications have been submitted concurrently with this Site Plan and Architectural Review application. The main entry to each pad building is oriented towards the center of the subject property while the drive-through lane for Pad Building 'A' is along the northwest and west property boundaries (i.e., behind the car wash on the abutting property), and the drive-through for Pad Building 'B' is located along the northeast and north property boundaries.

Pad Building 'A' is proposed to have painted cement plaster exterior walls with aluminum storefront windows. A metal tubing architectural wall treatment will be mounted to the west elevation to provide visual interest and to help break up the building plane, while the drive-through service window on the west elevation will be located within a "bump out" feature covered with architectural metal panel siding. A horizontal steel canopy will project out to provide cover over the service window, and matching steel canopies will also be located above the main customer entry doors on the south elevation.

Pad Building 'B' is proposed with fiber cement panel siding and aluminum storefront windows. As with Pad Building 'A' the drive-through service window will be within a bump out and a painted horizontal steel canopy will extend out over the service window. Matching painted steel canopies will also extend across the storefront windows and entry doors on the south and west elevations. Color schemes for the two pad buildings will necessarily be determined once the end users of the buildings are determined. Both pad buildings are approximately 20-feet in height with extended parapets over the drive-through service windows that are 1.5 to 2.0 feet above the main parapet line.

Each of the proposed three new buildings will have parking spaces within their respective lot, but the vehicle circulation design is such that cross-access to and between the three lots and uses will be unimpeded. As part of the property line adjustment for the subject lots, Applicant will be providing a new cross-access easement for this explicit purpose. Similarly, the parking areas on each lot will be open to use for all three buildings.

9. Land Uses on Abutting Properties and Surrounding Area:

North: The north side of the subject property fronts on Biddle Road and at the northeast corner, the intersection of Biddle Road and Table Rock Road. Beyond Biddle Road to the north are residential and industrial uses, with some of the industrial properties along Table Rock Road being within unincorporated Jackson

County. Biddle Road is a four lane major arterial street connecting Central Point and the City of Medford which is located on the east side of Table Rock Road.

East: The subject property is bounded on the east by Table Rock Road which is classified as a major arterial street and is under the jurisdiction of Jackson County Roads. The property directly across Table Rock Road on the southeast corner of the Table Rock Road and Biddle Road intersection is located within the City of Medford corporate limits and is zoned Light Industrial. Despite the light industrial zoning, this property is developed with a fairly new two-story single-family dwelling.

West: The abutting property to the west is developed with a recently constructed car wash. Between the car wash and Hamrick Road are two vacant parcels, a Human Bean Coffee drive-through, Les Schwab Tires, an animal hospital and two-story office building, and a Super 8 hotel. and with properties beyond to the west being vacant Bear Creek Greenway, a multi-use trail that stretches from Ashland through Central Point is located to the west/southwest of the subject property.

South: The abutting property to the south is developed with a Firestone Complete Auto Care shop. The private access road that serves the subject property and Firestone connects to Table Rock Road at the southeast corner of the Firestone property. This street intersection allows for right-in/right-out and left-in turning movements. South of the private road is a vacant parcel and further south is the Costco warehouse. Southwest of the subject property and north of Hamrick Road is a Reddaway Trucking freight distribution facility.

10. Topography: The subject property is relatively flat/level.

11. Water Facilities and Services: There is an existing waterline located within the abutting private road that the proposed supermarket and commercial pad buildings will be connected to. *See*, Applicant's Exhibit 10, Sheet C-1.

12. Sanitary Sewer Facilities and Services: There is an existing sewer line stubbed to the southwest corner of the property from which service will be extended to each of the proposed three buildings.

13. Storm Drainage Facilities and Services: Three underground stormwater detention facilities will be installed beneath the vehicle parking and circulation areas, one facility per lot. The detention facilities will be designed to accommodate all stormwater runoff from the proposed development, which will then be conveyed to existing storm drain lines within the private road.

14. Wetlands, Streams and Floodplain: There are no wetlands identified on local or national wetland inventories.

15. Transportation and Access:

A. Access and Circulation: The subject property has frontages on Table Rock Road to the east and Biddle Road to the north, both of which are Principal Arterial streets according to the City of Central Point Transportation System Plan (TSP). Principal arterials are designed to link major activity centers within the metro area and are designed to carry the highest levels of traffic.

The primary access to the subject property will be from the existing private street at the southwest corner of the site, and a new right-in only access point from Table Rock Road will be built at the southeast corner of the property. This new access point will allow customers coming from the north on Table Rock Road to conveniently access the property without having to make a series of turns on to and off Biddle Road in order to reach the private road that serves the property and other surrounding sites. The one-way access point from Table Rock Road is sized for normal passenger cars and trucks, and delivery vehicles for the supermarket and pad buildings (e.g., semi-trucks) will need to use the private road and primary site entrance at the southwest corner. *See*, Applicant's Site Plan at Exhibit 10, Sheet A-101.

B. Transportation Impacts from Proposed Development: Pursuant to pre-application conference comments and follow-up communications between the Applicant, the City, and Jackson County Roads, a traffic analysis was undertaken for the proposed project. A previous traffic analysis was prepared in February 2020 that evaluated an oil change and car wash facility (now built on the abutting property west of the subject property) and 54,595 square feet of shopping center uses within what was named the "Table Rock Road Commercial Development." All access points and internal roads for the Table Rock Road Commercial Development have since been constructed as well as the Firestone Complete Auto Care shop to the south of the subject property.

The new traffic analysis for the subject development proposal is consistent with the prior analysis except that it includes the addition of a right-in (RI) only access on Table Rock Road, approximately 400-feet south of Biddle Road and approximately 170-feet north of the existing right-in, right-out, left-in (RIROLI) driveway on the south side of the Firestone auto care shop. This new traffic analysis is attached as Applicant's Exhibit 12.

The Applicant's traffic engineer found that the proposed development within the Table Rock Road Commercial Development is consistent with the previously approved traffic analysis from February 2020, with the only deviation being the proposed new RI access point. The impacts of the proposed new access were evaluated, and it was shown to create no adverse impacts on the transportation system. While the spacing distance between the proposed new RI access and the existing RIROLI access to the south is less than the County's standard minimum spacing of 250-feet on an Urban Minor Arterial, a lesser spacing distance may be allowed when supported by a traffic study and approved by the Department Director. A reduced spacing for the proposed RI access is requested for this project based on the traffic analysis conclusion that the proposed access is not shown to create any adverse impacts on the transportation system. In addition, a strip median is proposed to be constructed at time of project development to preclude any traffic movements other than the right-in.

16. Fire and Police Protection: The subject property is located within and served by Fire District No. 3. Police service is provided by the City of Central Point Police Department.

* * * * *

V

CONCLUSIONS OF LAW

The following conclusions of law and ultimate conclusions are reached under each of the relevant substantive criteria which are recited verbatim and addressed below. The conclusions of law are supported by the Applicant’s evidentiary exhibits at Section II – including Applicant’s review of applicable development standards (Exhibit 3) and the findings of fact as set forth in Section IV herein above.

**Chapter 17.72
SITE PLAN AND ARCHITECTURAL REVIEW**

17.72.020 Applicability.

B. Major Projects. The following are “major projects” for the purposes of the site plan and architectural review process and are subject to Type 2 procedural requirements as set forth in Chapter 17.05, Applications and Types of Review Procedures:

1. New construction, including private and public projects, that:
 - a. Includes a new building or building addition of five thousand square feet or more;
 - b. Includes the construction of a parking lot of ten or more parking spaces;

Conclusions of Law: The Planning Commission concludes the proposed building is new and with approximately 22,000 square feet of new buildings it therefore requires site plan and architectural review.

17.72 Site Plan and Architectural Review

17.72.040 Site plan and architectural standards.

In approving, conditionally approving, or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:

A. Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;

Conclusions of Law: The Planning Commission herewith incorporates and adopts Applicant’s Exhibit 3: Demonstration of Compliance with Applicable Development Standards, and based thereupon, concludes the application is in compliance with all applicable site plan, landscaping, and architectural design standards in Chapter 17.75.

B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;

Conclusions of Law: The City concludes that the proposed project will be located on discrete lots that were recently created with most public improvements necessary for the development already in place and able to be connected to, but that any additional new public

Findings of Fact and Conclusions of Law

Site Plan and Architectural Review

Applicant: Cypress Acquisitions, LLC

improvements, can and will be constructed in accordance with the Central Point Department of Public Works Standard and Specifications and the Uniform Standard Details for Public Works Construction.

- C. Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.

Conclusions of Law: The City concludes that the design of the project provides for adequate fire access. The proposed supermarket and two pad buildings have vehicle parking and maneuvering areas that will provide sufficient areas from which fire personnel and apparatus can conduct firefighting operations. In addition, the primary access drive at the southwest corner of the site is designed to accommodate large tractor trailers and with all interior vehicular drive aisles being 24-feet or more in width, there is adequate area for fire apparatus accessibility.

* * * * *

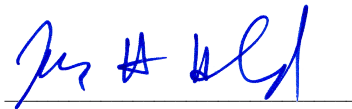
VI

ULTIMATE CONCLUSIONS

Based on the foregoing findings of fact and conclusions of law, and upon the evidence and record of the proceeding, the Planning Commission ultimately concludes that all criteria set forth in CPMC Section 17.72.040 for Site Plan and Architectural Review are met.

Respectfully submitted on behalf of Applicant Cypress Acquisitions, LLC.

CSA Planning, LTD.



Jay Harland
President

Dated: June 15, 2023



APPLICANT'S EXHIBIT 3

DEMONSTRATION OF COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS

CENTRAL POINT MUNICIPAL CODE

TITLE 17 ZONING

CHAPTER 17.05 APPLICATIONS AND DEVELOPMENT PERMIT REVIEW PROCEDURES

17.05.900 Traffic Impact Analysis.

The purpose of this section of the code is to assist in determining which road authorities participate in land use decisions, and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.

This chapter establishes the standards for when a development proposal must be reviewed for potential traffic impacts; when a traffic impact analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact analysis; and who is qualified to prepare the study.

A. When a Traffic Impact Analysis Is Required. The city shall require a traffic impact analysis (TIA) as part of an application for development, a change in use, or a change in access in the following situations:

2. If the application does not include residential development, a TIA shall be required when a land use application involves one or more of the following actions:
 - a. A change in zoning or a plan amendment designation;
 - b. Any proposed development or land use action that a road authority, including the city, Jackson County or ODOT, states may have operational or safety concerns along its facility(ies);
 - c. An increase in site traffic volume generation by two hundred fifty average daily trips (ADT) or more;
 - d. An increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more;
 - e. An increase in use of adjacent streets by vehicles exceeding twenty thousand pounds gross vehicle weight by ten vehicles or more per day;
 - f. The location of the access driveway does not meet minimum sight distance requirements, as determined by the city engineer, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard in the discretion of the community development director; or
 - g. A change in internal traffic patterns that, in the discretion of the community development director, may cause safety problems, such as backup onto a street or greater potential for traffic accidents.

B. Traffic Impact Analysis Preparation. A traffic impact analysis shall be prepared by a traffic engineer or civil engineer licensed to practice in the state of Oregon with special training and experience in traffic engineering. The TIA shall be prepared in accordance with the public works department's document entitled "Traffic Impact Analysis." If the road authority is the Oregon Department of Transportation (ODOT), consult ODOT's regional development review planner and OAR 734-051-180.

Compliance with Standards: Applicant's traffic engineer has provided a traffic analysis consistent with City requirements and guidance from Jackson County Roads and City of Central Point Public Works. *See, Applicant's Exhibit 12.*

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cypress Acquisitions, LLC

CHAPTER 17.44 C-4, TOURIST AND OFFICE-PROFESSIONAL DISTRICT

17.44.020 Permitted uses.

The following uses are permitted in the C-4 district:

B. Tourist and entertainment-related facilities, including but not limited to:

11. Sit-down restaurants or dinner houses (including alcohol);

15. Community shopping centers which may include any of the permitted uses in this section and may also include but not be limited to:

a. Supermarkets;

Compliance with Standards: The proposed site plan is for a new commercial development consisting of a ~17,300 square foot supermarket and two pad buildings of approximately 2,300 and 2,400 square feet which are designed for restaurant uses. The proposed uses are permitted by-right. Concurrent applications for conditional use permits for drive-through windows in each of the two pad buildings. Copies of the technical memorandums for the drive-through window conditional use permits are attached as Applicant's Exhibits 4 and 5; however, the ultimate end use of the pad buildings, whether restaurants or some type of retail or services, will be one of the permitted use types listed in Section 17.44.020.

17.44.030 Conditional uses.

A. The following uses are permitted in the C-4 district when authorized in accordance with Chapter 17.76, Conditional Use Permits:

15. Drive-in fast food outlets;

Compliance with Standards: The two proposed pad buildings are designed for restaurant uses as described above, and both include drive-through service which is a conditionally permitted use. Applicant has concurrently submitted Conditional Use Permit applications for each drive-through, the criteria for which are addressed in the technical memorandums attached as Applicant's Exhibits 4 and 5.

17.44.040 Site plan and architectural development standards.

Development within the C-4 district shall be subject to the site and architectural standards set forth in Chapter 17.75, Design and Development Standards.

Compliance with Standards: The proposed development is in conformance with the site and architectural standards set forth in Chapter 17.75, which are addressed herein below.

17.44.050 General Use requirements.

- A. Uses that are normally permitted in the C-4 district but that are referred to the planning commission for further review, per Section 17.44.030(A)(19), Conditional uses, will be processed according to application procedures for conditional use permits. No use shall be permitted and no process, equipment or materials shall be used which are found by the planning commission to be harmful to persons living or working in the vicinity by reason of odor, fumes, dust, smoke, cinders, dirt, refuse, water-carried waste, noise, vibration, illumination or glare, or are found to involve any hazard of fire or explosion.
- B. All businesses, services and processes shall be conducted entirely within a completely enclosed structure, with the exception of off-street parking and loading areas, outdoor eating areas, service stations, outdoor recreational facilities, recreational vehicle overnight facilities, and other compatible activities, as approved by the planning commission.



APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cypress Acquisitions, LLC

- C. Open storage of materials related to a permitted use shall be permitted only within an area surrounded or screened by a solid wall or fence having a height of six feet; provided that no materials or equipment shall be stored to a height greater than that of the wall.

Compliance with Standards: Applicant has submitted concurrent conditional use permit applications for the two drive-through window uses, the criteria for which are fully addressed in the technical memorandums attached as Applicant's Exhibits 4 and 5. All businesses, services, and processes within the proposed development will otherwise be conducted indoors with the exception of limited outdoor eating areas in front of the supermarket and pad buildings. Project complies. See, Applicant's Site Plan at Exhibit 10, Sheet A-101.

17.44.060 Signage standards.

Signs in the C-4 district shall be permitted and designed according to provisions of Section 17.75.050, Signage standards, and Chapter 15.24, Sign Code.

Compliance with Standards: The proposed building elevations depict generic examples of signs; however, no signage is actually being proposed with this application. Any and all new signage can and will comply with the provisions of Section 17.75.050 and Chapter 15.24, and the required permits for signage will be applied for and obtained by the future building tenants.

17.44.070 Off-street parking.

Off-street parking and loading spaces shall be provided as required in Chapter 17.64, Off-Street Parking and Loading, and developed to the standards set forth in Section 17.75.039, Off-street parking design and development standards.

Compliance with Standards: The proposed uses meet the required off-street parking and loading facility requirements as demonstrated herein below.

CHAPTER 17.64 OFF-STREET PARKING AND LOADING

17.64.030 Off-street loading.

- A. In all districts for each use for which a building is to be erected or structurally altered to the extent of increasing the floor area to equal the minimum floor area required to provide loading space and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, there shall be provided off-street loading space in accordance with the standards set forth in Table 17.64.01, Off-Street Loading Requirements.

TABLE 17.64.01 OFF-STREET LOADING REQUIREMENTS	
Use Categories	Off-Street Loading Berth Requirement (fractions rounded up to the closest whole number)
RETAIL, RESTAURANTS, HOSPITALS, AND OTHER GOODS HANDLING	
Sq. Ft. of Floor Area	No. of Loading Berths Required
Less than 12,500	0
12,501--60,000	1

- B. A loading berth shall not be less than ten feet wide, thirty-five feet long and have a height clearance of twelve feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.
- C. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately meet the needs of the use.



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D. Off-street parking areas used to fulfill the requirements of this title shall not be counted as required loading spaces and shall not be used for loading and unloading operations, except during periods of the day when not required to meet parking needs.

E. In no case shall any portion of a street or alley be counted as a part of the required parking or loading space, and such spaces shall be designed and located as to avoid undue interference with the public use of streets or alleys.

Compliance with Standards: The two proposed pad buildings are less than 12,500 square feet in size and thus are not required to provide loading berths. At approximately 17,300 gross square feet, the proposed supermarket is required to provide a minimum of one loading berth, which has been provided at a loading dock at the rear of the supermarket building. The loading dock is approximately 17-foot wide and 81-foot in length and is open to the sky. An additional loading zone area of approximately 10-foot wide by 48-foot long is provided behind the supermarket and parallel to the loading dock. This loading zone does not encroach into the required drive aisle space and can be used by smaller delivery vehicles from independent vendors that supply the supermarket on a regular basis. See, Applicant's Site Plan at Exhibit 10, Sheet A-101. Project complies.

17.64.040 Off-street parking requirements.

All uses shall comply with the number of off-street parking requirements identified in Table 17.64.02A, Residential Off-Street Parking Requirements, and Table 17.64.02B, Non-Residential Off-Street Parking Requirements. For residential uses, the off-street parking requirements are stated in terms of the minimum off-street parking required. For non-residential uses, the off-street parking requirements are presented in terms of both minimum and maximum off-street parking required. The number of off-street parking spaces in Table 17.64.02B, Non-Residential Off-Street Parking, may be reduced in accordance with subsection B of this section, Adjustments to Non-Residential Off-Street Vehicle Parking.

The requirement for any use not specifically listed shall be determined by the community development director on the basis of requirements for similar uses, and on the basis of evidence of actual demand created by similar uses in the city and elsewhere, and such other traffic engineering or planning data as may be available and appropriate to the establishment of a minimum requirement.

TABLE 17.64.02B

NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS

Use Categories	Minimum and Maximum Vehicle Parking Requirement (fractions rounded down to the closest whole number)
GENERAL COMMERCIAL	
Retail Stores, Personal Services	1 space per each 200 square feet of net floor area (excluding storage and other non-sales or non-display areas).
Restaurants, Fast Food	1 space per 100 feet of gross floor area, plus 3 stacking spaces for drive-through window.

B. Adjustments to Non-Residential Off-Street Vehicle Parking. The off-street parking requirements in Table 17.64.02B, Non-Residential Off-Street Parking Requirements, may be reduced, or increased in any commercial (C) or industrial (M) district as follows:

1. Reductions. The maximum off-street parking requirements may be reduced by no more than twenty percent.
2. Increases. The off-street parking requirements may be increased based on a parking demand analysis prepared by the applicant as part of the site plan and architectural review process. The parking demand analysis shall demonstrate and documents justification for the proposed increase.

Compliance with Standards: The proposed site plan provides a total of 114 parking spaces. A new cross-access and parking space use easement will be recorded for the vehicle parking and circulation areas as part of a subsequent property line adjustment application to reconfigure the existing three lots.



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The proposed adjusted property lines are shown on the Applicant's Site Plan at Exhibit 9, Sheet A-101, and the three proposed uses will be able to have joint use of the parking and circulation areas.

While the tenants of the two pad buildings have not been finalized at this time, the buildings have been designed to accommodate smaller fast-food use types and each includes a drive-through window for which conditional use permit applications have been submitted concurrently with this Site Plan and Architectural Review application. At approximately 2,300 square feet of gross floor area, Pad Building 'A' requires 23 parking spaces. Pad Building 'B' is approximately 2,400 gross square feet and requires 24 parking spaces. Both drive-through windows provide more than the minimum requirement of 3 vehicle stacking spaces.

The proposed supermarket building has a net floor area (as defined in Table 17.64.02B) of approximately 12,875 square feet and therefore requires 64 parking spaces. When combined with the required parking for the two pad buildings, the proposed development requires a total of 111 parking spaces and 114 spaces are provided as shown on the Applicant's site plan.

C. Accessible Parking Requirements. Where parking is provided accessory to a building, accessible parking shall be provided, constructed, striped, signed and maintained as required by ORS 447.233, and Section 1106 of the latest Oregon Structural Specialty Code as set forth in this section.

1. The minimum number of accessible parking spaces shall be provided for all uses in accordance with the standards in Oregon Structural Specialty Code, Minimum Number of Accessible Parking Spaces. Accessible parking spaces shall be counted toward meeting off-street parking requirements in Tables 17.64.02A and 17.64.02B, Residential and Non-Residential Off-Street Parking Requirements. The accessible parking requirements are minimum requirements and are not subject to reductions per subsection (B)(1) of this section.

Compliance with Standards: As shown on the Applicant's Site Plan at Exhibit 10, Sheet A-101, the parking areas contain a total of 111 parking spaces, of which seven are accessible spaces. This number exceeds the minimum number of 5 spaces that is required under ORS 447.233 for parking lots with between 101 and 150 parking spaces. All accessible parking spaces can and will be constructed, striped, signed and maintained as required herein. Project complies.

I. Bicycle Parking. Bicycle parking shall be provided in accordance with Table 17.64.04, Bicycle Parking Requirements.

TABLE 17.64.04 BICYCLE PARKING REQUIREMENTS*

Land Use	Minimum Required
Commercial	
Groceries/Supermarkets	0.33 spaces per 1,000 sq. ft.
Drive-In Restaurant	1 space per 1,000 sq. ft.

Compliance with Standards: The proposed supermarket is approximately 17,300 gross square feet and requires 6 bicycle parking spaces pursuant to Table 17.64.04. Pad Buildings 'A' and 'B' are designed for drive-in restaurant uses and at 2,300 and 2,400 square feet, respectively, each pad building requires 2 bicycle parking spaces. As shown on the Applicant's site plan at Exhibit 10, Sheet A-101, there are adequate planned for areas to provide the required bicycle parking at each of the three buildings. Bicycle parking is shown at the northeast corner of the supermarket building adjacent to the



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covered entrance, and along the north and south elevations of Pad Buildings ‘A’ and ‘B’, respectively. Project complies.

CHAPTER 17.72 SITE PLAN AND ARCHITECTURAL REVIEW

17.72.040 Site plan and architectural standards.

In approving, conditionally approving, or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:

- A. Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;
- B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;
- C. Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.

Compliance with Standards: As outlined below, the proposed development project meets the applicable design and development standards in Chapter 17.75, and both can and will meet the Standard Specifications and Uniform Standard Details for Public Works Construction, as well as being accessible for firefighting apparatus and operations. Project complies.

CHAPTER 17.75 DESIGN AND DEVELOPMENT STANDARDS

17.75.031 General connectivity, circulation and access standards.

The purpose of this section is to assure that the connectivity and transportation policies of the city’s Transportation System Plan are implemented. In achieving the objective of maintaining and enhancing the city’s small town environment it is the city’s goal to base its development pattern on a general circulation grid using a walkable block system. Blocks may be comprised of public/private street right-of-way, or accessways.

- A. Streets and Utilities. The public street and utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction shall apply to all development within the city.
- B. Block Standards. The following block standards apply to all development:
 - 1. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way, or outside edges of accessways, or other acknowledged block boundary as described in subsection (B)(4) of this section.
 - 2. Block lengths shall not exceed six hundred feet between through streets or pedestrian accessways, measured along street right-of-way, or the pedestrian accessway. Block dimensions are measured from right-of-way to right-of-way along street frontages. A block’s perimeter is the sum of all sides.
 - 3. Accessways or private/retail streets may be used to meet the block length or perimeter standards of this section, provided they are designed in accordance with this section and are open to the public at all times.
 - 4. The standards for block perimeters and lengths may be modified to the minimum extent necessary based on written findings that compliance with the standards are not reasonably practicable or appropriate due to:
 - a. Topographic constraints;
 - b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
 - c. Major public facilities abutting the property such as railroads and freeways;



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- d. Traffic safety concerns;
- e. Functional and operational needs to create large commercial building(s); or
- f. Protection of significant natural resources.

Compliance with Standards: The subject property is located within a previously platted and partially developed subdivision that currently contains a Firestone Complete Auto Care shop on the abutting lot to the south. The other properties to the west and southwest were divided in the past and are partially developed with an existing private road that serves properties between Hamrick Road and Table Rock Road to the east of the subject property. There are also three existing north-south private streets that connect the main private street to Biddle Road on the north and which create functional blocks that were approved as part of prior land divisions and development permits. The existing block in which the subject property is located is bound by the private road that runs east-west between Hamrick Road and Table Rock Road, by Biddle Road on the north, and by Table Rock Road on the east.

The length of this block is approximately 575-feet between the private street on the west side of the car wash and Table Rock Road on the east. The block perimeter is approximately 2,100 feet due to the fact that the intersection of the private street with Table Rock Road had to be shifted southwards in order to provide an adequate distance from the signalized intersection of Biddle Road and Table Rock Road which is approximately 550-feet north of the private street. As noted above, this street configuration was approved as part of an earlier land division and subsequent development projects, and as such the block configuration is already in place and the project therefore complies.

- C. Driveway and Property Access Standards. Vehicular access to properties shall be located and constructed in accordance with the standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 320.10.30, Driveway and Property Access.

Compliance with Standards: As shown on the Applicant's site plan at Exhibit 10, Sheet A-101, the primary point of vehicular access to the proposed development will be at the southwest corner of the subject property from the existing private street that runs between Hamrick Road and Table Rock Road to serve multiple properties on the south side of Biddle Road. A second driveway is also proposed to be constructed near the southeast corner of the site to allow for right-in only access from Table Rock Road. A traffic analysis of the proposed right-in driveway was undertaken by the Applicant's traffic engineer, which concluded that it will not create any adverse impacts. *See also*, Applicant's Exhibit 12 and Finding of Fact 15(B) in Applicant's Exhibit 2. All driveways/access points can and will be constructed to the specified City standards. Project complies.

- D. Pedestrian Circulation. Attractive access routes for pedestrian travel shall be provided through the public sidewalk system, and where necessary supplemented through the use of pedestrian accessways as required to accomplish the following:
 - 1. Reducing distances between destinations or activity areas such as public sidewalks and building entrances;
 - 2. Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design;
 - 3. Integrating signage and lighting system which offers interest and safety for pedestrians;
 - 4. Connecting parking areas and destinations with retail streets or pedestrian accessways identified through use of distinctive paving materials, pavement striping, grade separation, or landscaping.

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Compliance with Standards: There are existing sidewalks along the majority of the subject property's street frontages and as part of the proposed development project the missing segments of sidewalk will be constructed along Biddle Road and at the southwest corner of the site which fronts on a private street. As shown on the Applicant's site plan at Exhibit 10, Sheet A-101, pedestrian accessways (sidewalks) leading into the development are proposed from the existing public sidewalk on Table Rock Road just south of the intersection with Biddle Road, and also from an extension of the existing sidewalk located on the west side of the Firestone Complete Auto Care shop that abuts the subject property on the south. While the level of pedestrian traffic from Table Rock Road is not anticipated to be significant, the proposed accessways will provide a convenient path into the development that significantly reduces out of direction travel for pedestrians coming from the north, and the accessway at the southwest corner will run within the 10-foot wide landscape strip in order to keep pedestrians out of vehicular circulations areas to the greatest extent possible when traveling to the site on foot from the west or south.

E. Accessways, Pedestrian. Pedestrian accessways may be used to meet the block requirements of subsection B of this section. When used pedestrian accessways shall be developed as illustrated in Figure 17.75.01. All landscaped areas next to pedestrian accessways shall be maintained, or plant materials chosen, to maintain a clear sight zone between three and eight feet from the ground level.

Compliance with Standards: The subject property is located within an existing block that was established through prior land divisions and development projects, and no pedestrian accessways are necessary to meet the block requirements of subsection B which is outlined above. For the two proposed accessways, the adjacent landscape areas can and will be maintained in accordance with the clear sight zone standard.

17.75.035 Commercial site design and development standards.

A. Commercial Site Design Standards. The lot area, dimension, set back, and coverage requirements for development within commercial districts shall be subject to the standards set forth in Table 17.75.01.

TABLE 17.75.01 COMMERCIAL SITE DEVELOPMENT STANDARDS

	Commercial District			
	C-N	C-2(M)	C-4	C-5
Lot Area	N.A.	N.A.	N.A.	N.A.
Lot Width	N.A.	N.A.	N.A.	50 ft.
Lot Depth	N.A.	N.A.	N.A.	100 ft.
Setbacks				
Front Yard	N.A.	15 ft.	N.A.	N.A.
Side Yard	N.A.	5 ft.	N.A. ¹	N.A. ¹
Rear Yard	N.A.	N.A.	N.A. ^{2,3}	N.A. ^{2,3}
Lot Coverage	50%	50%	N.A.	N.A.
Bldg. Height	35 ft.	35 ft.	60 ft.	35 ft.
1. Unless otherwise demonstrated at time of site plan and architectural approval wherever the side or rear yard property lines of a commercially zoned parcel abut parcels in a residential district, a solid wall or fence, vine-covered open fence or compact evergreen hedge six feet in height shall be located on that property line and continuously maintained to ensure effective buffering and visual screening between the two land uses.				
2. Where abutting a residential zone the rear yard setbacks shall be a minimum of ten feet.				
3. Except when the rear property line abuts any residential district or any unincorporated lands, the rear yard shall be increased by one-half foot for each foot of building height in excess of twenty feet.				



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Compliance with Standards: The subject property is located within the C-4 zoning district in which there are no lot area, dimensional, or lot coverage requirements. Setbacks within the C-4 district are only required at side and rear yards when abutting a residential district or unincorporated lands, which do not apply in the case of the subject property. The maximum building height is 60-feet, and the proposed buildings are all substantially below this maximum. Project complies.

17.75.039 Off-street parking design and development standards.

All off-street vehicular parking spaces shall be improved to the following standards:

- A. Connectivity. Parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites unless as a result of any of the following such connections are not possible:
 - 1. Topographic constraints;
 - 2. Existing development patterns on abutting property which preclude a logical connection;
 - 3. Traffic safety concerns; or
 - 4. Protection of significant natural resources.

Compliance with Standards: As shown on the Applicant's site plan at Exhibit 10, Sheet A-101, the proposed development will have a parking lot designed to provide vehicular connections between the three proposed buildings. The existing development on the abutting properties to the west and south is such that parking lot connectivity is unnecessary and impractical, not to mention that the proximity of the uses to the proposed development is such that interconnected parking lots would not provide any meaningful convenience for either vehicles or pedestrians. Furthermore, given the nature of the businesses on the abutting properties (an oil change and car wash business to the west, and a Firestone Complete Auto Care shop to the south), the most convenient and safest route between the proposed development and the abutting properties will be via the existing private street (for vehicles), or the existing sidewalks (for pedestrians).

- B. Parking Stall Minimum Dimensions. Standard parking spaces shall conform to the following standards and the dimensions in Figure 17.75.03 and Table 17.75.02; provided, that compact parking spaces permitted in accordance with Section 17.64.040(G) shall have the following minimum dimensions:
 - 1. Width--Shall be as provided in column B in Table 17.75.02;
 - 2. Length--Shall reduce column C in Table 17.75.02 by no more than three feet.

Compliance with Standards: The majority of the proposed parking spaces are set at 90 degrees from the drive aisles and measure 9-feet in width by 19-feet in length. There are two parallel parking spaces proposed along the south side of the supermarket which measure 9-feet, 4-inches in width by 45 and 48-feet in length. These two parking spaces are being provided to accommodate supermarket customers that are pulling trailers, campers, etc. Project complies. *See*, Applicant's site plan at Exhibit 10, Sheet A-101.

- C. Access. There shall be adequate provision for ingress and egress to all parking spaces.

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Compliance with Standards: The parking areas have two-way drive aisles throughout the site and all drive aisles measure at least 24-feet in width to provide sufficient room for vehicular ingress and egress. Project complies.

- D. Driveways. Driveway width shall be measured at the driveway's narrowest point, including the curb cut. The design and construction of driveways shall be as set forth in the Standard Specifications and Public Works Department Standards and Specifications.

Compliance with Standards: As shown on the Applicant's proposed site plan at Exhibit 10, Sheet A-101, there are driveways proposed at the southwest and southeast corners of the site. Due to the configuration of the site and the surrounding development, the primary driveway at the southwest corner of the subject property is necessarily wide at approximately 75-feet to accommodate the large maneuvering areas needed for delivery vehicles (e.g., semi tractor trailers). This driveway will allow for both ingress and egress from the site while the driveway at the southeast corner of the site is one-way only and will provide a point of vehicular ingress for cars traveling from the north on Table Rock Road (or cars traveling east on Biddle Road that do not use one of the existing north-south private streets leading to the project site). This one-way driveway measures 12-feet in width and will necessarily be limited to standard passenger vehicles/trucks. The driveway throat measures 110-feet in length and will be flanked along both sides by landscaping planters. "Do Not Enter" will be marked on the pavement at the end of the driveway throat to warn other vehicles that it is a one-way driveway for ingress purposes only.

E. Improvement of Parking Spaces.

1. When a concrete curb is used as a wheel stop, it may be placed within the parking space up to two feet from the front of a space. In such cases, the area between the wheel stop and landscaping need not be paved, provided it is maintained with appropriate ground cover, or walkway. In no event shall the placement of wheel stops reduce the minimum landscape or walkway width requirements.
2. All areas utilized for off-street parking, access and maneuvering of vehicles shall be paved and striped to the standards of the city of Central Point for all-weather use and shall be adequately drained, including prevention of the flow of runoff water across sidewalks or other pedestrian areas. Required parking areas shall be designed with painted striping or other approved method of delineating the individual spaces, with the exception of lots containing single-family or two-family dwellings.
3. Parking spaces shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary, except for one- and two-family dwellings with frontage on a local street per the city of Central Point street classification map.
4. Any lighting used to illuminate off-street parking or loading areas shall be so arranged as to direct the light away from adjacent streets or properties.
5. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining the lines through points twenty feet from their intersection.
6. Parking spaces located along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property line, a public street, public sidewalk, or a required landscaping area.
7. Parking, loading, or vehicle maneuvering areas shall not be located within the front yard area or side yard area of a corner lot abutting a street in any residential (R) district, nor within any portion of a street setback area that is required to be landscaped in any commercial (C) or industrial (M) district.
8. Except as provided in subsection (E)(3) of this section, all uses, including one- and two-family dwellings on arterial and collector streets, shall provide adequate vehicle turnaround and maneuvering area through the use of aisle

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extensions and/or turnaround spaces as illustrated in Figure 17.75.04 and 17.75.05. Functionally equivalent turnaround and maneuvering designs may be permitted by the approving authority through the site plan and architectural review process.

Compliance with Standards: As evidenced on the site plan at Applicant's Exhibit 10, Sheet A-101, wheel stops are only proposed for the accessible parking spaces and the spaces along the west (entrance) side of the supermarket, and in all instances the area between the wheel stops and the adjacent sidewalks will be paved. With the exception of the standard in subsection 7, all of the other parking space improvement standards can and will be met. With regards to the restriction in subsection 7 on parking, loading, or vehicle maneuvering areas not being located within any portion of a street setback area that is required to be landscaped in a commercial district, that matter is addressed herein below under 17.75.039(G).

F. **Limitation on Use of Parking Areas.** Required parking areas shall be used exclusively for vehicle parking in conjunction with a permitted use and shall not be reduced or encroached upon in any manner. The parking facilities shall be so designed and maintained as not to constitute a nuisance at any time, and shall be used in such a manner that no hazard to persons or property, or unreasonable impediment to traffic, will result.

Compliance with Standards: The proposed uses are a supermarket and two pad buildings designed for fast-food restaurant uses. Supermarkets and restaurants are permitted in the C-4 district, and these limitations on the use of parking areas are acknowledged and will be complied with. The pad buildings are proposed to include drive-through windows which is a conditionally permitted use. The criteria for conditionally permitted uses are addressed in technical memorandums for the Conditional Use Permit applications for each of the drive-throughs (attached as Applicant's Exhibits 4 and 5), and the drive-throughs have been designed so as to not impede the functionality of the vehicle parking and maneuvering areas.

G. **Parking/Loading Facility Landscaping and Screening.** Parking lot landscaping shall be used to reinforce pedestrian and vehicular circulation, including parking lot entries, pedestrian accessways, and parking aisles. To achieve this objective the following minimum standards shall apply; however, additional landscaping may be recommended during the site plan and architectural review process (Chapter 17.72). All parking lots shall be landscaped in accordance with the following standards:

TABLE 17.75.03

PARKING/LOADING FACILITY PERIMETER AND STREET FRONTAGE LANDSCAPING STANDARDS

Street Frontage	Min. Planting Area Width	Plants Required per 100 Lineal Ft. of Street Frontage	
		Trees	Shrubs
Arterial/Collector	15 ft.	4	20
Local	10 ft.	3	15
Perimeter (Abutting) Land Use		Plants Required per 100 Lineal Ft. of Abutting Property	
Residential	20 ft.	4	20
Commercial	10 ft.	3	15
Industrial	5 ft.	2	10

1. **Perimeter and Street Frontage Landscaping Requirements.** The perimeter and street frontage for all parking facilities shall be landscaped according to the standards set forth in Table 17.75.03.



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Compliance with Standards: The subject property has approximately 260-feet of frontage on Biddle Road, and approximately 330-feet of frontage on Table Rock Road. Both streets are classified as Major Arterials and pursuant to Table 17.75.03, these distances equate to a minimum street frontage landscaping requirement of 10 trees and 52 shrubs along the Biddle Road frontage, and 13 trees and 66 shrubs along the Table Rock Road frontage. The subject property also has approximately 360-feet of shared property line with the property to the west (Premier Oil Change & Car Wash), and approximately 290-feet of shared property line with the property to the south (Firestone Complete Auto Care). Per Table 17.75.03, the western boundary planter area requires a minimum of 11 trees and 54 shrubs, and the southern boundary planter area requires a minimum of 9 trees and 44 shrubs. The preliminary landscape plan demonstrates that the landscape planter areas along the abutting property boundaries and both street frontages can accommodate the required minimum numbers of trees and shrubs, and the final landscape plan can be conditioned to comply with all applicable requirements herein.

As shown on the preliminary landscape plan at Applicant's Exhibit 10, Sheet L-101, there is a significant amount of right-of-way between the subject property boundaries and the existing sidewalks along Biddle Road and Table Rock Road that is not currently landscaped. This unimproved right-of-way area varies in width from approximately 5-feet near the southeast corner of the subject property to approximately 24-feet near the northeast corner where the Table Rock Road and Biddle Road rights-of-way intersect. The proposed development calls for significant amounts of landscaping to be installed within these rights-of-way areas behind the existing sidewalks, in addition to the landscaping that will be within the boundaries of the subject property.

Moreover, this standard specifically applies to parking areas as set forth in the express language of the code that states, "*all parking areas shall be landscaped according to the standards set forth in Table 17.75.03.*" As demonstrated on the Applicant's Preliminary Landscape Plan at Exhibit 10, Sheet L-101, there will be at least 15-feet of landscaping between all parking spaces and both street frontages, and at least 10-feet of landscaping between parking areas and the abutting properties to the west and south. Along the Table Rock Road frontage near the southeast corner of the site, the plan also calls for the preservation of mature redwood trees that were damaged by fire in 2020 (along with other trees on the property), and while it was thought that the fire damaged trees would not be able to survive, a recent examination by an arborist found that some of the redwoods are in healthier than expected condition and given their maturity and the natural aesthetic qualities they will add to the site, the Applicant intends to retain at least two of the redwoods.

While a very short segment of the drive-through lane for Pad Building 'B' will be approximately 11-feet from the back of the sidewalk at the northeast corner of the subject property, it is not considered to be a parking area as this area of the site is for vehicle queuing only. Furthermore, the landscaping between this drive-through lane and the surrounding public sidewalk will be at least 15-feet wide in all other areas, and at some points there will be substantially more than 15-feet of landscaping between the drive-through lane and the sidewalk (e.g., at the entrance to the drive-through lane for Pad Building 'B,' the landscaped area is approximately 37-feet wide).

2. Terminal and Interior Islands. For parking lots in excess of ten spaces all rows of parking spaces must provide terminal a minimum of six feet in width to protect parked vehicles, provide visibility, confine traffic to aisles and driveways, and provide a minimum of five feet of space for landscaping. In addition, when ten or more vehicles would be parked side-by-side in an abutting configuration, interior landscaped islands a minimum of eight feet wide must be located within the parking row. For parking lots greater than fifty parking spaces, the location of interior

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landscape island shall be allowed to be consolidated for planting of large stands of trees to break up the scale of the parking lot.

The number of trees required in the interior landscape area shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:

- a. Where the parking lot is located between the building and the public right-of-way, one tree for every four spaces;
- b. Where the parking lot is located to the side of the building and partially abuts the public right-of-way, one tree for every six spaces;
- c. Where the parking lot is located behind the building and is not visible from the public right-of-way, one tree for every eight spaces.

Compliance with Standards: The proposed development provides a total of 114 parking spaces for shared use between the three buildings. There are 56 parking spaces located between the Table Rock Road public right-of-way and the supermarket building and Pad Building 'B.' There are also 49 spaces that are located to the sides of the proposed buildings and partially abutting or partially visible from the public rights-of-way. Finally, there are 9 parking spaces located behind the supermarket building which are not visible from the public right-of-way. Per these standards the proposed development requires a minimum of 23 trees within the parking lot landscape areas, and the Applicant's preliminary landscape plan at Exhibit 10, Sheet L-101 demonstrates that this requirement can and will be met.

3. Bioswales. The use of bioswales within parking lots is encouraged and may be located within landscape areas subject to site plan and architectural review. The tree planting standards may be reduced in areas dedicated to bioswales subject to site plan and architectural review.

Compliance with Standards: Stormwater from the proposed commercial development will be detained in three underground stormwater detention chamber systems (one on each of the three lots) designed for the site. No bioswales are proposed within the parking lots. The final engineering will ensure that all stormwater management requirements are met.

H. Bicycle Parking. The amount of bicycle parking shall be provided in accordance with Section 17.64.040 and constructed in accordance with the following standards:

1. Location of Bicycle Parking. Required bicycle parking facilities shall be located on-site in well lighted, secure locations. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.
2. Bicycle Parking Design Standards. All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:
 - a. Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.
 - b. Parking Space Dimension Standard. Bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.
 - c. Lighting. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.
 - d. Aisles. A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.
 - e. Signs. Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cypress Acquisitions, LLC

Compliance with Standards: There are dedicated areas for the required bicycle parking located directly adjacent to the three proposed buildings. All bicycle parking requirements can and will be met at time of construction, as demonstrated on Applicant's Exhibit 10, Sheet A-101.

17.75.042 Commercial building design standards.

The following design standards are applicable to development in all commercial zoning districts, and are intended to assure pedestrian scale commercial development that supports and enhances the small town character of the community. All publicly visible buildings shall comply with the standards set forth in this section.

A. Massing, Articulation, Transparency, and Entrances.

1. **Building Massing.** The top of the building shall emphasize a distinct profile or outline with elements such as a projecting parapet, cornice, upper level setback, or pitched roofline.

Compliance with Standards: The top of the proposed supermarket building has an articulated cornice line and the parapet has vertical extensions on the extended on the east and north elevations which are visible from Table Rock Road and Biddle Road, respectively. Both proposed pad buildings feature extended parapets above the drive-through windows. Project complies.

2. **Facade Articulation.** Facades longer than forty feet and fronts on a street, sidewalk, accessway or residential area shall be divided into small units through the use of articulation, which may include offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs, or other elements of the building's mass.

For purposes of complying with the requirements in this subsection "facade articulation" shall consist of a combination of two of the following design features:

- a. Changes in plane with a depth of at least twenty-four inches, either horizontally or vertically, at intervals of not less than twenty feet and not more than forty feet; or
- b. Changes of color, texture, or material, either horizontally or vertically, at intervals of not less than twenty feet and not more than one hundred feet; or
- c. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches.

Compliance with Standards: The three proposed buildings are all setback from the abutting public streets and sidewalks; however, all three buildings are professionally designed with elements of façade articulation. The east (primary) elevation of the proposed supermarket building is setback more than 150-feet from Table Rock Road and serves as the customer entrance. This elevation is approximately 135-feet in length and has six repeating column features spread across the width of the building façade, two of which support a canopy that extends out approximately 19-feet to cover the customer entrance. All the column features have a base and cap and provide at least 8-inches of relief from the building wall. In addition, painted steel horizontal canopies are suspended above the window bays on each side of the entrance canopy and project approximately 4.5-feet out from the building wall.

The north elevation is setback approximately 200-feet from the sidewalk along Biddle Road, but it will be partially visible when looking south between the two proposed pad buildings. This elevation has the same repeating set of columnar features interspersed with wall-mounted landscape trellises with planters beneath. These trellises and the plantings that will grow on them will help to further break up the building wall plane. The south elevation will not be easily visible from Table Rock Road, but it

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cypress Acquisitions, LLC

will also have the same column features used on the east and north elevations, with the same wall-mounted landscape trellises and planters used along the north elevation.

The entrance to Pad Building 'A' is located within the east elevation which is oriented towards but setback more than 250-feet from Table Rock Road. The north elevation which faces towards Biddle Road is setback more than 70-feet from the sidewalk.

3. **Pedestrian Entrances.** For buildings facing a street, a primary pedestrian entrance shall be provided that is easily visible, or easily accessible, from the street right-of-way, or a pedestrian accessway. To ensure that building entrances are clearly visible and identifiable to pedestrians the principal entry to the building shall be made prominent with canopies or overhangs.

To achieve the objectives of this subsection the design of a primary entrance should incorporate at least three of the following design criteria:

- a. For building facades over two hundred feet in length facing a street or accessway provide two or more public building entrances off the street;
- b. Architectural details such as arches, friezes, tile work, murals, or moldings;
- c. Integral planters or wing walls that incorporate landscape or seating;
- d. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights;
- e. Prominent three-dimensional features, such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets; and
- f. A repeating pattern of pilasters projecting from the facade wall by a minimum of eight inches or architectural or decorative columns.

Compliance with Standards: The supermarket building faces Table Rock Road and its entrance is located under a large canopy feature on the east elevation directly facing Table Rock Road. As noted for the previous design standard, the east elevation features repeating column features and horizontal painted steel canopies in addition to the prominent entrance canopy. Pad Building 'A' does face towards Table Rock Road but is located more than 200-feet away therefrom. Nevertheless, the pedestrian entrance has a painted horizontal steel canopy above it, and the upper building wall/parapet extends several inches out from the lower walls. Pad Building 'B' is oriented towards the interior of the subject property. Project complies.

4. **Transparency.** Transparency (glazing) provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street/parking, promotes reusability, and provides a human-scale element on building facades. The transparency standard applies to a building's principal facade. Projects subject to this section shall meet the following glazing requirements:
 - a. A minimum of forty percent of a facade wall face area, the area from finished ground floor elevation to twelve feet above finished floor elevation, shall be comprised of transparent glazing from windows or doors. Reflective or tinted glass or film is not permitted on ground floor facade windows. The forty percent minimum transparency requirement may be reduced through the site plan and architectural review process upon demonstration that a proposed alternative design achieves the transparency objectives. See subsection (A)(4)(e) of this section for alternative design solutions.
 - b. The second floor must provide a minimum of twenty-five percent glazing between three and eight feet, as measured from that story's finished floor level. The twenty-five percent minimum transparency requirement may be reduced through the site plan and architectural review process upon demonstration that the proposed

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cypress Acquisitions, LLC

alternative design achieves the transparency objectives. See subsection (A)(4)(e) of this section for alternative design solutions.

- c. If a single-story building has a facade taller than twenty feet, the facade area above fifteen feet is subject to the same window requirement as the second floor requirement in subsection (A)(4)(b) of this section.
- d. Any building wall facade that is built up to an interior mid-block property line is not required to have glazing on that facade if no prohibitions and no contractual or legal impediments exist that would prevent a building being constructed on the adjacent property up to the wall of the facade.
- e. Where transparent windows are not provided on at least forty percent of a building wall facade (or portions thereof) to meet the intent of this section, at least three of the following elements shall be incorporated:
 - i. Masonry (but not flat concrete block);
 - ii. Concrete or masonry plinth at wall base;
 - iii. Belt courses of a different texture and color;
 - iv. Projecting cornice;
 - v. Projecting awning/canopy (minimum four-foot overhang);
 - vi. Decorative tile work;
 - vii. Trellis containing planting;
 - viii. Artwork of a scale clearly visible from the associated right-of-way;
 - ix. Vertical articulation;
 - x. Lighting fixtures;
 - xi. Recesses or bays;
 - xii. Use of other architectural elements not listed that is demonstrated to meet the intent of this section.

Compliance with Standards: As demonstrated on the exterior elevation drawings at Applicant's Exhibit 10, Sheets, A-201 and A-202, all three proposed buildings will have at least 40% of their principal façade comprised of transparent glazing. The two proposed pad buildings are single-story and 20-feet in height and therefore are not subject to the glazing standard of subsection (c). The supermarket building is also one-story and is approximately 25-feet in height along most of the principal façade (east elevation). The top of the entry canopy parapet is approximately 32-feet in height. While there is no glazing proposed above ~12-feet on the principal façade, the east elevation features a large projecting canopy over the entrance doors, projecting columnar features with lighting fixtures, horizontal painted steel canopies, and contrasting materials such as painted CMU block and cement plaster. Project complies.

5. Wall Faces. As used in this section there are three types of wall faces. To ensure that buildings do not display unembellished walls visible from a public street or residential area the following standards are imposed:
 - a. Facade Wall Face. Facade wall faces greater than forty feet in length shall be divided into small units through the use of articulation, which may include offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs, or other elements of the building's mass.

For purposes of complying with the requirements in this subsection facade wall faces shall consist of a combination of two of the following design features:

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cypress Acquisitions, LLC

- i. Changes in plane with a depth of at least twenty-four inches, either horizontally or vertically, at intervals of not less than twenty feet and not more than forty feet; or
- ii. Changes of color, texture, or material, either horizontally or vertically, at intervals of not less than twenty feet and not more than one hundred feet; or
- iii. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches at intervals of not less than twenty feet and not more than forty feet.

Compliance with Standards: As described herein under already listed standards above, and as demonstrated on the Applicant's architectural elevation drawings at Exhibit 10, Sheets A-201 and A-202, the proposed buildings feature vertical and/or horizontal changes of color, texture, and materials at the specified intervals, and have repeating patterns of wall recesses and projections as required. Project complies.

- b. **Building Wall Face.** As applicable each building wall face shall be given architectural treatment to meet the intent of this section by using three or more of the following:
 - i. Varying rooflines with one foot or greater changes of height at least every forty feet;
 - ii. Transparent windows that comprise at least forty percent of the visible facade;
 - iii. Secondary entrances that include glazing and landscape treatment;
 - iv. Balconies;
 - v. Awnings/canopies;
 - vi. Planted trellises;
 - vii. Projecting cornices at least twelve inches in height;
 - viii. Variation in building form and materials demonstrated to meet the intent of this section.

Compliance with Standards: The proposed buildings feature some or all the following treatments and meet the intent of this section: varied height rooflines; transparent windows comprising at least 40% of the principal facades; horizontal steel canopies; wall mounted trellises with planters below; articulated cornices; and variations in building form and materials. Project complies.

- c. **Other Wall Faces.** Other wall faces abutting residential areas shall comply with the requirements for building wall faces. Other wall faces not abutting residential areas are exempt from this section.

Compliance with Standards: The subject property does not abut any residential areas and therefore is exempt from this standard.

- 6. **Screening of Service Areas and Rooftop Equipment.** Publicly visible service areas, loading zones, waste disposal, storage areas, and rooftop equipment (mechanical and communications) shall be fully screened from the ground level of nearby streets and residential areas within two hundred feet; the following standards apply:
 - a. **Service Areas.**
 - i. A six-foot masonry enclosure, decorative metal fence enclosure, a wood enclosure, or other approved materials complementary to adjacent buildings; or
 - ii. A six-foot solid hedge or other plant material screening as approved.

APPLICANT'S EXHIBIT 3

Demonstration of Compliance with Applicable Development Standards

Site Plan and Architectural Review

Applicant: Cypress Acquisitions, LLC

b. Rooftop Equipment.

- i. Mechanical equipment shall be screened by extending parapet walls or other roof forms that are integrated with the architecture of the building. Painting of rooftop equipment or erecting fences are not acceptable methods of screening.
- ii. Rooftop-mounted voice/data transmission equipment shall be integrated with the design of the roof, rather than being simply attached to the roof-deck.

Compliance with Standards: As shown on the Applicant's Site Plan at Exhibit 10, Sheet A-101, each of the three proposed buildings will have a dedicated trash enclosure, with an example of the proposed design for all three being shown on Sheet A-201. The trash enclosures will have painted CMU walls of at least 6-feet in height with painted metal gating to ensure the waste areas are screened from the nearby streets. Additionally, all three enclosure locations are setback an appreciable distance from the surrounding streets and there will be intervening landscaped areas that provide additional screening.

As demonstrated on Applicant's preliminary roof plans at Exhibit 10, Sheets A-103 and A-104, and on the architectural elevation drawings at Exhibit 10, Sheets A-201 and A-202, the rooftop mechanical equipment will be setback from the exterior building walls and screened by parapets integrated with the building architecture. Project complies.



Technical Memorandum

CSA Planning, Ltd
4497 Brownridge, Suite 101
Medford, OR 97504
Telephone 541.779.0569
Fax 541.779.0114

To: City of Central Point
Community Development Department
Date: June 15, 2023
Subject: Conditional Use Permit Application for a
Drive-Through Window (Pad Building 'A')

Applicant Cypress Acquisitions, LLC is proposing to construct a drive-through window as part of a new commercial development located on an approximately 2.73 acre site on the southwest corner of the Table Rock Road and Biddle Road intersection.

A Site Plan and Architectural Review application for the commercial development was submitted concurrently with this Conditional Use Permit application, and the demonstration of conformance with the development standards applicable to the commercial pad buildings are addressed within said Site Plan and Architectural Review application.

With respect to the Conditional Use Permit for a drive-through window for proposed Pad Building 'A', the following conclusions of law and ultimate conclusions are reached under each of the relevant substantive criteria which are recited verbatim and addressed below.

CITY OF CENTRAL POINT ZONING ORDINANCE

CHAPTER 17.76
CONDITIONAL USE PERMITS

17.76.040 Findings and Conditions

The planning commission in granting a conditional use permit shall find as follows:

- A. That the site for the proposed use is adequate in size and shape to accommodate the use and to meet all other development and lot requirements of the subject zoning district and all other provisions of this code;

Conclusions of Law: As demonstrated in the Applicant's Findings of Fact and Conclusions of Law for the concurrently filed Site Plan and Architectural Review application, including all exhibits thereto which include the project plans at Exhibit 9 and Demonstration of Compliance with Applicable Development Standards at Exhibit 3, the Planning Commission concludes this Criterion A is met.

- B. That the site has adequate access to a public street or highway and that the street or highway is adequate in size and condition to effectively accommodate the traffic that is expected to be generated by the proposed use;

Conclusions of Law: As demonstrated in the Applicant's project plans at Exhibit 9 of the concurrently filed Site Plan and Architectural Review application, the project site has access to two public streets which are both classified as Principal Arterials designed and constructed to serve the highest traffic volumes within the city. Accordingly, the Planning Commission concludes these streets are adequate in size and condition to accommodate the



traffic expected to be generated by the proposed drive-through window. This Criterion B is met.

- C. That the proposed use will have no significant adverse effect on abutting property or the permitted use thereof. In making this determination, the commission shall consider the proposed location of improvements on the site; vehicular ingress, egress and internal circulation; setbacks; height of buildings and structures; walls and fences; landscaping; outdoor lighting; and signs;

Conclusions of Law: As demonstrated in the Applicant's project plans at Exhibit 9 of the concurrently filed Site Plan and Architectural Review application, the proposed drive-through window is located within a project site located at the southwest corner of two Principal Arterial streets (Table Rock Road and Biddle Road) and the drive-through window has been designed to cohesively function with a new supermarket and a second drive-through window use within the proposed development. The subject property is located within an area that was previously subdivided into several lots for which a private street network was approved and constructed to serve all future development such as the drive-through window use proposed here. The abutting properties are developed with an oil change & car wash business and a Firestone Complete Auto Care shop, and the required building setbacks and perimeter landscape buffers between these properties have been met. Accordingly, the Planning Commission finds this Criterion C has been met.

- D. That the establishment, maintenance or operation of the use applied for will comply with local, state and federal health and safety regulations and therefore will not be detrimental to the health, safety or general welfare of persons residing or working in the surrounding neighborhoods and will not be detrimental or injurious to the property and improvements in the neighborhood or to the general welfare of the community based on the review of those factors listed in subsection C of this section;

Conclusions of Law: Applicant acknowledges that the proposed drive-through window will necessarily comply with all local, state, and federal health and safety regulations.



CSA Planning, Ltd
4497 Brownridge, Suite 101
Medford, OR 97504
Telephone 541.779.0569
Fax 541.779.0114

Technical Memorandum

To: City of Central Point
Community Development Department
Date: June 15, 2023
Subject: Conditional Use Permit Application for a
Drive-Through Window (Pad Building 'B')

Applicant Cypress Acquisitions, LLC is proposing to construct a drive-through window as part of a new commercial development located on an approximately 2.73 acre site on the southwest corner of the Table Rock Road and Biddle Road intersection. The proposed development consists of a new supermarket of approximately 17,300 square feet, and two commercial pad buildings of approximately 2,300 square feet (Pad Building 'A') and approximately 2,400 square feet (Pad Building 'B').

A Site Plan and Architectural Review application for the commercial development was submitted concurrently with this Conditional Use Permit application, and the demonstration of conformance with the development standards applicable to the commercial pad buildings are addressed within said Site Plan and Architectural Review application. Those standards are also hereby referenced and incorporated into this CUP application as evidence of project conformance.

With respect to the Conditional Use Permit for a drive-through window for proposed Pad Building 'B', the following conclusions of law and ultimate conclusions are reached under each of the relevant substantive criteria which are recited verbatim and addressed below. The conclusions of law are supported by the Applicant's Exhibit 2 (Findings of Fact and Conclusions of Law document) of the concurrently submitted application for Site Plan and Architectural Review, including the evidentiary exhibits at Section II of said Exhibit 2, which includes the project plans and the Applicant's review of the applicable development standards (Exhibit 3 thereto) and the findings of fact pertaining to the proposed project as set forth in Section IV of the same Applicant's Exhibit 2.

CITY OF CENTRAL POINT ZONING ORDINANCE

**CHAPTER 17.76
CONDITIONAL USE PERMITS**

17.76.040 Findings and Conditions

The planning commission in granting a conditional use permit shall find as follows:

- A. That the site for the proposed use is adequate in size and shape to accommodate the use and to meet all other development and lot requirements of the subject zoning district and all other provisions of this code;

Conclusions of Law: As demonstrated in the Applicant's Findings of Fact and Conclusions of Law for the concurrently filed Site Plan and Architectural Review application, including all exhibits thereto which include the project plans at Exhibit 9 and Demonstration of Compliance with Applicable Development Standards at Exhibit 3, the Planning Commission concludes this Criterion A is met.

- B. That the site has adequate access to a public street or highway and that the street or highway is adequate in size and condition to effectively accommodate the traffic that is expected to be generated by the proposed use;

Conclusions of Law: As demonstrated in the Applicant's project plans at Exhibit 9 of the concurrently filed Site Plan and Architectural Review application, the project site has access to two public streets which are both classified as Principal Arterials designed and constructed to serve the highest traffic volumes within the city. Accordingly, the Planning Commission concludes these streets are adequate in size and condition to accommodate the



traffic expected to be generated by the proposed drive-through window. This Criterion B is met.

- C. That the proposed use will have no significant adverse effect on abutting property or the permitted use thereof. In making this determination, the commission shall consider the proposed location of improvements on the site; vehicular ingress, egress and internal circulation; setbacks; height of buildings and structures; walls and fences; landscaping; outdoor lighting; and signs;

Conclusions of Law: As demonstrated in the Applicant's project plans at Exhibit 9 of the concurrently filed Site Plan and Architectural Review application, the proposed drive-through window is located within a project site located at the southwest corner of two Principal Arterial streets (Table Rock Road and Biddle Road) and the drive-through window has been designed to cohesively function with a new supermarket and a second drive-through window use within the proposed development. The subject property is located within an area that was previously subdivided into several lots for which a private street network was approved and constructed to serve all future development such as the drive-through window use proposed here. The abutting properties are developed with an oil change & car wash business and a Firestone Complete Auto Care shop, and the required building setbacks and perimeter landscape buffers between these properties have been met. Accordingly, the Planning Commission finds this Criterion C has been met.

- D. That the establishment, maintenance or operation of the use applied for will comply with local, state and federal health and safety regulations and therefore will not be detrimental to the health, safety or general welfare of persons residing or working in the surrounding neighborhoods and will not be detrimental or injurious to the property and improvements in the neighborhood or to the general welfare of the community based on the review of those factors listed in subsection C of this section;

Conclusions of Law: Applicant acknowledges that the proposed drive-through window will necessarily comply with all local, state, and federal health and safety regulations.

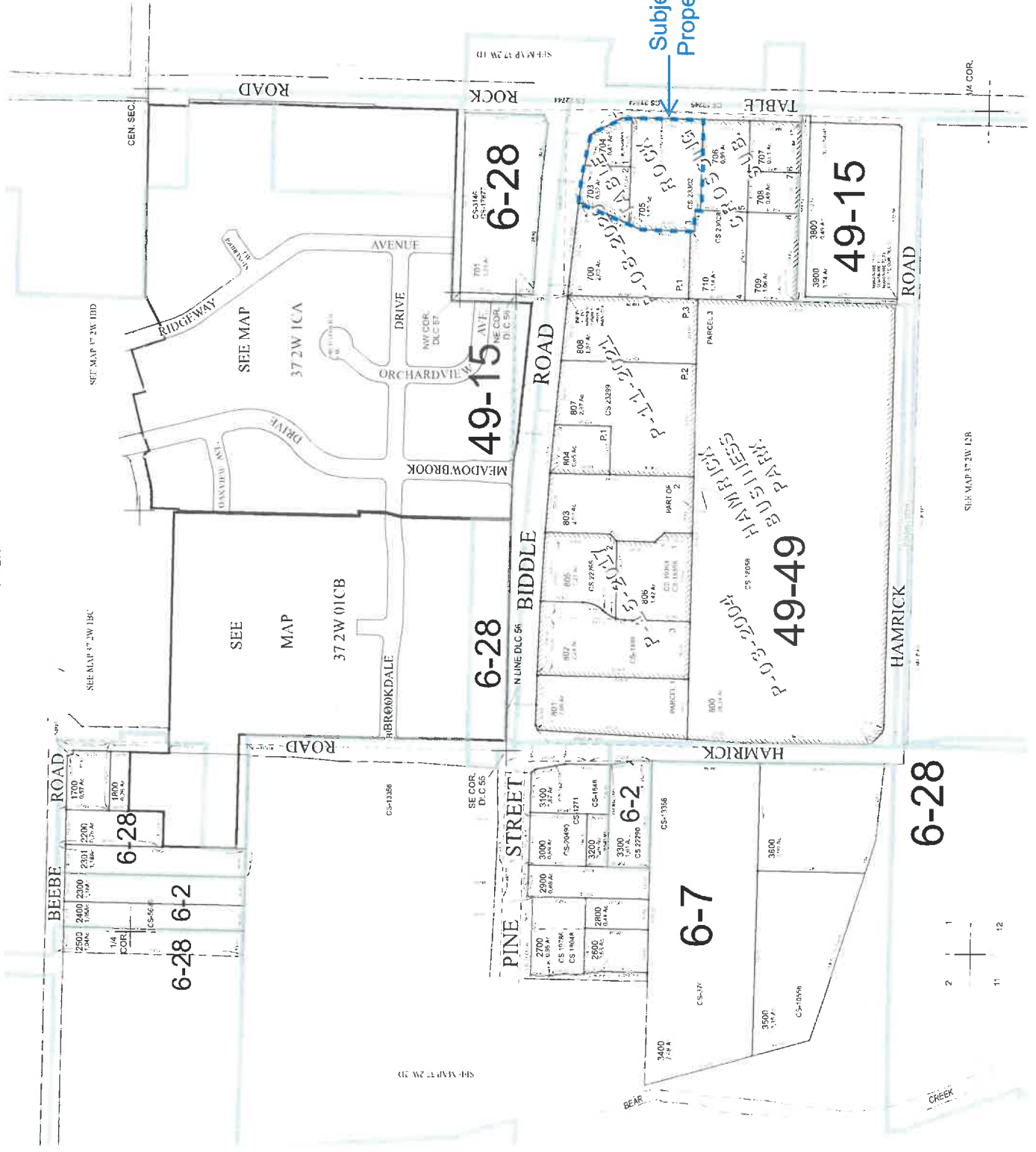
FOR ASSASSMENT AND
TAXATION ONLY

S.W. 1/4 SEC. 1 T. 37S. R. 2W. W.M.
JACKSON COUNTY
1" = 200'

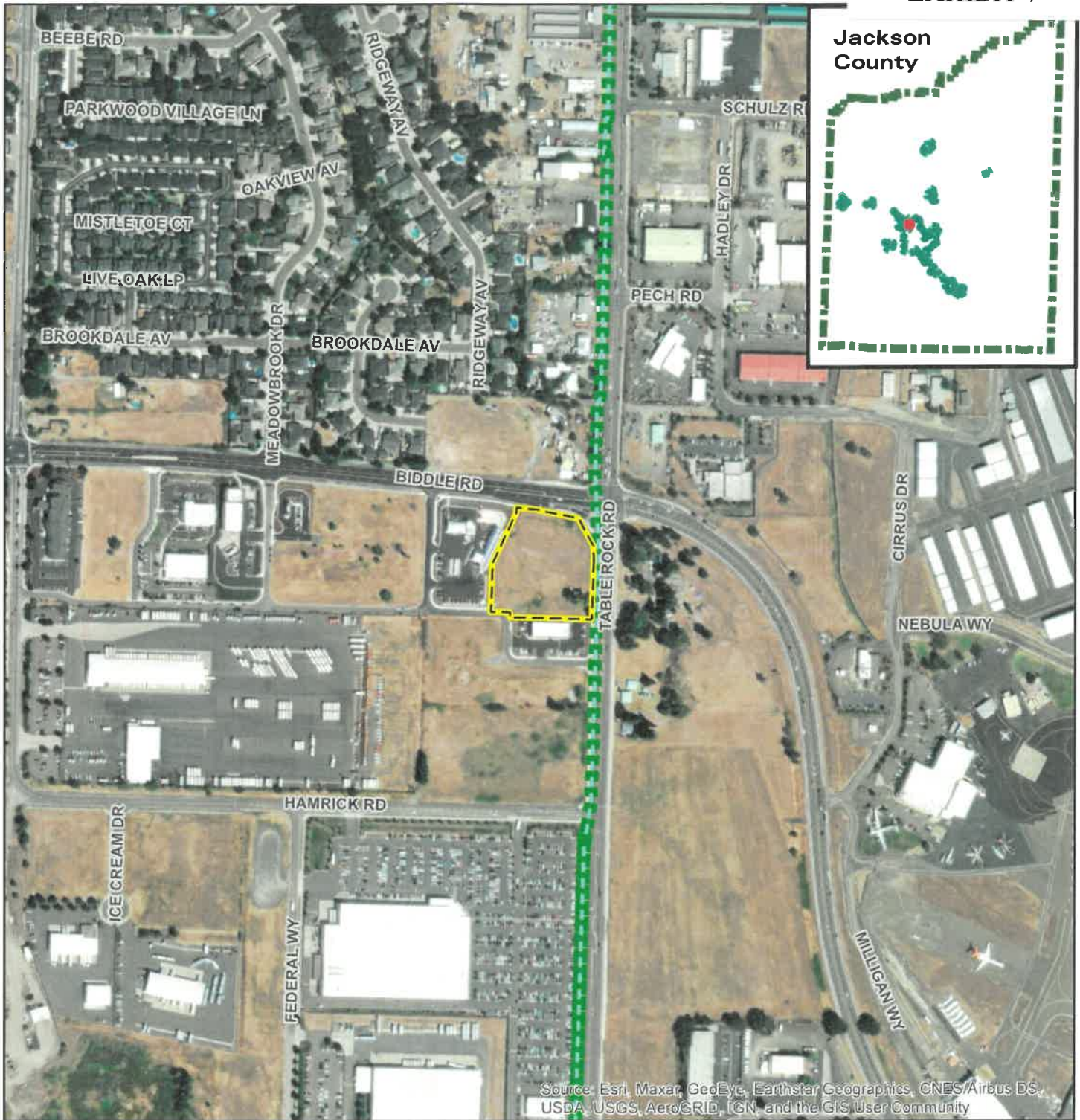
EXHIBIT 6

372W1C
& INDEX
CENTRAL POINT

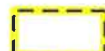

CANCELLED TAX LOT NUMBERS
186 LHRI 601
19662009 REMAPPED TO 372W01CB
704 UDD13 10280
704 UDD13 10280
9164000 REMAPPED TO 372W1C1B



372W1C
& INDEX
CENTRAL POINT
NEW MAP January 19, 2011
REV April 12, 2021



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

-  Subject Property
-  UGB

2022 Aerial

Vicinity on Aerial Map








Cypress Acquisitions, LLC
 Site Plan & Architectural Review /
 Conditional Use Permits
 37-2W-01C tax lots 703, 704 & 705




CSA Planning, Ltd.




Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

	Subject Property	2022 Aerial
	Tax Lots	
	UGB	
	Central Point City Limits	
	Central Point Zoning	



CSA Planning, Ltd.

Central Point Zoning

**Cypress Acquisitions, LLC
Site Plan & Architectural Review /
Conditional Use Permits
37-2W-01C tax lots 703, 704 & 705**



300 150 0 300 Feet



N

ABBREVIATIONS

Table of abbreviations for construction terms, including symbols for materials, finishes, and structural elements.

BUILDING CODE INFORMATION (SUPERMARKET)

Building code information for a supermarket, including building code, occupancy areas, construction type, and fire ratings.

BUILDING CODE INFORMATION (PAD BUILDINGS)

Building code information for pad buildings, including building code, occupancy areas, construction type, and fire ratings.

DRAWING INDEX

Table listing drawing titles and their corresponding sheet numbers, such as architectural, civil, and landscape drawings.

EXHIBIT 10

Table listing drawing titles and their corresponding sheet numbers, including architectural, civil, and landscape drawings.

APPROVING AUTHORITY: CENTRAL POINT, OREGON
ZONING CODE: CENTRAL POINT (CHAPTER 17)
ZONING DISTRICT: CENTRAL POINT MUNICIPAL CODE (CPMC) C-4: TOURIST AND OFFICE - PROFESSIONAL DISTRICT

SETBACKS: TABLE 17.57.01 & 17.75.035 C-4 COMMERCIAL SITE DEVELOPMENT
STANDARDS: FRONT YARD = N/A, SIDE YARD = N/A, REAR YARD = N/A

ACCESSIBLE PARKING BREAKDOWN (OSSC TABLE 1106.2):
EV PARKING BREAKDOWN (CP 17.64.040 & ORS 455.417):
FLOODPLAIN: N/A / "OUT" PER CENTRAL POINT FEMA FLOODPLAIN MAP

PROJECT OWNER: CYPRUS EQUITIES
ARCHITECT: SAMUEL R. UCCELLO, AIA, NCARB
LANDSCAPE ARCHITECT: MADARA DESIGN INC.

Table of revisions with columns for marker, date, and description of changes to the drawing.

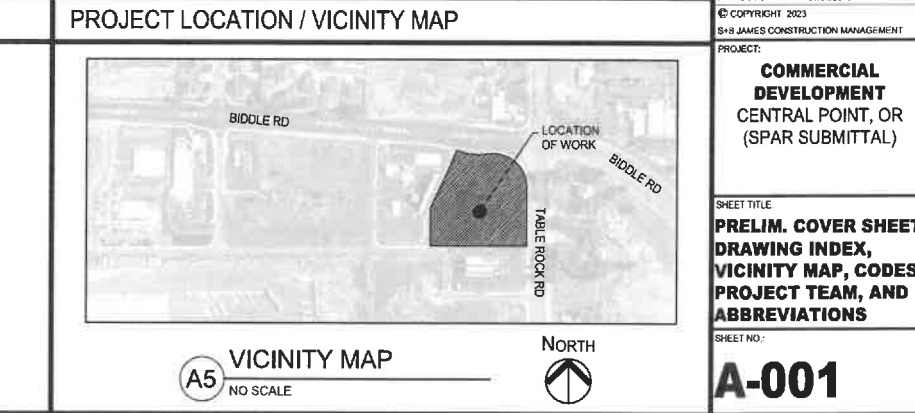
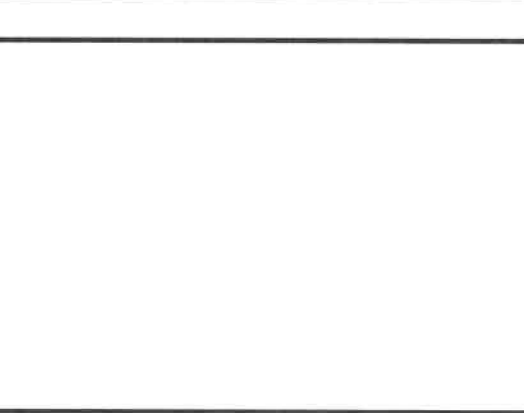
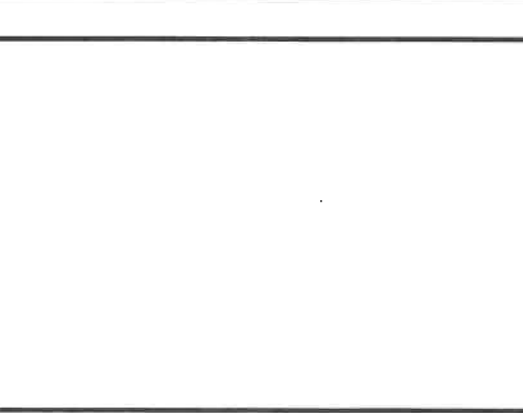
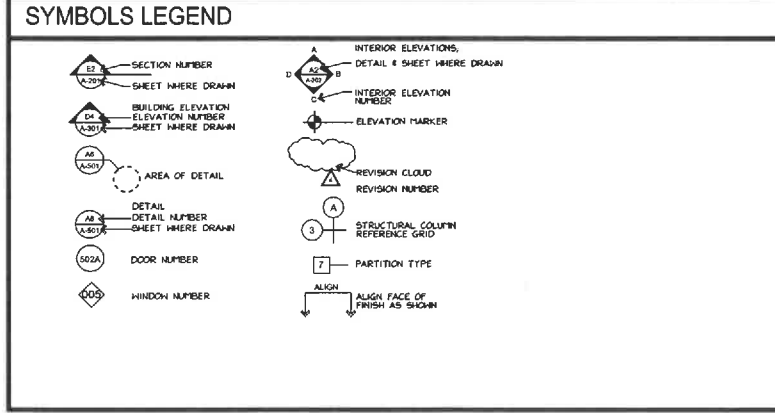


TABLE ROCK CROSSING SUBDIVISION

LOCATED IN:
THE SOUTHWEST QUARTER OF SECTION 1,
TOWNSHIP 37 SOUTH, RANGE 2 WEST,
WILLAMETTE MERIDIAN
IN THE CITY OF CENTRAL POINT, JACKSON COUNTY,
OREGON

DECLARATION

KNOW ALL MEN BY THESE PRESENTS, THAT SOUTH SALEM, LLC, AN OREGON LIMITED LIABILITY COMPANY IS THE OWNER IN FEE SIMPLE OF THE LANDS HEREON DESCRIBED AND HAS SUBDIVIDED THE SAME INTO LOTS AS SHOWN HEREON, AND THE NUMBER OF EACH LOT AND THE COURSE AND LENGTH OF ALL LINES ARE PLAINLY SET FORTH AND THAT THIS PLAT IS A CORRECT REPRESENTATION OF THE SUBDIVISION. WE DO HEREBY DEDICATE TO THE PUBLIC FOR PUBLIC USE THAT EASEMENT LABELLED AS PUBLIC UTILITY EASEMENT. WE ALSO HEREBY CREATE A 24' ACCESS EASEMENT OVER AND ACROSS LOT 1, LOT 2 AND LOT 3 AS SHOWN. WE HEREBY GRANT TO ROGUE VALLEY SEWER SERVICES, THEIR HEIRS AND ASSIGNS, A 15-FOOT SANITARY SEWER EASEMENT OVER AND ACROSS LOTS 3, 4, 5, 6, 7 AND 8. WE HEREBY DESIGNATE SAID SUBDIVISION AS TABLE ROCK CROSSING SUBDIVISION.

ACKNOWLEDGEMENT:

SOUTH SALEM, LLC, AN OREGON LIMITED LIABILITY COMPANY

IN WITNESS WHEREOF, SIGNED THIS 22ND DAY OF MARCH, 2021.

BY: [Signature]

TITLE: Member

STATE OF OREGON
COUNTY OF JACKSON SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED THIS 22ND DAY OF MARCH

2021 BY JOHN PATZER KNOWN TO ME AS THE PERSON WHO EXECUTED THE WITHIN INSTRUMENT ON BEHALF OF SOUTH SALEM, LLC, AN OREGON LIMITED LIABILITY COMPANY.

[Signature]
NOTARY PUBLIC - OREGON

COMMISSION NO. 1001903

MY COMMISSION EXPIRES 7-23-24

TITLE EXCEPTION NOTES:

1. THE PROPERTY IS SUBJECT TO AN ACCESS EASEMENT CREATED PER INSTRUMENT NO. 2004-073819, DEED RECORDS OF JACKSON COUNTY, OREGON AND PER PARTITION PLAT NO. P-08-2020, FILED AS SURVEY NO. 23028 IN THE OFFICE OF THE JACKSON COUNTY, SURVEYOR
2. THE IRRIGATION EASEMENT PER VOL100, PAGE 292 D.R. HAS BEEN EXTINGUISHED PER THE FOLLOWING:
INSTRUMENT NO. 2019-026816 O.R.
INSTRUMENT NO. 2019-029970 O.R.
INSTRUMENT NO. 2019-029971 O.R.
INSTRUMENT NO. 2019-036390 O.R.
INSTRUMENT NO. 2019-036391 O.R.
INSTRUMENT NO. 2019-040239 O.R.
3. MAINTENANCE AND REPAIR DECLARATION RECORDED AS INSTRUMENT NO. 2004-005349 HAS BEEN EXTINGUISHED BY QUIT CLAIM DEED AND HAS BEEN AMENDED PER "AMENDED MAINTENANCE AND REPAIR DECLARATION" RECORDED AS INSTRUMENT NO. 2004-073819 .OR
4. PROPERTY IS SUBJECT TO "RECIPROCAL EASEMENT FOR INGRESS AND EGRESS AND UTILITIES" PER INSTRUMENT NO. 2020-005414 O.R. (AS SHOWN)
4. PROPERTY IS SUBJECT TO "DECLARATION OF EASEMENTS, CONDITIONS, AND RESTRICTIONS (LDP-08-2020)", PER INSTRUMENT NO. 2020-01679 O.R.

SURVEYOR'S CERTIFICATE:

I, DARRELL L. HUCK, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR OF THE STATE OF OREGON, DO HEREBY CERTIFY THAT I HAVE CORRECTLY SURVEYED AND MARKED WITH PROPER MONUMENTS AS PROVIDED BY LAW THE TRACT OF LAND HEREON SHOWN AND THE PLAT IS A CORRECT REPRESENTATION OF THE SAME, AND THE FOLLOWING IS AN ACCURATE DESCRIPTION OF THE BOUNDARY LINES:

PARCEL 2, AS SHOWN ON THE PARTITION PLAT FILED IN THE OFFICE OF THE JACKSON COUNTY SURVEYOR AS NO. 23028 AND RECORDED AS PARTITION PLAT NO. P-08-2020 OF "RECORD OF PARTITION PLATS" IN JACKSON COUNTY, OREGON

[Signature]
SURVEYOR

SURVEY NARRATIVE TO COMPLY WITH PARAGRAPH 209.250 OREGON REVISED STATUTES:

SURVEY FOR:
SOUTH SALEM LLC
P.O. BOX 4460
MEDFORD, OR. 97501

PURPOSE: TO SURVEY AND MONUMENT TABLE ROCK CROSSING SUBDIVISION, AS APPROVED BY THE CITY OF CENTRAL POINT PLANNING DEPARTMENT (FILE NO SUB - 20001).

PROCEDURE: THE BOUNDARY OF THIS SUBDIVISION WAS ESTABLISHED FROM PREVIOUS PARTITION PLAT NO. P-08-2020, FILED SURVEY NO. 23028 WITH THE JACKSON COUNTY SURVEYOR'S OFFICE. MONUMENTS PER THAT SURVEY WERE LOCATED AND HELD FOR CONTROL. SOME OF THE MONUMENTS HAVE BEEN DESTROYED BY CONSTRUCTION ACTIVITY AND AND WILL BE RESET AT THE TIME THAT THE DEFERRED MONUMENTS ARE SET.

EQUIPMENT USED: TRIMBLE S6 ROBOTIC INSTRUMENT.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

[Signature]

OREGON
FEBRUARY 4, 1983
DARRELL L. HUCK
2023

Expires 6/30/2021

"RECEIVED"
Date 4/2/21 By [Signature]
This survey consists of:
2 sheet(s) Map
8 page(s) Narrative
JACKSON COUNTY
SURVEYOR

APPROVALS:

CITY OF CENTRAL POINT: FILE NO. SUB - 20001

EXAMINED AND APPROVED BY THE CITY OF CENTRAL POINT

[Signature]
COMMUNITY DEVELOPMENT DIRECTOR

3/22/2021
DATE

[Signature]
PUBLIC WORKS DIRECTOR

3/24/2021
DATE

EXAMINED AND APPROVED THIS 2 DAY OF April, 2021.

[Signature]
COUNTY SURVEYOR

EXAMINED AND APPROVED BY ROGUE VALLEY SEWER SERVICES THIS 22nd DAY OF March, 2021.

[Signature]
GENERAL MANAGER/DISTRICT ENGINEER

EXAMINED AND APPROVED AS REQUIRED BY O.R.S. 92.100 THIS 2nd DAY OF April, 2021.

[Signature], agent
ASSESSOR DEPARTMENT OF ASSESSMENT

ALL TAXES, FEES, ASSESSMENTS, OR OTHER CHARGES AS REQUIRED BY O.R.S. 92.095 HAVE BEEN PAID AS OF THIS 2nd DAY OF April, 2021.

[Signature]
TAX COLLECTOR

RECORDER'S STATEMENT:

FILED FOR RECORD THIS 5th DAY OF April, 2021 AT 10:29

O'CLOCK A. M. AND RECORDED IN VOLUME 47 OF PLATS AT PAGE 05 OF RECORDS OF JACKSON COUNTY, OREGON.

[Signature]
COUNTY CLERK

[Signature]
DEPUTY

APPROVED FOR RECORDING:

[Signature]
COUNTY COMMISSIONER/ADMINISTRATOR

4/2/21
DATE

I certify this plat to be an exact copy of the original
[Signature]
SURVEYOR

TABLE ROCK CROSSING SUBDIVISION

LOCATED IN:
THE SOUTHWEST QUARTER OF SECTION 1,
TOWNSHIP 37 SOUTH, RANGE 2 WEST,
WILLAMETTE MERIDIAN
IN THE CITY OF CENTRAL POINT, JACKSON COUNTY,
OREGON

LEGEND:

- O.R. Official Records, Jackson County, Oregon
- 15' PUE 15' Public Utility Easement per S/N 23028
- 15' SDE 15' Storm Drain Easement per
- 15' WLE 15' Water Line Easement per
- S.F. Square Feet
- S/N Survey Number, Jackson County Surveyor
- R.V.S.S. Rogue Valley Sewer Services

- Set 5/8"x24" Iron rebar w/ yellow plastic cap stamped "Hoffbuhr & Assoc. Inc."
- Found 5/8" Iron rebar per S/N 23028.
- Found 5/8" Iron rebar per S/N 22744.
- ▲ Found 5/8" Iron rebar per S/N 16429.
- Found 5/8" Iron pin per S/N 7434.
- △ (Deferred Monumentation).

ALL DEFERRED MONUMENTS WILL BE SET NO LATER THAN
OCTOBER 31, 2021.

Darrell L. Huck
SURVEYOR

ALL DEFERRED MONUMENTS ARE NOW SET, SEE DOCUMENT

NO. _____ OF OFFICIAL RECORDS THIS _____

DAY OF _____, 2021

APPROVED: _____ JACKSON COUNTY SURVEYOR

HOFFBUHR & ASSOCIATES, INC.
880 GOLF VIEW DRIVE, SUITE 201
MEDFORD, OREGON 97504
(541)779-4641

BY: DARRELL L. HUCK PLS No. 2023
SCALE: 1 Inch = 80' FEBRUARY 9, 2021
BASIS OF BEARING: SURVEY NO. 23028

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Darrell L. Huck
OREGON
FEBRUARY 4, 1989
DARRELL L. HUCK
2023
Expires 8/30/2021

BIDDLE ROAD

TABLE ROCK ROAD

LOT 3
HAMRICK
BUSINESS
PARK
S/N 18358

PARCEL 1
PARTITION
PLAT NO.
P-08-2020
S/N 23028

PARCEL 3
PARTITION
PLAT NO.
P-03-2004
S/N 18058

NOTES:

1. THAT PORTION OF THE 35' WIDE INGRESS-EGRESS EASEMENT THAT IS LOCATED WITHIN THIS SUBDIVISION BOUNDARY IS BEING DEDICATED AS A PUBLIC UTILITY EASEMENT BY THIS PLAT.

LINE	BEARING	DISTANCE
L1	N 00°01'30" E	30.82'
L2	N 00°04'02" W	4.18'
L3	EAST	29.07'
L4	N 00°28'22" E	86.72'
L5	N 89°57'08" E	220.85'
L6	N 00°01'21" E	85.00'
L7	N 89°57'08" E	225.79'
L8	N 00°28'22" E	86.72'
L9	EAST	238.30'
L10	N 00°01'21" E	122.59'
L11	N 00°01'21" E	20.94'
L12	N 87°15'51" W	129.08'
L13	WEST	152.43'
L14	WEST	287.21'
L15	SOUTH	180.51'
L16	SOUTH	21.09'
L17	EAST	181.61'

CURVE	RADIUS	DELTA ANGLE	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C3	55.00'	90°26'22"	86.82'	N 44°46'49" W	78.08'
C4	25.00'	90°26'22"	39.46'	N 44°46'49" W	35.49'
C5	55.00'	90°29'14"	86.86'	N 44°48'15" W	78.11'
C6	25.00'	90°29'14"	39.48'	N 44°48'15" W	35.51'
C7	25.00'	89°55'47"	39.24'	N 44°59'14" E	35.33'
C8	25.00'	90°04'13"	39.30'	N 45°00'48" W	35.38'

"RECEIVED"
Date *4/5/21* By *[Signature]*
This survey consists of:
2 sheet(s) Map
8 page(s) Narrative
JACKSON COUNTY
SURVEYOR

I certify this plat to be an exact copy of the original
Darrell L. Huck
SURVEYOR
SHEET 2 OF 2 SHEETS

17R/7
23302

Southern Oregon Transportation Engineering, LLC

319 Eastwood Drive | Medford, Or. 97504 | 541.941.4148 Cell | Kim.parducci@gmail.com

June 14, 2023

Matt Samitore, Public Works and Parks Director
City of Central Point
Public Works/Engineering Division
140 S. 3rd Street
Central Point, Oregon 97502

RE: Table Rock Commercial Development Phase 3 Traffic Analysis

Dear Matt,

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for proposed Phase 3 of the Table Rock Road Commercial Development located on the southwest corner of Table Rock Road and Biddle Road in Central Point. A previous traffic impact analysis (TIA) for a Type III procedure was prepared in February of 2020 that evaluated a quick lube and automated carwash (Phase 1) and 54,595 square feet (SF) of shopping center uses (full build) within the Table Rock Road Commercial Development. The analysis considered access from Biddle Road and Table Rock Road through right-in, right-out, left-in (RIROLI) driveways and two internal roads. To date, all access points and internal roads have been constructed as well as a quick lube, car wash, and 6,262 SF of shopping center uses (Firestone Auto Care Facility). The next phase of development includes approximately 20,700 SF of shopping center uses that are consistent with the original site plan, with one exception. An additional right-in (RI) only access is proposed on Table Rock Road with Phase 3 development. This access is proposed approximately 170 feet north of an existing RIROLI access (at Firestone) and 400 feet south of Biddle Road (measured centerline to centerline). An aerial is provided below.



Background

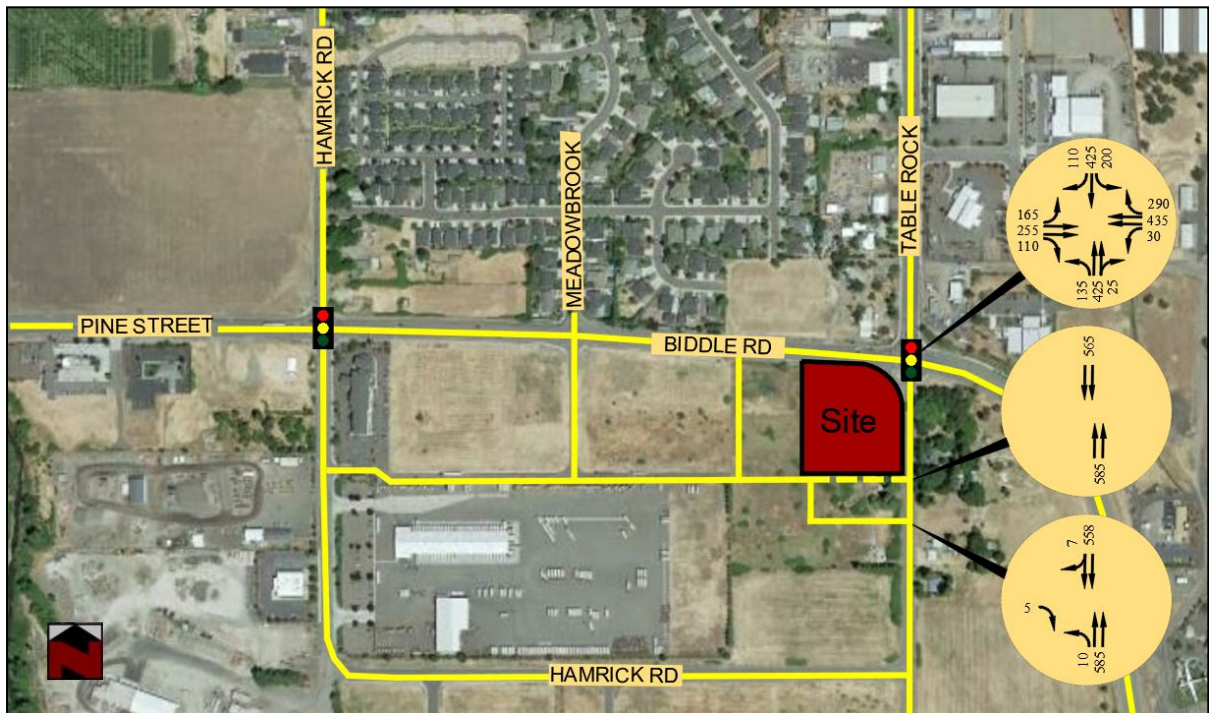
Table Rock Road is a County maintained Urban Minor Arterial that was shown to carry approximately 19,862 average daily trips (ADT) in 2020 approximately 750 feet north of Biddle Road. We estimate it to carry approximately 15,900 ADT in 2023 north of Biddle Road and 11,300 ADT south of Biddle Road. A Minor Arterial is estimated in the County Transportation System Plan (TSP) to carry approximately 5,000-15,000 ADT, but this is based on a Minor Arterial being a three-lane facility. At Biddle Road, Table Rock Road is a five-lane facility and has a carrying capacity closer to a Major Arterial which is expected to carry more than 12,000 ADT in the TSP. Table Rock Road is fully improved with curb, gutter, sidewalk, and bike lanes at the proposed development location.

Biddle Road is also a County maintained Urban Minor Arterial in the Jackson County TSP. It was shown in 2020 to carry approximately 18,740 ADT west of Table Rock Road. We estimate it to carry approximately 14,500 ADT in 2023. Biddle Road is improved with curb, gutter, partial sidewalk, and bike lanes at the proposed development. At the time of development, approximately 145 feet of sidewalk infill will be included that connects sidewalk east to west along the south side of Biddle Road.

Traffic Count Data

Manual traffic counts were gathered in June of 2023 at the intersections of Table Rock Road / Biddle Road and the RIROLI access with Table Rock Road south of Firestone. The p.m. peak hour was shown to occur from 4:15-5:15 p.m. Count data was seasonally adjusted 1.5% to reflect peak annual volumes. Adjusted year 2023 no-build traffic volumes are shown below. Manual counts and seasonal adjustments are provided in the attachments for further reference.

Year 2023 No-Build Traffic Volumes, PM Peak Hour



Year 2023 No-Build Intersection Operations

Study area intersections and access points were evaluated under existing year 2023 no-build conditions to provide a new baseline for traffic conditions. Both City of Central Point and Jackson County performance standards were considered. The City of Central Point performance standard is a level of service (LOS) “D”. Jackson County’s performance standard is a volume-to-capacity (v/c) ratio of 0.95. A summary of results is provided in Table 1.

Table 1 – Year 2023 No-Build Intersection Operations				
Intersection	Jurisdiction	Performance Standard	Traffic Control	No-Build P.M. Peak
Biddle Rd / Table Rock Rd	Jackson County	LOS D, V/C 0.95	Signal	C, 0.64
Firestone Access / Table Rock Rd	Jackson County	LOS D, V/C 0.95	TWSC	B, 0.012 (NBL)

V/C = Volume-to-Capacity, TWSC = two-way stop-controlled, NBL = northbound left
 Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show Table Rock Road intersections operate within both City of Central Point and Jackson County performance standards under year 2023 no-build conditions during the p.m. peak hour. Overall, year 2023 no-build traffic volumes are lower than predicted in the original analysis (based on 2% annual growth). One exception to this is northbound traffic on Table Rock, which is approximately 15% higher. Synchro output sheets are provided in the attachments.

Year 2023 No-Build Queuing and Blocking

Queue lengths are reported as the average, maximum, or 95th percentile queue length. The 95th percentile queue length is used for design purposes and is the queue length reported in this analysis. Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under year 2023 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 2 for applicable movements during the p.m. peak hour.

Table 2 – Year 2023 No-Build 95 th Percentile Queue Lengths			
Intersection / Movement	Available Link Distance (Ft)	95 th Percentile Queue Lengths No-Build	Exceeded or Blocked Roadway
Table Rock Rd / Biddle Rd			
Eastbound Left	350	150	-
Eastbound Through	575	100	-
Eastbound Right	200	25	-
Westbound Left	200	50	-
Westbound Through	1350	150	-
Westbound Right	200	125	-
Northbound Left	275	100	-
Northbound Through	350	150	-
Southbound Left	250	150	-
Southbound Through	650	200	-
Firestone Access / Table Rock Rd			
Eastbound Right	175	25	-
Northbound Left	475	25	-
Southbound Through/Right	500	<25	-

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show all queues at study area intersections and driveways stay within available link distances under year 2023 no-build conditions. The longest queue lengths are reported as the eastbound left, westbound through, northbound through, southbound left and southbound through movements. Heavy vehicle traffic represented approximately 14% of eastbound left turning traffic and 11% of southbound through and right turn traffic. A full queuing report is provided in the attachments.

Trip Generation

Trip generation calculations for the original Table Rock Commercial Subdivision were prepared utilizing data provided in the Institute of Transportation Engineers (ITE) *Trip Generation* 10th Edition. Land use 820 – Shopping Center was used to estimate trips for a 54,595 SF shopping center. To date, 6,262 SF (or ~11%) of the planned 54,595 SF center is developed (Phase 2 - Firestone). Proposed Phase 3 is approximately 38% of planned development. A trip accounting is provided in Table 3.

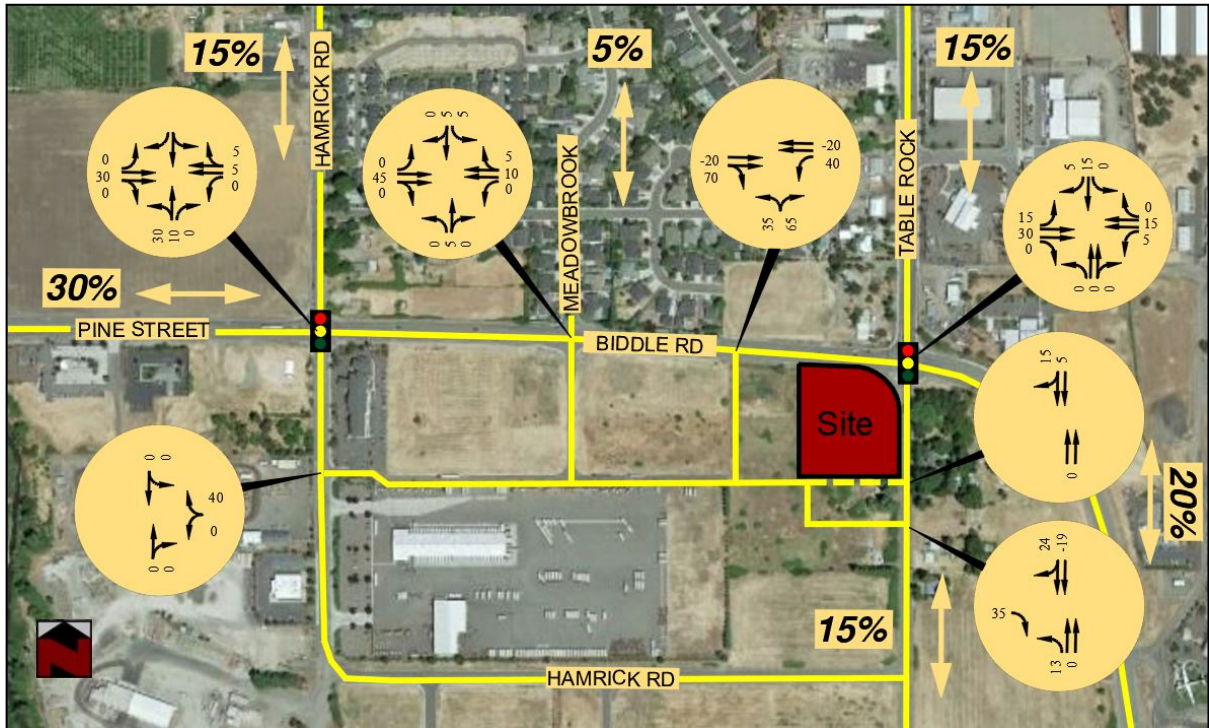
Table 3 – Development Trip Generations							
ITE Land Use	Unit	Size	Daily Trips	PM Rate	PM Peak Hour		
<i>Table Rock Commercial Subdivision</i>					Total	(In)	(Out)
820 – Shopping Center	1000 SF	54.595	3,984	Fitted	347	167	180
<i>Pass-by 34%</i>			(1,354)		(118)	(59)	(59)
Total Primary Trips			2,630		229	108	121
<hr/>							
Phase 2 (already built)	1000 SF	6.262	457	Fitted	40	19	21
<i>Pass-by 34%</i>			(155)		(14)	(7)	(7)
Phase 2 Primary Trips			302		26	12	14
<hr/>							
Phase 3 (proposed)	1000 SF	20.70	1,511	Fitted	132	63	69
<i>Pass-by 34%</i>			(513)		(45)	(22)	(23)
Phase 3 Primary Trips			998		87	41	46
<hr/>							
Total Remaining Primary Trips			1,330		116	55	61

SF = square feet

Trip Distribution and Assignment

The origin and destination of trips to/from the site have not been changed from the original TIA. The only revision for Phase 3 development is the addition of a right-in (RI) access on Table Rock Road. Phase 3 development represents approximately 38% of overall development so 38% of the southbound right turn movement (in the original TIA) at the RIROLI access on Table Rock Road is re-allocated to the proposed new RI access. All other trip distributions remain the same. Revised shopping center trip assignments are shown on the next page.

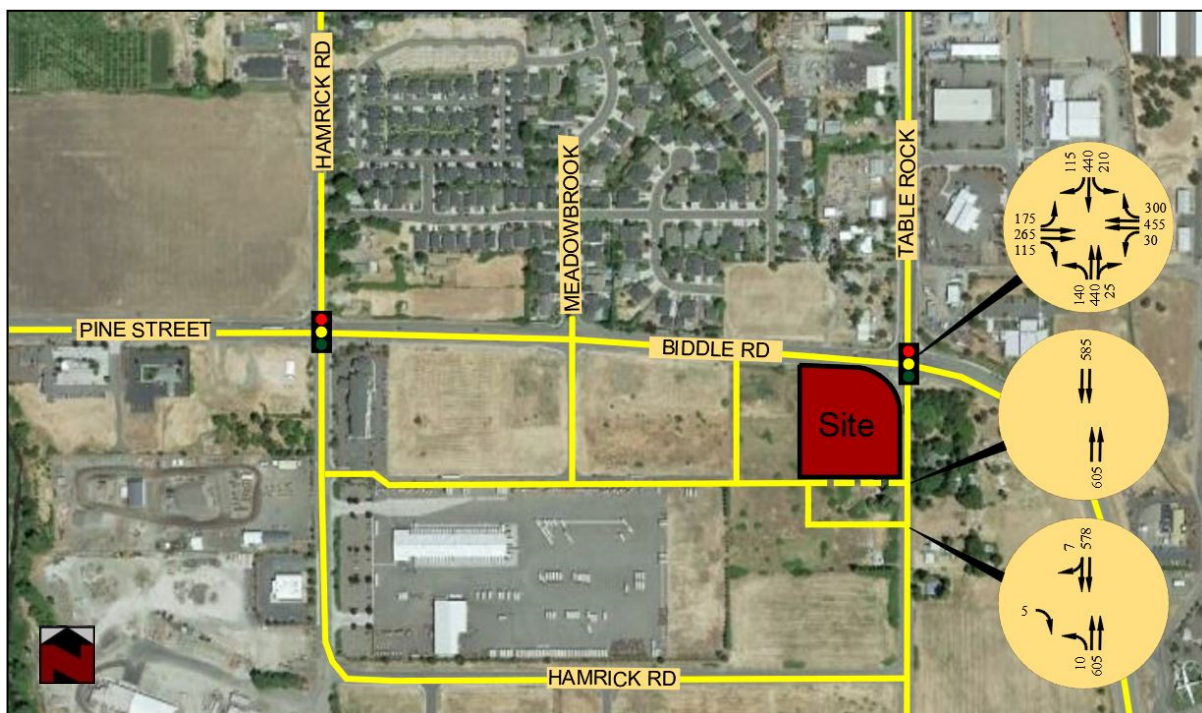
Revised Shopping Center Trip Assignments, PM Peak Hour



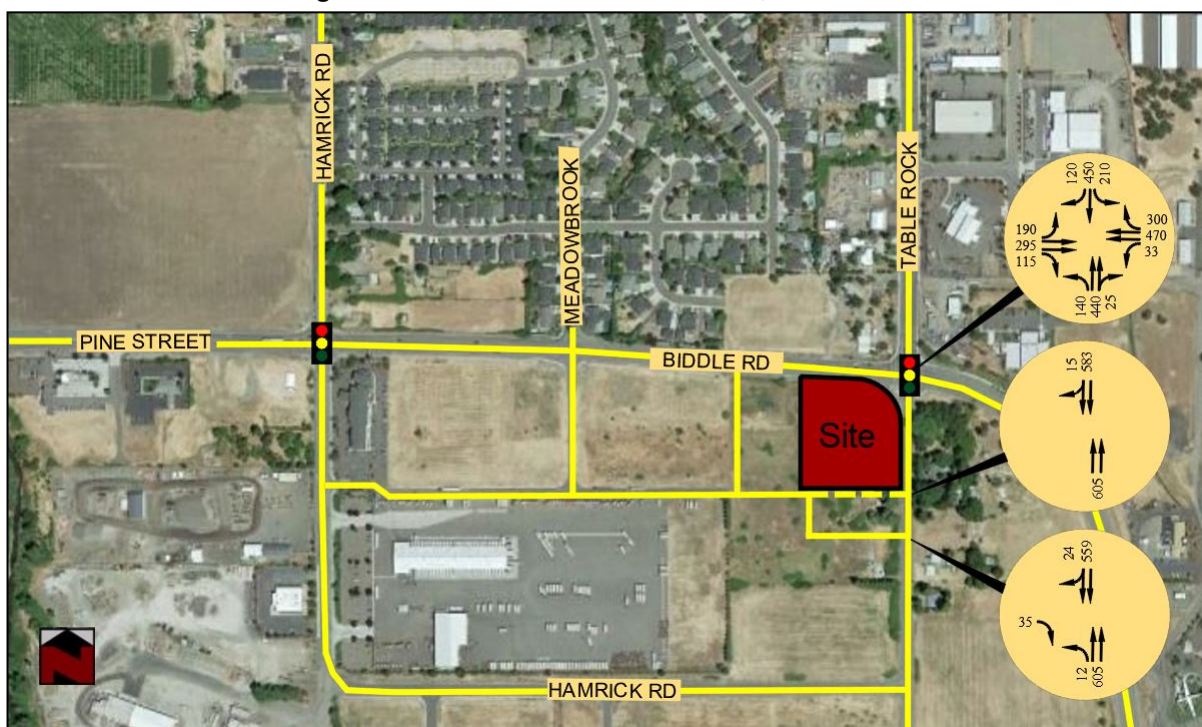
Design Year 2025 No-Build and Build Conditions

Design year 2025 no-build conditions represent development build year conditions for a study area without consideration of proposed development trips. This condition is evaluated to determine how a study area will be impacted by area background growth. Background growth in the analysis was kept consistent with growth used in the I-5 Exit 33 IAMP and Costco study, which was based on model information and shown to be approximately 2% per year. Phase 1 (quick lube and automated car wash) and Phase 2 (6,262 SF Firestone) development trips are already captured in current traffic count data (no-build conditions). Design year 2025 build conditions represent no-build conditions with the addition of development trips. Development trips in this analysis include 20,700 SF of shopping center uses (Phase 3). Design year 2025 no-build and build traffic volumes are provided on the following page.

Design Year 2025 No-Build Traffic Volumes, PM Peak Hour



Design Year 2025 Build Traffic Volumes, PM Peak Hour



Design Year 2025 No-Build and Build Intersection Operations

Study area intersections and driveways were evaluated under design year 2025 no-build and build conditions during the p.m. peak hour. Results are summarized in Table 4.

Intersection	Performance Standard	Traffic Control	No-Build	Build
Biddle Rd / Table Rock Rd	LOS D, V/C 0.95	Signal	C, 0.67	C, 0.70
RI Access / Table Rock Rd	LOS D, V/C 0.95	TWSC	---	A, 0.00 (SBTR)
Firestone Access / Table Rock Rd	LOS D, V/C 0.95	TWSC	B, 0.012 (NBL)	B, 0.058 (EBR)

V/C=Volume-to-Capacity, TWSC=two-way stop-controlled, NBL=northbound left, EBR=eastbound right, SBTR=southbound through/right
 Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show the signalized intersection of Table Rock Road / Biddle Road operates better in this analysis under design year 2025 no-build and build conditions than it did in the original TIA. This is based on lower existing count data and assuming the same annual growth rate of 2% between year 2023 and 2025. The Firestone RIROLI access on Table Rock Road is shown to operate the same. The proposed new RI access on Table Rock Road is shown to operate at a LOS “A” with a v/c ratio of 0.00 because the southbound right turn movement is free with no conflicts from exiting or cross traffic. Refer to the attachments for synchro output sheets.

Design Year 2025 No-Build and Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths at study area intersections under design year 2025 no-build and build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 5 for the p.m. peak hour.

Intersection / Movement	Available Link Distance (Ft)	95 th Percentile Queue Lengths No-Build	95 th Percentile Queue Lengths Build	Exceeded or Blocked Roadway
Table Rock Rd / Biddle Rd				
Eastbound Left	350	175	200	-
Eastbound Through	575	100	100	-
Eastbound Right	200	25	25	-
Westbound Left	200	50	50	-
Westbound Through	1350	175	175	-
Westbound Right	200	125	150	-
Northbound Left	275	125	125	-
Northbound Through	350	150	150	-
Southbound Left	250	150	150	-
Southbound Through	650	200	225	-
RI Access / Table Rock Rd				
Southbound Through/Right	400	---	0	-
Firestone Access / Table Rock Rd				
Eastbound Right	175	25	50	-
Northbound Left	475	25	25	-
Southbound Through/Right	500	0	0	-

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show no study area link distances are exceeded under design year 2025 no-build or build conditions. The southbound right turn movement at the proposed RI only access on Table Rock Road is not shown to create any queue. Refer to the attachments for full queuing and blocking reports.

Design Year 2025 Build Turn Lane Criterion

Criterion for a southbound right turn lane on Table Rock Road at the proposed RI access was evaluated under design year 2025 build conditions during the p.m. peak hour and not shown to be met. A right turn lane is, therefore, not warranted. Turn lane graphs are provided in the attachments.

Access Spacing Standards

A right-in (RI) only access is proposed on Table Rock Road approximately 400 feet south of Table Rock Road and 170 feet north of an existing RIROLI access. The Jackson County minimum access spacing standard on an Urban Minor Arterial is 250 feet. The standard is met to the north but is not shown to be met between the proposed RI access and existing RIROLI access to the south. Lower spacing between access points may be allowed when supported by a traffic study and approved by the Department Director. This is requested based on our conclusion that the proposed RI only access is not shown to create any adverse impacts. At the time of development, a strip median will also be constructed along Table Rock Road to preclude any other inbound traffic movements. The design should be coordinated with Jackson County. The design width of the access will not allow two-way traffic and additional signage onsite will alert drivers that it is not an exit.

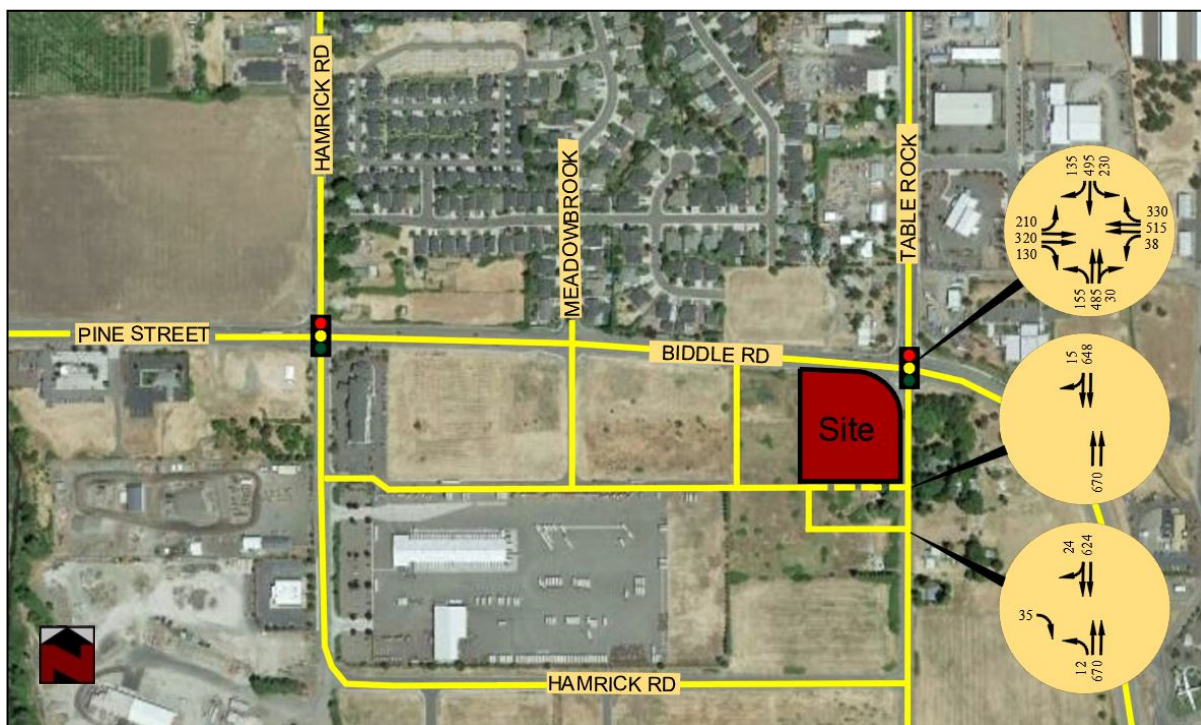
Future Year 2038 No-Build and Build Description

Future year 2038 no-build conditions represent planning horizon future year conditions without consideration of development trips. Future year 2038 build conditions represent no-build conditions with the addition of development trips. Development trips in this analysis include 20,700 SF of shopping center uses (Phase 3). Background growth between design year 2025 and future year 2038 was developed using a 2% annual growth, as stated previously in this report. Future year 2038 no-build traffic volumes developed using year 2023 count data and assuming 2% of annual growth is provided below. Future year 2038 build traffic volumes are shown on the next page.

Future Year 2038 No-Build Traffic Volumes, PM Peak Hour



Future Year 2038 Build Traffic Volumes, PM Peak Hour



Future Year 2038 No-Build and Build Intersection Operations

Study area intersections and driveways were evaluated under future year 2038 no-build and build conditions during the p.m. peak hour. Results are summarized in Table 6.

Table 6 – Future Year 2038 No-Build and Build Intersection Operations, PM Peak Hour				
Intersection	Performance Standard	Traffic Control	No-Build	Build
Biddle Rd / Table Rock Rd	LOS D, V/C 0.95	Signal	C, 0.71	C, 0.75
RI Access / Table Rock Rd	LOS D, V/C 0.95	TWSC	---	A, 0.00 (SBTR)
Firestone Access / Table Rock Rd	LOS D, V/C 0.95	TWSC	B, 0.014 (NBL)	B, 0.060 (EBR)

V/C=Volume-to-Capacity, TWSC=two-way stop-controlled, NBL=northbound left, EBR=two-way eastbound right, SBTR=southbound through/right
 Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show the signalized intersection of Table Rock Road / Biddle Road operates within performance standards under future year 2038 no-build and build conditions. It continues to operate better than what was shown in the original analysis based on lower existing count data and assuming the same annual growth rate of 2% over the planning horizon. The Firestone RIROLI access on Table Rock Road is shown to operate the same. The proposed new RI access on Table Rock Road continues to operate at a LOS “A” with a v/c ratio of 0.00 due to the southbound right turn movement being free with no conflicts. Refer to the attachments for synchro output sheets.

Future Year 2038 No-Build and Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths at study area intersections under future year 2038 no-build and build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 7 for the p.m. peak hour.

Table 7 – Future Year 2038 No-Build and Build 95th Percentile Queue Lengths, PM Peak Hour				
Intersection / Movement	Available Link Distance (Ft)	95th Percentile Queue Lengths No-Build	95th Percentile Queue Lengths Build	Exceeded or Blocked Roadway
Table Rock Rd / Biddle Rd				
Eastbound Left	350	200	225	-
Eastbound Through	575	100	125	-
Eastbound Right	200	50	50	-
Westbound Left	200	50	50	-
Westbound Through	1350	175	200	-
Westbound Right	200	150	150	-
Northbound Left	275	125	125	-
Northbound Through	350	200	200	-
Southbound Left	250	175	175	-
Southbound Through	650	225	250	-
RI Access / Table Rock Rd				
Southbound Through/Right	400	---	25	-
Firestone Access / Table Rock Rd				
Eastbound Right	175	25	50	-
Northbound Left	475	25	25	-
Southbound Through/Right	500	0	<25	-

Note: Exceeded performance standards are shown in bold, italic

Results of the queuing analysis show no study area link distances are exceeded under future year 2038 no-build or build conditions. Small increases are shown between no-build and build conditions. The southbound right turn movement at the proposed RI only access on Table Rock Road is shown in simulations to have a slight queue from a vehicle slowing down to turn right but it's minimal because there are two southbound travel lanes. Refer to the attachments for full queuing and blocking reports

Future Year 2038 Build Turn Lane Criterion

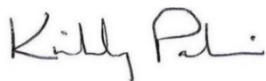
Criterion for a southbound right turn lane on Table Rock Road at the proposed RI access was evaluated under future year 2038 build conditions during the p.m. peak hour and not shown to be met. A right turn lane is, therefore, not warranted. Turn lane graphs are provided in the attachments.

Conclusions

The findings of the traffic analysis conclude that proposed Phase 3 of the Table Rock Road Commercial Development, which includes approximately 20,700 square feet (SF) of shopping center uses, is consistent with the previously approved Type III procedure TIA dated February 28, 2020. The only deviation from the original analysis is a proposed new right-in (RI) only access on Table Rock Road, located approximately 400 feet south of Biddle Road and 170 feet north of an existing right-in, right-out, left-in (RIROLI) access. Impacts from the proposed new RI only access were evaluated and shown to create no adverse impacts on the transportation system. A summary of results is provided below.

1. The signalized intersection of Table Rock Road / Biddle Road is shown to operate better in all analysis scenarios than it did in the previous TIA. This is due to existing year 2023 count data being lower than predicted in the previous TIA, which assumed a 2% annual growth rate.
2. The existing RIROLI access on Table Rock Road (at Firestone) is shown to operate the same in this analysis as it did in the previous TIA.
3. The proposed new RI only access on Table Rock Road is shown to operate at LOS "A" with no measured capacity loss under all build scenarios. This is due to the southbound right turn movement being free with no conflicting movements.
4. Criterion for a southbound right turn lane on Table Rock Road at the proposed RI only access was evaluated and not shown to be met under design year 2025 or future year 2038 build conditions. A southbound right turn lane is, therefore, not warranted.
5. Access spacing standards on Table Rock Road at the RI only access were evaluated and not shown to meet the Jackson County minimum spacing of 250 feet on an Urban Minor Arterial. The standard is met to the north but is not shown to be met between the proposed RI access and existing RIROLI access to the south (at Firestone). Lower spacing distances between access points may be allowed when supported by a traffic study and approved by the Department Director. This is requested based on our conclusion that the proposed RI only access is not shown to create any adverse impacts on the transportation system. At the time of development, a strip median will also be constructed along Table Rock Road to preclude any other traffic movements. The design should be coordinated with Jackson County.

Sincerely,



Kimberly Parducci PE, PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

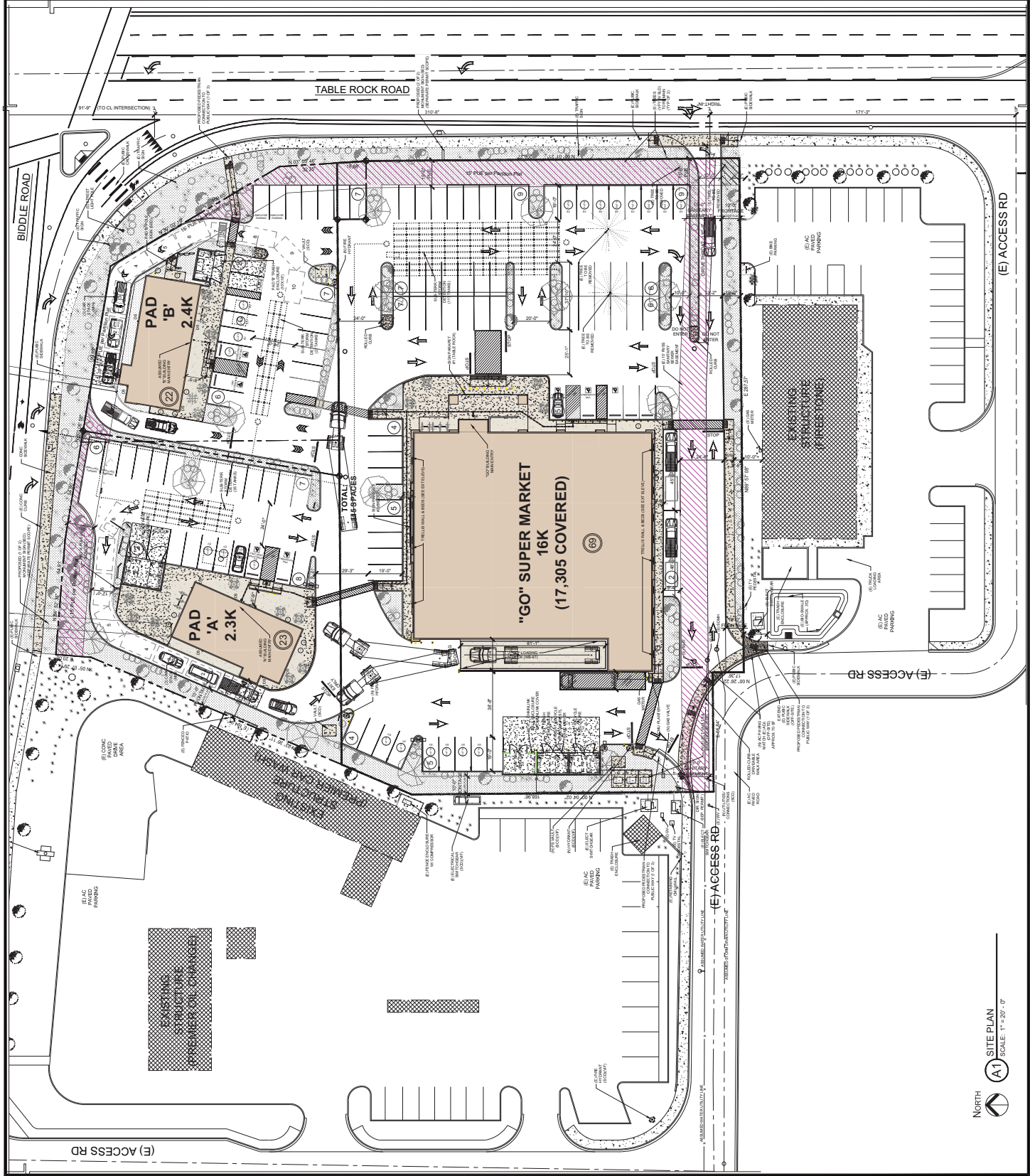
Attachments: Site Plan, Count Data, Turn Graphs
Synchro/SimTraffic Output
Jackson County Access Spacing Standards

Cc: Client
City of Central Point Planning
Jackson County Roads / Planning



ATTACHMENTS

NOTE: IF THIS SHEET IS LESS THAN 30" x 42" IT HAS BEEN REDUCED AND IS NOT TO SCALE.



SHEET KEYNOTE LEGEND

KEYNOTES ON THE PLAN

NO.	DESCRIPTION
1	FOR TYPICAL AND ACCESSIBLE DRAPING DETAIL
2	FOR TYPICAL AND ACCESSIBLE ELECTRICAL DETAIL
3	FOR TYPICAL AND ACCESSIBLE MECHANICAL DETAIL
4	FOR TYPICAL AND ACCESSIBLE FINISHES DETAIL
5	FOR TYPICAL AND ACCESSIBLE EXTERIOR MATERIALS AND FINISHES DETAIL
6	FOR TYPICAL AND ACCESSIBLE EXTERIOR FLOORING DETAIL
7	FOR TYPICAL AND ACCESSIBLE EXTERIOR WALL DETAIL
8	FOR TYPICAL AND ACCESSIBLE EXTERIOR ROOF DETAIL
9	FOR TYPICAL AND ACCESSIBLE EXTERIOR FOUNDATION DETAIL
10	FOR TYPICAL AND ACCESSIBLE EXTERIOR CURB DETAIL
11	FOR TYPICAL AND ACCESSIBLE EXTERIOR DRIVE DETAIL
12	FOR TYPICAL AND ACCESSIBLE EXTERIOR SIDEWALK DETAIL
13	FOR TYPICAL AND ACCESSIBLE EXTERIOR STAIR DETAIL
14	FOR TYPICAL AND ACCESSIBLE EXTERIOR RAMP DETAIL
15	FOR TYPICAL AND ACCESSIBLE EXTERIOR ELEVATOR DETAIL
16	FOR TYPICAL AND ACCESSIBLE EXTERIOR ESCAPE ROUTE DETAIL
17	FOR TYPICAL AND ACCESSIBLE EXTERIOR SIGNAGE DETAIL
18	FOR TYPICAL AND ACCESSIBLE EXTERIOR LIGHTING DETAIL
19	FOR TYPICAL AND ACCESSIBLE EXTERIOR SECURITY DETAIL
20	FOR TYPICAL AND ACCESSIBLE EXTERIOR FENCE DETAIL
21	FOR TYPICAL AND ACCESSIBLE EXTERIOR GROUND COVER DETAIL
22	FOR TYPICAL AND ACCESSIBLE EXTERIOR TREES DETAIL
23	FOR TYPICAL AND ACCESSIBLE EXTERIOR SHRUBS DETAIL
24	FOR TYPICAL AND ACCESSIBLE EXTERIOR PLANTS DETAIL
25	FOR TYPICAL AND ACCESSIBLE EXTERIOR LANDSCAPE DETAIL

SHEET NOTES

- FOR TYPICAL AND ACCESSIBLE DRAPING DETAIL
- FOR TYPICAL AND ACCESSIBLE ELECTRICAL DETAIL
- FOR TYPICAL AND ACCESSIBLE MECHANICAL DETAIL
- FOR TYPICAL AND ACCESSIBLE FINISHES DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR MATERIALS AND FINISHES DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR FLOORING DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR WALL DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR ROOF DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR FOUNDATION DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR CURB DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR DRIVE DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR SIDEWALK DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR STAIR DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR RAMP DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR ELEVATOR DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR ESCAPE ROUTE DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR SIGNAGE DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR LIGHTING DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR SECURITY DETAIL
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- FOR TYPICAL AND ACCESSIBLE EXTERIOR GROUND COVER DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR TREES DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR SHRUBS DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR PLANTS DETAIL
- FOR TYPICAL AND ACCESSIBLE EXTERIOR LANDSCAPE DETAIL

SYMBOL LEGEND

[Symbol]	LANDSCAPE AREA (AS SHOWN)
[Symbol]	ACCESSIBLE EXTERIOR DRIVE
[Symbol]	ACCESSIBLE EXTERIOR SIDEWALK
[Symbol]	ACCESSIBLE EXTERIOR STAIR
[Symbol]	ACCESSIBLE EXTERIOR RAMP
[Symbol]	ACCESSIBLE EXTERIOR ELEVATOR
[Symbol]	ACCESSIBLE EXTERIOR ESCAPE ROUTE
[Symbol]	ACCESSIBLE EXTERIOR SIGNAGE
[Symbol]	ACCESSIBLE EXTERIOR LIGHTING
[Symbol]	ACCESSIBLE EXTERIOR SECURITY
[Symbol]	ACCESSIBLE EXTERIOR FENCE
[Symbol]	ACCESSIBLE EXTERIOR GROUND COVER
[Symbol]	ACCESSIBLE EXTERIOR TREES
[Symbol]	ACCESSIBLE EXTERIOR SHRUBS
[Symbol]	ACCESSIBLE EXTERIOR PLANTS
[Symbol]	ACCESSIBLE EXTERIOR LANDSCAPE

SB JAMES CONSTRUCTION MANAGEMENT 4000 West 10th Street Suite 100 Denver, CO 80202 Phone: (303) 733-1100 Email: james@sbjames.com		PROJECT: SAMUEL LUCCELLO, AIA, NCARB Construction Management 1600 West 10th Street Suite 100 Denver, CO 80202 Phone: (303) 733-1100 Email: samuel@sbjames.com		CONTRACTOR: SUPERMARKET 1600 West 10th Street Suite 100 Denver, CO 80202 Phone: (303) 733-1100 Email: supermarket@sbjames.com	
DATE: 08/20/2023 PROJECT: PRELIMINARY DATE: 08/20/2023		PROJECT: SUPERMARKET 1600 West 10th Street Suite 100 Denver, CO 80202 Phone: (303) 733-1100 Email: supermarket@sbjames.com		PROJECT: COMMERCIAL DEVELOPMENT CENTRAL POINT, OR (SPAR SUBMITTAL)	
PROJECT: SUPERMARKET 1600 West 10th Street Suite 100 Denver, CO 80202 Phone: (303) 733-1100 Email: supermarket@sbjames.com		PROJECT: COMMERCIAL DEVELOPMENT CENTRAL POINT, OR (SPAR SUBMITTAL)		PROJECT: COMMERCIAL DEVELOPMENT CENTRAL POINT, OR (SPAR SUBMITTAL)	

NORTH
 (A1) SITE PLAN
 SCALE: 1" = 200'-0"

SOUTHERN OREGON TRANSPORTATION ENGINEERING

Medford, Oregon 97504 | Kim.parducci@gmail.com | (541) 941-4148 Cell

North-South: Table Rock Road
 East-West: Biddle Road
 Weather: Sunny, 85 deg
 Vehicle: All Vehicles

File Name : TableRock-Biddle
 Site Code : 00000003
 Start Date : 6/6/2023
 Page No : 1

Groups Printed- All

Start Time	Table Rock From North					Biddle Rd From East					Table Rock From South					Biddle Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00 AM	23	40	7	0	70	0	12	21	0	33	4	51	0	0	55	20	26	9	0	55	213
06:15 AM	21	44	16	0	81	0	15	25	0	40	11	47	1	0	59	18	20	9	0	47	227
06:30 AM	27	39	8	0	74	0	28	29	1	58	8	68	3	0	79	48	38	14	1	101	312
06:45 AM	26	53	18	0	97	2	16	43	0	61	12	96	1	0	109	42	58	20	0	120	387
Total	97	176	49	0	322	2	71	118	1	192	35	262	5	0	302	128	142	52	1	323	1139
07:00 AM	30	64	13	0	107	1	20	37	0	58	9	63	1	0	73	39	46	21	0	106	344
07:15 AM	46	67	20	0	133	0	28	28	1	57	11	83	4	0	98	42	54	34	0	130	418
07:30 AM	49	60	15	0	124	3	26	36	1	66	15	75	2	0	92	45	110	32	0	187	469
07:45 AM	90	72	18	0	180	0	39	46	0	85	22	88	5	1	116	72	148	37	0	257	638
Total	215	263	66	0	544	4	113	147	2	266	57	309	12	1	379	198	358	124	0	680	1869
08:00 AM	62	74	27	0	163	0	53	47	0	100	26	79	8	0	113	43	86	30	0	159	535
08:15 AM	57	45	17	1	120	4	39	33	1	77	14	76	2	0	92	41	99	31	0	171	460
08:30 AM	56	68	27	0	151	0	50	42	0	92	16	63	3	0	82	36	86	25	0	147	472
08:45 AM	48	51	21	0	120	1	54	49	0	104	21	64	3	0	88	48	75	24	0	147	459
Total	223	238	92	1	554	5	196	171	1	373	77	282	16	0	375	168	346	110	0	624	1926
*** BREAK ***																					
03:00 PM	47	90	42	0	179	10	119	66	0	195	38	92	9	0	139	46	64	33	0	143	656
03:15 PM	44	99	25	0	168	8	109	71	0	188	37	93	3	0	133	43	69	31	0	143	632
03:30 PM	58	99	25	0	182	9	77	64	0	150	29	109	5	0	143	37	71	49	0	157	632
03:45 PM	48	101	18	0	167	9	98	62	0	169	24	100	9	0	133	59	78	31	0	168	637
Total	197	389	110	0	696	36	403	263	0	702	128	394	26	0	548	185	282	144	0	611	2557
04:00 PM	49	101	26	0	176	8	110	65	0	183	47	106	4	0	157	41	97	27	0	165	681
04:15 PM	51	103	27	0	181	8	95	67	0	170	31	98	3	0	132	47	78	26	0	151	634
04:30 PM	48	103	24	0	175	14	118	50	0	182	26	113	7	0	146	33	55	34	0	122	625
04:45 PM	62	101	16	0	179	8	98	66	0	172	32	94	6	0	132	47	41	31	0	119	602
Total	210	408	93	0	711	38	421	248	0	707	136	411	20	0	567	168	271	118	0	557	2542
05:00 PM	38	113	40	0	191	2	118	101	0	221	43	112	8	0	163	36	77	14	0	127	702
05:15 PM	37	85	25	0	147	14	110	87	0	211	24	97	2	0	123	42	51	31	0	124	605
05:30 PM	35	77	22	0	134	12	132	49	0	193	33	76	5	0	114	39	64	26	0	129	570
05:45 PM	26	68	20	0	114	5	90	51	0	146	32	89	9	0	130	18	52	22	0	92	482
Total	136	343	107	0	586	33	450	288	0	771	132	374	24	0	530	135	244	93	0	472	2359
Grand Total	1078	1817	517	1	3413	118	1654	1235	4	3011	565	2032	103	1	2701	982	1643	641	1	3267	12392
Apprch %	31.6	53.2	15.1	0		3.9	54.9	41	0.1		20.9	75.2	3.8	0		30.1	50.3	19.6	0		
Total %	8.7	14.7	4.2	0	27.5	1	13.3	10	0	24.3	4.6	16.4	0.8	0	21.8	7.9	13.3	5.2	0	26.4	

SOUTHERN OREGON TRANSPORTATION ENGINEERING

Medford, Oregon 97504 | Kim.parducci@gmail.com | (541) 941-4148 Cell

North-South: Table Rock Road
 East-West: Biddle Road
 Weather: Sunny, 85 deg
 Vehicle: All Vehicles

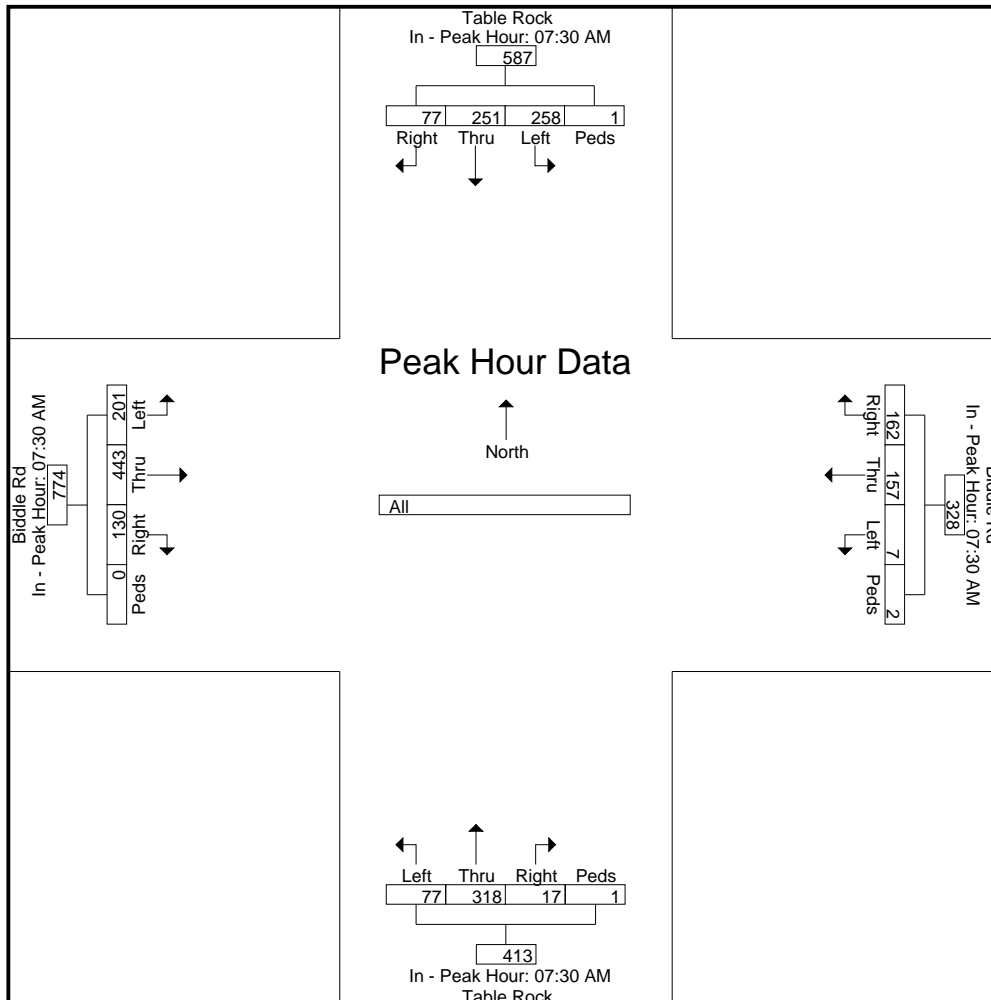
File Name : TableRock-Biddle
 Site Code : 00000003
 Start Date : 6/6/2023
 Page No : 2

Start Time	Table Rock From North					Biddle Rd From East					Table Rock From South					Biddle Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	49	60	15	0	124	3	26	36	1	66	15	75	2	0	92	45	110	32	0	187
+15 mins.	90	72	18	0	180	0	39	46	0	85	22	88	5	1	116	72	148	37	0	257
+30 mins.	62	74	27	0	163	0	53	47	0	100	26	79	8	0	113	43	86	30	0	159
+45 mins.	57	45	17	1	120	4	39	33	1	77	14	76	2	0	92	41	99	31	0	171
Total Volume	258	251	77	1	587	7	157	162	2	328	77	318	17	1	413	201	443	130	0	774
% App. Total	44	42.8	13.1	0.2		2.1	47.9	49.4	0.6		18.6	77	4.1	0.2		26	57.2	16.8	0	
PHF	.717	.848	.713	.250	.815	.438	.741	.862	.500	.820	.740	.903	.531	.250	.890	.698	.748	.878	.000	.753



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 Weather: Sunny, 85 deg
 Vehicle: All Vehicles

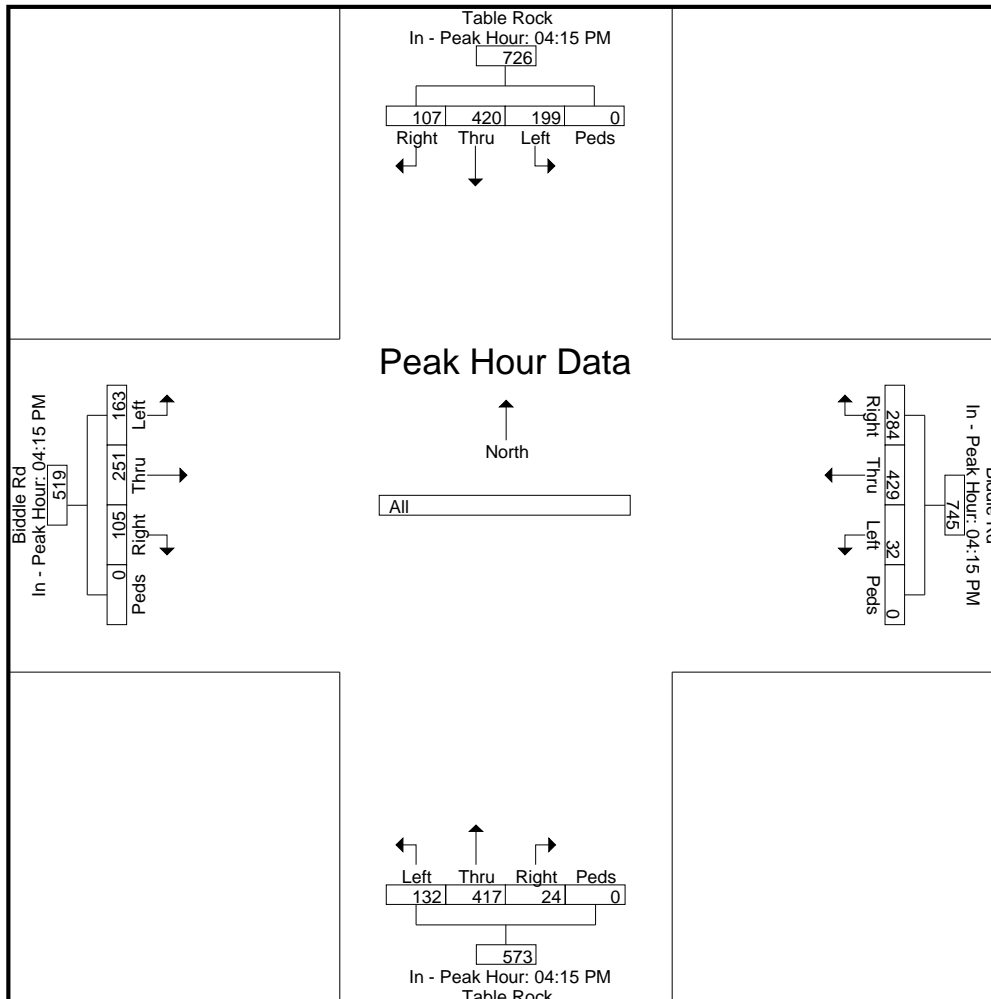
File Name : TableRock-Biddle
 Site Code : 00000003
 Start Date : 6/6/2023
 Page No : 3

Start Time	Table Rock From North					Biddle Rd From East					Table Rock From South					Biddle Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:15 PM					04:15 PM				
+0 mins.	51	103	27	0	181	8	95	67	0	170	31	98	3	0	132	47	78	26	0	151
+15 mins.	48	103	24	0	175	14	118	50	0	182	26	113	7	0	146	33	55	34	0	122
+30 mins.	62	101	16	0	179	8	98	66	0	172	32	94	6	0	132	47	41	31	0	119
+45 mins.	38	113	40	0	191	2	118	101	0	221	43	112	8	0	163	36	77	14	0	127
Total Volume	199	420	107	0	726	32	429	284	0	745	132	417	24	0	573	163	251	105	0	519
% App. Total	27.4	57.9	14.7	0		4.3	57.6	38.1	0		23	72.8	4.2	0		31.4	48.4	20.2	0	
PHF	.802	.929	.669	.000	.950	.571	.909	.703	.000	.843	.767	.923	.750	.000	.879	.867	.804	.772	.000	.859



SOUTHERN OREGON TRANSPORTATION ENGINEERING

Medford, Oregon 97504 | Kim.parducci@gmail.com | (541) 941-4148 Cell

North-South: Table Rock Rd
 East-West: Firestone RIROLI
 Weather: Sunny, Warm
 Vehicle: All Vehicles

File Name : firestone riroli-t.r.
 Site Code : 00000001
 Start Date : 6/6/2023
 Page No : 1

Groups Printed- All

Start Time	Table Rock From North					From East					Table Rock From South					Firestone RIROLI From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:15 PM	0	136	1	1	138	0	0	0	0	0	3	132	0	0	135	0	0	2	0	2	275
04:30 PM	0	147	4	0	151	0	0	0	0	0	3	146	0	0	149	0	0	2	0	2	302
04:45 PM	0	138	2	0	140	0	0	0	0	0	1	132	0	0	133	0	0	0	0	0	273
Total	0	421	7	1	429	0	0	0	0	0	7	410	0	0	417	0	0	4	0	4	850
05:00 PM	0	129	0	0	129	0	0	0	0	0	3	163	0	0	166	0	0	1	0	1	296
Grand Total	0	550	7	1	558	0	0	0	0	0	10	573	0	0	583	0	0	5	0	5	1146
Apprch %	0	98.6	1.3	0.2		0	0	0	0		1.7	98.3	0	0		0	0	100	0		
Total %	0	48	0.6	0.1	48.7	0	0	0	0	0	0.9	50	0	0	50.9	0	0	0.4	0	0.4	

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North-South: Table Rock Rd
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 Weather: Sunny, Warm
 Vehicle: All Vehicles

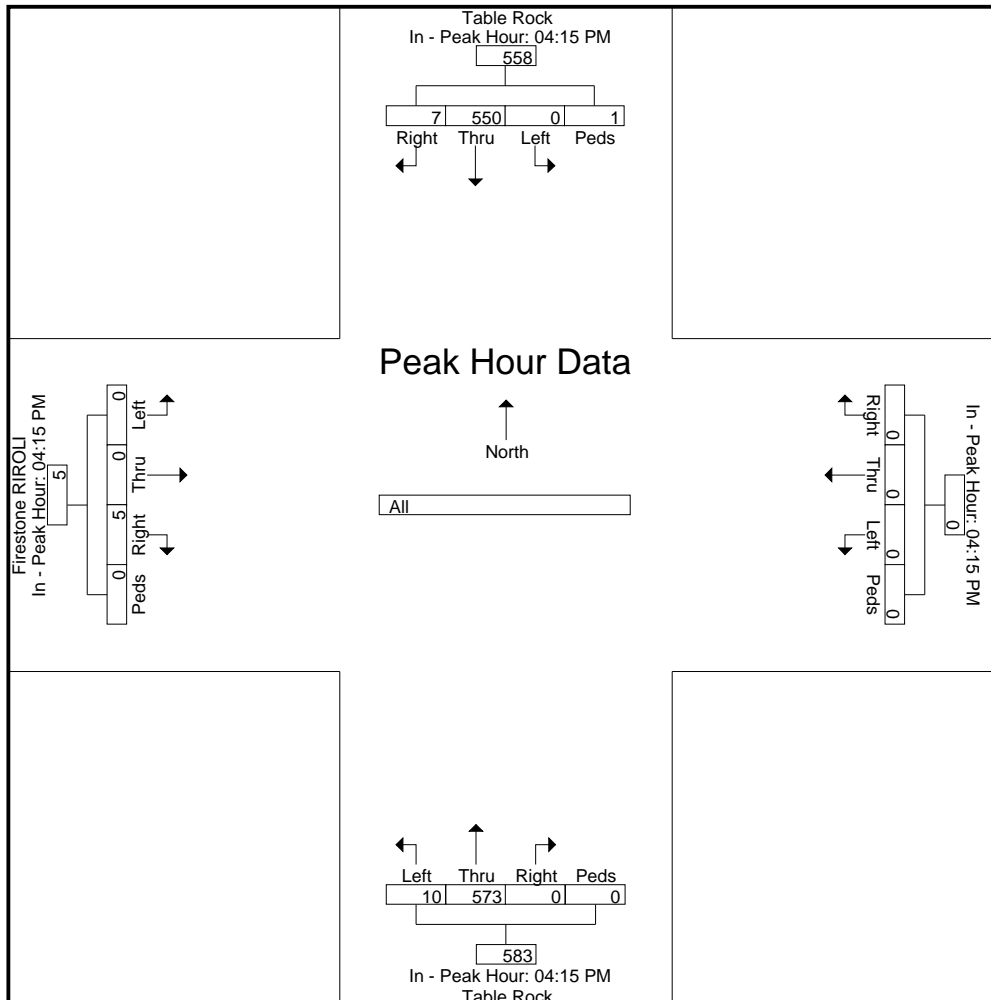
File Name : firestone rirolit-r.
 Site Code : 00000001
 Start Date : 6/6/2023
 Page No : 2

Start Time	Table Rock From North					From East					Table Rock From South					Firestone RIROLI From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					04:15 PM					04:15 PM					04:15 PM				
+0 mins.	0	136	1	1	138	0	0	0	0	0	3	132	0	0	135	0	0	2	0	2
+15 mins.	0	147	4	0	151	0	0	0	0	0	3	146	0	0	149	0	0	2	0	2
+30 mins.	0	138	2	0	140	0	0	0	0	0	1	132	0	0	133	0	0	0	0	0
+45 mins.	0	129	0	0	129	0	0	0	0	0	3	163	0	0	166	0	0	1	0	1
Total Volume	0	550	7	1	558	0	0	0	0	0	10	573	0	0	583	0	0	5	0	5
% App. Total	0	98.6	1.3	0.2		0	0	0	0		1.7	98.3	0	0		0	0	100	0	
PHF	.000	.935	.438	.250	.924	.000	.000	.000	.000	.000	.833	.879	.000	.000	.878	.000	.000	.625	.000	.625



TREND	SEASONAL TREND TABLE (Updated: 11/10/2022)												Seasonal Trend Peak Period Factor												
	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun		1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec
INTERSTATE URBANIZED	1.0337	1.1592	1.1547	1.1502	1.0841	1.0180	0.9663	0.9746	0.9875	0.9885	0.9625	0.9386	0.9211	0.9056	0.9175	0.9265	0.9470	0.9645	0.9721	0.9736	0.9885	0.9973	1.0384	1.0784	0.9056
INTERSTATE NONURBANIZED	1.2128	1.3303	1.3475	1.3647	1.2141	1.0634	1.0236	0.9638	0.9667	0.9536	0.9130	0.8724	0.8404	0.8084	0.8283	0.8501	0.8889	0.9276	0.9683	0.9859	1.0037	1.0185	1.1007	1.1830	0.8084
COMMUTER	1.1005	1.1479	1.1341	1.1204	1.0651	1.0069	0.9836	0.9574	0.9663	0.9752	0.9544	0.9336	0.9338	0.9341	0.9453	0.9566	0.9608	0.9649	0.9693	0.9736	0.9835	1.0134	1.0465	1.0796	0.8336
COASTAL DESTINATION	1.1584	1.2243	1.2052	1.1862	1.1005	1.0149	0.9887	0.9625	0.9672	0.9720	0.9181	0.8642	0.8386	0.8130	0.8259	0.8468	0.8926	0.9384	0.9640	1.0486	1.0959	1.1502	1.1960	1.2419	0.8130
COASTAL DESTINATION ROUTE	1.2909	1.3694	1.3728	1.3763	1.2315	1.0867	1.0419	0.9972	0.9581	0.9191	0.8590	0.7989	0.7607	0.7225	0.7389	0.7554	0.8235	0.8916	0.9820	1.0724	1.1507	1.2291	1.3029	1.4867	0.7225
AGRICULTURE	1.4312	1.4915	1.4900	1.5046	1.3695	1.2164	1.1152	1.0141	0.9336	0.8572	0.8266	0.7960	0.8137	0.8315	0.8448	0.8581	0.8336	0.8092	0.8466	0.8901	0.9854	1.0467	1.2566	1.4666	0.7960
RECREATIONAL SUMMER	1.4118	1.5326	1.6112	1.6888	1.4761	1.2823	1.1772	1.0821	0.9752	0.8652	0.7947	0.7311	0.7197	0.7082	0.7395	0.7708	0.8006	0.8304	0.8677	0.9651	1.0791	1.1910	1.4205	1.6801	0.7082
RECREATIONAL WINTER	0.7518	0.8394	0.8654	1.0914	1.0422	0.9890	1.0357	1.0765	1.0310	0.9834	0.9398	0.8882	0.7824	0.8767	0.7712	0.8658	0.9873	1.2889	1.2650	1.4412	1.9833	1.7254	1.3952	1.0650	0.6767
RECREATIONAL WINTER	0.9688	0.9112	0.9398	0.9254	0.7154	0.7694	0.7948	0.8228	0.8429	0.8624	0.8820	0.9016	0.9212	0.9408	0.9604	0.9799	0.9995	1.0191	1.0387	1.0583	1.0779	1.0974	1.1170	1.1366	0.6986
RECREATIONAL WINTER	1.2883	1.3194	1.3010	1.2826	1.1889	1.0862	1.0262	0.9573	0.9119	0.8664	0.8549	0.8434	0.8442	0.8451	0.8727	0.9003	0.9380	0.9167	0.8406	0.9684	1.0279	1.0993	1.1996	1.3889	0.8434

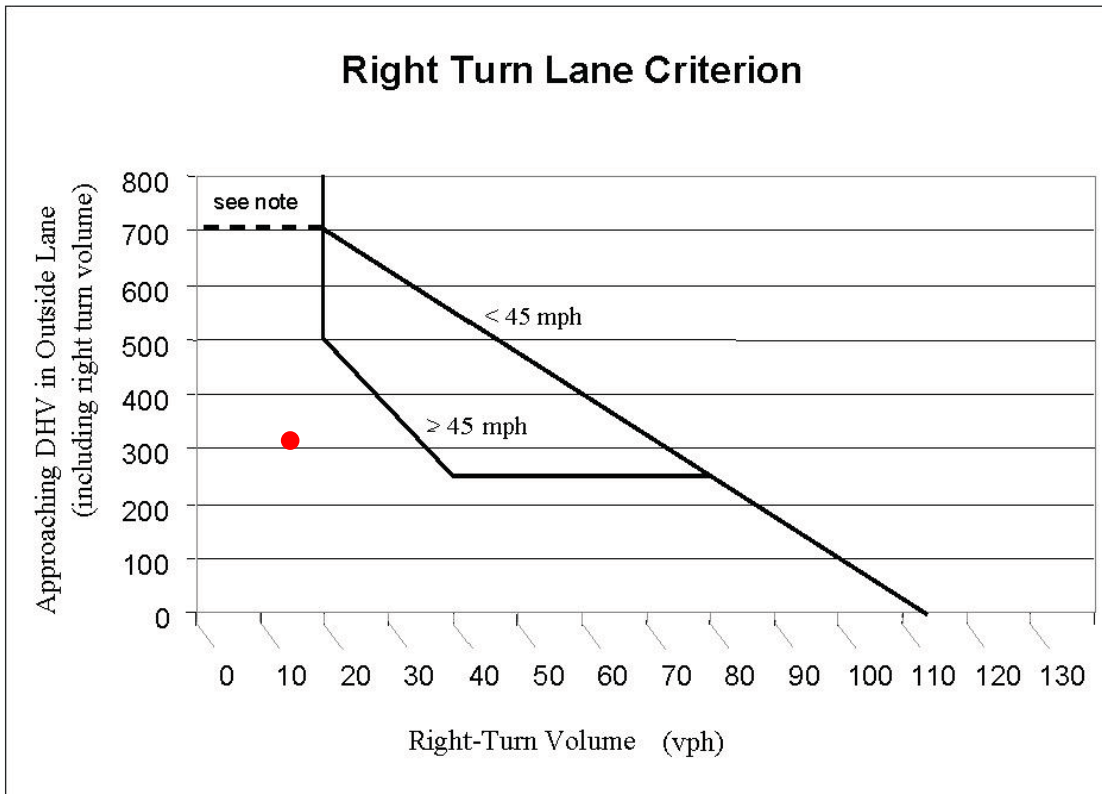
* Seasonal Trend Table factors are based on previous year ATR data. The table is updated yearly.
 * Grey shading indicates months were seasonal factor is greater than or less than 30%.

Commuter	0.9476
Peak	0.9336
Adj	1.015

Right-In (RI) Access / Table Rock Road

Exhibit 7-2 Right Turn Lane Criterion

Design Year 2025 Build, PM Peak Hour



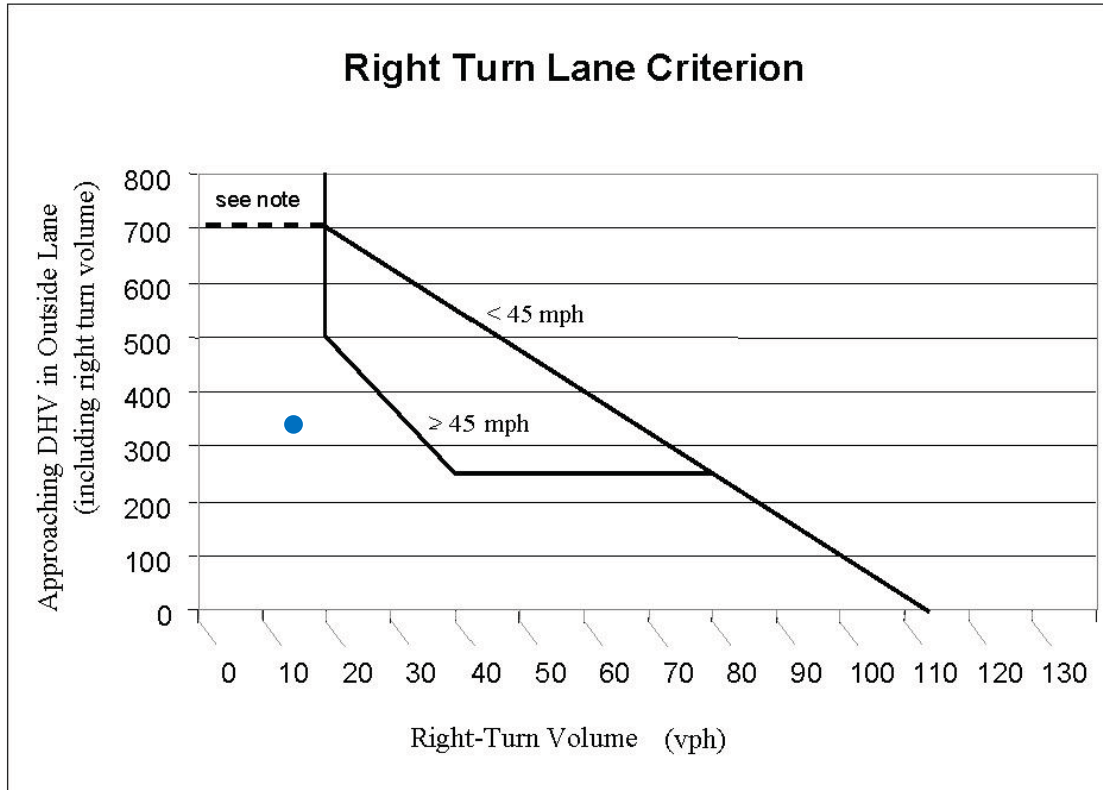
Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

PM Peak Hour ●
X = 15 VPH
Y = 307 VPH
Criterion: Not Met

Right-In (RI) Access / Table Rock Road

Exhibit 7-2 Right Turn Lane Criterion

Future Year 2038 Build, PM Peak Hour





























Note: If there is no right turn lane, a shoulder needs to be provided. If this intersection is in a rural area and is a connection to a public street, a right turn lane is needed.

PM Peak Hour ●
X = 15 VPH
Y = 339 VPH
Criterion: Not Met

HCM Signalized Intersection Capacity Analysis

1: Table Rock Rd & Biddle Rd

06/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	165	255	110	30	435	290	135	425	25	200	425	110
Future Volume (vph)	165	255	110	30	435	290	135	425	25	200	425	110
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1458	3292	1473	1662	3292	1444	1646	3207		1646	3133	
Flt Permitted	0.31	1.00	1.00	0.58	1.00	1.00	0.35	1.00		0.32	1.00	
Satd. Flow (perm)	482	3292	1473	1015	3292	1444	613	3207		560	3133	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	181	280	121	33	478	319	148	467	27	220	467	121
RTOR Reduction (vph)	0	0	79	0	0	244	0	5	0	0	25	0
Lane Group Flow (vph)	181	280	42	33	478	75	148	489	0	220	563	0
Heavy Vehicles (%)	14%	1%	1%	0%	1%	3%	1%	3%	0%	1%	1%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	33.8	27.7	27.7	20.8	18.7	18.7	26.7	18.9		31.9	21.5	
Effective Green, g (s)	33.8	27.7	27.7	20.8	18.7	18.7	26.7	18.9		31.9	21.5	
Actuated g/C Ratio	0.43	0.35	0.35	0.26	0.24	0.24	0.34	0.24		0.40	0.27	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	1.5	4.6	4.6	1.5	3.8	3.8	1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	342	1152	515	284	778	341	308	766		368	851	
v/s Ratio Prot	c0.07	0.09		0.00	c0.15		0.05	0.15		c0.08	c0.18	
v/s Ratio Perm	0.15		0.03	0.03		0.05	0.11			0.16		
v/c Ratio	0.53	0.24	0.08	0.12	0.61	0.22	0.48	0.64		0.60	0.66	
Uniform Delay, d1	15.3	18.3	17.2	21.9	27.0	24.3	19.2	27.0		16.7	25.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.2	0.1	0.1	1.6	0.4	0.4	1.8		1.7	2.0	
Delay (s)	16.0	18.5	17.3	22.0	28.6	24.8	19.6	28.9		18.4	27.6	
Level of Service	B	B	B	C	C	C	B	C		B	C	
Approach Delay (s)		17.5			26.8			26.7			25.1	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM 2000 Control Delay	24.4			HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio	0.64											
Actuated Cycle Length (s)	79.1			Sum of lost time (s)				20.0				
Intersection Capacity Utilization	65.3%			ICU Level of Service				C				
Analysis Period (min)	15											
c Critical Lane Group												

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↕	↕	
Traffic Vol, veh/h	0	5	10	585	558	7
Future Vol, veh/h	0	5	10	585	558	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	-	0	400	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	5	5	7	3	5
Mvmt Flow	0	5	11	643	613	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	311	621	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7	4.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	0	676	935	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	676	935	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NB	EBLn1	SBT	SBR	
Capacity (veh/h)	935	-	676	-	-	
HCM Lane V/C Ratio	0.012	-	-0.008	-	-	
HCM Control Delay (s)	8.9	-	10.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:10	4:10	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	8518	8733	8530	8617	8592	8600
Vehs Exited	8532	8735	8551	8653	8640	8625
Starting Vehs	364	384	381	360	380	369
Ending Vehs	350	382	360	324	332	347
Travel Distance (mi)	9310	9316	9285	9493	9386	9358
Travel Time (hr)	372.0	383.4	376.3	381.5	376.9	378.0
Total Delay (hr)	114.7	125.1	119.9	118.3	116.1	118.8
Total Stops	11474	11914	11509	11803	11732	11687
Fuel Used (gal)	327.8	331.2	329.3	337.0	332.7	331.6

Interval #0 Information Seeding

Start Time	4:10
End Time	4:15
Total Time (min)	5
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2269	2342	2250	2329	2228	2282
Vehs Exited	2183	2295	2247	2265	2193	2237
Starting Vehs	364	384	381	360	380	369
Ending Vehs	450	431	384	424	415	414
Travel Distance (mi)	2456	2530	2491	2585	2447	2502
Travel Time (hr)	99.4	110.5	103.8	109.8	98.8	104.5
Total Delay (hr)	31.6	40.3	34.9	38.1	31.1	35.2
Total Stops	3097	3536	3176	3448	3048	3261
Fuel Used (gal)	87.6	91.2	89.5	93.7	86.8	89.8

Interval #2 Information Recording

Start Time	4:30
End Time	5:15
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6249	6391	6280	6288	6364	6310
Vehs Exited	6349	6440	6304	6388	6447	6386
Starting Vehs	450	431	384	424	415	414
Ending Vehs	350	382	360	324	332	347
Travel Distance (mi)	6854	6786	6795	6908	6939	6856
Travel Time (hr)	272.6	272.8	272.5	271.7	278.1	273.5
Total Delay (hr)	83.1	84.9	84.9	80.2	85.0	83.6
Total Stops	8377	8378	8333	8355	8684	8422
Fuel Used (gal)	240.3	239.9	239.8	243.3	245.8	241.8

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	170	87	110	19	55	161	188	136	118	177	189	179
Average Queue (ft)	86	37	49	2	17	83	96	65	54	83	93	80
95th Queue (ft)	147	80	93	15	46	136	158	112	96	142	150	146
Link Distance (ft)		527	527			3578	3578			504	504	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350			275	400			275	400			100
Storage Blk Time (%)												6
Queuing Penalty (veh)												13

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	204	218
Average Queue (ft)	85	116
95th Queue (ft)	163	193
Link Distance (ft)	3693	3693
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	4	
Queuing Penalty (veh)	8	

Intersection: 34: Table Rock Rd & RIROLI

Movement	EB	NB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	25	40	4
Average Queue (ft)	4	4	0
95th Queue (ft)	20	23	3
Link Distance (ft)	202		504
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		400	
Storage Blk Time (%)			
Queuing Penalty (veh)			



























Zone Summary

Zone wide Queuing Penalty: 21

HCM Signalized Intersection Capacity Analysis

1: Table Rock Rd & Biddle Rd

06/14/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	175	265	115	30	455	300	140	440	25	210	440	115
Future Volume (vph)	175	265	115	30	455	300	140	440	25	210	440	115
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1458	3292	1473	1662	3292	1444	1646	3208		1646	3132	
Flt Permitted	0.30	1.00	1.00	0.57	1.00	1.00	0.33	1.00		0.31	1.00	
Satd. Flow (perm)	453	3292	1473	1004	3292	1444	570	3208		533	3132	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	192	291	126	33	500	330	154	484	27	231	484	126
RTOR Reduction (vph)	0	0	81	0	0	252	0	5	0	0	25	0
Lane Group Flow (vph)	192	291	45	33	500	78	154	506	0	231	585	0
Heavy Vehicles (%)	14%	1%	1%	0%	1%	3%	1%	3%	0%	1%	1%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	35.4	29.3	29.3	21.5	19.4	19.4	27.7	19.7		32.9	22.3	
Effective Green, g (s)	35.4	29.3	29.3	21.5	19.4	19.4	27.7	19.7		32.9	22.3	
Actuated g/C Ratio	0.43	0.36	0.36	0.26	0.24	0.24	0.34	0.24		0.40	0.27	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	1.5	4.6	4.6	1.5	3.8	3.8	1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	343	1180	528	281	781	342	298	773		359	854	
v/s Ratio Prot	c0.08	0.09		0.00	c0.15		0.05	0.16		c0.08	c0.19	
v/s Ratio Perm	0.16		0.03	0.03		0.05	0.12			0.18		
v/c Ratio	0.56	0.25	0.09	0.12	0.64	0.23	0.52	0.66		0.64	0.69	
Uniform Delay, d1	15.7	18.4	17.3	22.6	28.0	25.1	19.8	27.9		17.4	26.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.2	0.1	0.1	2.0	0.4	0.6	2.1		2.9	2.4	
Delay (s)	16.9	18.6	17.5	22.7	30.0	25.6	20.5	30.0		20.4	28.9	
Level of Service	B	B	B	C	C	C	C	C		C	C	
Approach Delay (s)		17.8			28.0			27.8			26.6	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			25.5			HCM 2000 Level of Service		C				
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			81.7			Sum of lost time (s)		20.0				
Intersection Capacity Utilization			67.5%			ICU Level of Service		C				
Analysis Period (min)			15									
c Critical Lane Group												

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↕	↕	
Traffic Vol, veh/h	0	5	10	605	578	7
Future Vol, veh/h	0	5	10	605	578	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	-	0	400	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	5	5	7	3	5
Mvmt Flow	0	5	11	665	635	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	322	643	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7	4.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	0	665	918	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	665	918	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NB	EBLn1	SBT	SBR	
Capacity (veh/h)	918	-	665	-	-	
HCM Lane V/C Ratio	0.012	-	-0.008	-	-	
HCM Control Delay (s)	9	-	10.5	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:10	4:10	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	8526	8816	8656	8651	8700	8664
Vehs Exited	8571	8836	8698	8676	8736	8702
Starting Vehs	380	396	387	386	370	377
Ending Vehs	335	376	345	361	334	343
Travel Distance (mi)	9347	9672	9427	9448	9417	9462
Travel Time (hr)	379.2	407.4	384.4	381.3	385.4	387.5
Total Delay (hr)	119.9	138.9	122.8	119.0	124.5	125.0
Total Stops	11713	12919	11944	11832	12002	12077
Fuel Used (gal)	331.5	345.4	333.8	333.7	335.3	335.9

Interval #0 Information Seeding

Start Time	4:10
End Time	4:15
Total Time (min)	5
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2249	2365	2370	2282	2246	2301
Vehs Exited	2235	2308	2301	2265	2185	2258
Starting Vehs	380	396	387	386	370	377
Ending Vehs	394	453	456	403	431	425
Travel Distance (mi)	2485	2643	2541	2513	2408	2518
Travel Time (hr)	103.7	114.7	107.7	104.4	102.9	106.7
Total Delay (hr)	34.9	41.4	37.2	34.6	36.1	36.8
Total Stops	3224	3583	3448	3229	3248	3345
Fuel Used (gal)	89.3	94.7	91.1	89.2	86.7	90.2

Interval #2 Information Recording

Start Time	4:30
End Time	5:15
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6277	6451	6286	6369	6454	6369
Vehs Exited	6336	6528	6397	6411	6551	6446
Starting Vehs	394	453	456	403	431	425
Ending Vehs	335	376	345	361	334	343
Travel Distance (mi)	6862	7029	6886	6935	7009	6944
Travel Time (hr)	275.5	292.7	276.6	276.9	282.4	280.8
Total Delay (hr)	85.0	97.6	85.6	84.4	88.5	88.2
Total Stops	8489	9336	8496	8603	8754	8734
Fuel Used (gal)	242.2	250.7	242.6	244.5	248.6	245.7

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	204	88	110	60	59	201	193	171	132	162	172	172
Average Queue (ft)	92	37	49	3	16	91	98	72	59	86	94	81
95th Queue (ft)	169	79	92	25	43	159	167	126	102	142	146	140
Link Distance (ft)		527	527			3578	3578			504	504	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350			275	400			275	400			100
Storage Blk Time (%)												5
Queuing Penalty (veh)												10

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	194	221
Average Queue (ft)	83	119
95th Queue (ft)	153	193
Link Distance (ft)	3693	3693
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	3	
Queuing Penalty (veh)	7	

Intersection: 34: Table Rock Rd & RIROLI

Movement	EB	NB
Directions Served	R	L
Maximum Queue (ft)	36	43
Average Queue (ft)	7	5
95th Queue (ft)	29	24
Link Distance (ft)	202	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	400	
Storage Blk Time (%)		
Queuing Penalty (veh)		





























Zone Summary

Zone wide Queuing Penalty: 18

HCM Signalized Intersection Capacity Analysis

1: Table Rock Rd & Biddle Rd

06/14/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	190	295	115	33	470	300	140	440	25	210	450	120
Future Volume (vph)	190	295	115	33	470	300	140	440	25	210	450	120
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Fr't	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1458	3292	1473	1662	3292	1444	1646	3208		1646	3129	
Flt Permitted	0.28	1.00	1.00	0.56	1.00	1.00	0.31	1.00		0.31	1.00	
Satd. Flow (perm)	434	3292	1473	973	3292	1444	546	3208		531	3129	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	209	324	126	36	516	330	154	484	27	231	495	132
RTOR Reduction (vph)	0	0	80	0	0	251	0	5	0	0	25	0
Lane Group Flow (vph)	209	324	46	36	516	79	154	506	0	231	602	0
Heavy Vehicles (%)	14%	1%	1%	0%	1%	3%	1%	3%	0%	1%	1%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	36.3	30.2	30.2	22.0	19.9	19.9	28.2	20.2		33.6	22.9	
Effective Green, g (s)	36.3	30.2	30.2	22.0	19.9	19.9	28.2	20.2		33.6	22.9	
Actuated g/C Ratio	0.44	0.36	0.36	0.26	0.24	0.24	0.34	0.24		0.40	0.28	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	1.5	4.6	4.6	1.5	3.8	3.8	1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	341	1194	534	274	787	345	290	778		357	861	
v/s Ratio Prot	c0.09	0.10		0.00	0.16		0.05	0.16		c0.08	c0.19	
v/s Ratio Perm	c0.18		0.03	0.03		0.05	0.13			0.18		
v/c Ratio	0.61	0.27	0.09	0.13	0.66	0.23	0.53	0.65		0.65	0.70	
Uniform Delay, d1	16.2	18.7	17.4	23.0	28.6	25.5	20.2	28.3		17.7	27.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.3	0.2	0.1	0.1	2.1	0.4	0.9	2.0		3.0	2.6	
Delay (s)	18.5	18.9	17.5	23.1	30.7	25.9	21.2	30.4		20.7	29.6	
Level of Service	B	B	B	C	C	C	C	C		C	C	
Approach Delay (s)		18.5			28.6			28.2			27.2	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM 2000 Control Delay	26.0			HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio	0.70											
Actuated Cycle Length (s)	83.2			Sum of lost time (s)				20.0				
Intersection Capacity Utilization	68.9%			ICU Level of Service				C				
Analysis Period (min)	15											
c Critical Lane Group												

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↕	↕	
Traffic Vol, veh/h	0	35	12	605	559	24
Future Vol, veh/h	0	35	12	605	559	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	-	0	400	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	5	5	7	3	5
Mvmt Flow	0	38	13	665	614	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 320	640	0 - 0
Stage 1	- -	- -	- - -
Stage 2	- -	- -	- - -
Critical Hdwy	- 7	4.2	- - -
Critical Hdwy Stg 1	- -	- -	- - -
Critical Hdwy Stg 2	- -	- -	- - -
Follow-up Hdwy	- 3.35	2.25	- - -
Pot Cap-1 Maneuver	0 667	920	- - -
Stage 1	0 -	- -	- - -
Stage 2	0 -	- -	- - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	- 667	920	- - -
Mov Cap-2 Maneuver	- -	- -	- - -
Stage 1	- -	- -	- - -
Stage 2	- -	- -	- - -

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTLn1	SBT	SBR
Capacity (veh/h)	920	- 667	- -	- -
HCM Lane V/C Ratio	0.014	-0.058	- -	- -
HCM Control Delay (s)	9	- 10.7	- -	- -
HCM Lane LOS	A	- B	- -	- -
HCM 95th %tile Q(veh)	0	- 0.2	- -	- -

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	0	0	605	583	15
Future Vol, veh/h	0	0	0	605	583	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	-	0	-	-	-	-
Veh in Median Storage#	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	0	0	0	658	634	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 325	-	0 - 0
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	- 6.9	-	- - -
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	- 3.3	-	- - -
Pot Cap-1 Maneuver	0 677	0	- - -
Stage 1	0 -	0	- - -
Stage 2	0 -	0	- - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	- 677	-	- - -
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NB	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:10	4:10	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	8657	8473	8673	8813	8615	8649
Vehs Exited	8657	8525	8671	8780	8638	8656
Starting Vehs	353	400	359	352	386	370
Ending Vehs	353	348	361	385	363	358
Travel Distance (mi)	9545	9281	9476	9740	9333	9475
Travel Time (hr)	389.3	374.4	385.3	400.1	379.2	385.7
Total Delay (hr)	124.4	118.3	122.5	130.8	119.5	123.1
Total Stops	12220	11718	12001	12358	11874	12037
Fuel Used (gal)	340.1	328.4	336.0	345.6	333.0	336.6

Interval #0 Information Seeding

Start Time	4:10
End Time	4:15
Total Time (min)	5
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2313	2297	2259	2361	2336	2313
Vehs Exited	2255	2250	2226	2244	2298	2257
Starting Vehs	353	400	359	352	386	370
Ending Vehs	411	447	392	469	424	425
Travel Distance (mi)	2533	2466	2518	2557	2520	2518
Travel Time (hr)	107.3	100.3	103.3	108.0	105.3	104.8
Total Delay (hr)	37.1	32.3	33.8	37.4	35.2	35.2
Total Stops	3425	3094	3183	3416	3338	3290
Fuel Used (gal)	91.0	87.9	89.7	92.0	90.9	90.3

Interval #2 Information Recording

Start Time	4:30
End Time	5:15
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6344	6176	6414	6452	6279	6333
Vehs Exited	6402	6275	6445	6536	6340	6399
Starting Vehs	411	447	392	469	424	425
Ending Vehs	353	348	361	385	363	358
Travel Distance (mi)	7012	6815	6958	7183	6814	6956
Travel Time (hr)	282.0	274.1	281.9	292.1	273.9	280.8
Total Delay (hr)	87.3	86.1	88.7	93.4	84.2	88.0
Total Stops	8795	8624	8818	8942	8536	8740
Fuel Used (gal)	249.1	240.5	246.2	253.6	242.1	246.3

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	236	96	107	60	51	192	201	188	135	174	184	185
Average Queue (ft)	106	46	54	4	18	102	110	75	61	87	102	87
95th Queue (ft)	190	85	95	28	48	162	169	140	108	142	162	152
Link Distance (ft)		527	527			3578	3578			331	331	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350			275	400			275	400			100
Storage Blk Time (%)								0				5
Queuing Penalty (veh)								0				12

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	217	246
Average Queue (ft)	96	130
95th Queue (ft)	175	209
Link Distance (ft)	3693	3693
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	5	
Queuing Penalty (veh)	10	

Intersection: 34: Table Rock Rd & RIROLI

Movement	EB	NB
Directions Served	R	L
Maximum Queue (ft)	66	37
Average Queue (ft)	23	4
95th Queue (ft)	55	21
Link Distance (ft)	202	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 46: Table Rock Rd & RI Access

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)



























Zone Summary

Zone wide Queuing Penalty: 22

HCM Signalized Intersection Capacity Analysis

1: Table Rock Rd & Biddle Rd

06/14/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	195	290	130	35	500	330	155	485	30	230	485	130
Future Volume (vph)	195	290	130	35	500	330	155	485	30	230	485	130
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Fr't	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1458	3292	1473	1662	3292	1444	1646	3205		1646	3129	
Flt Permitted	0.27	1.00	1.00	0.57	1.00	1.00	0.31	1.00		0.28	1.00	
Satd. Flow (perm)	420	3292	1473	991	3292	1444	530	3205		480	3129	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	205	305	137	37	526	347	163	511	32	242	511	137
RTOR Reduction (vph)	0	0	88	0	0	264	0	5	0	0	26	0
Lane Group Flow (vph)	205	305	49	37	526	83	163	538	0	242	622	0
Heavy Vehicles (%)	14%	1%	1%	0%	1%	3%	1%	3%	0%	1%	1%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	36.6	30.5	30.5	22.3	20.2	20.2	29.0	20.8		35.2	23.9	
Effective Green, g (s)	36.6	30.5	30.5	22.3	20.2	20.2	29.0	20.8		35.2	23.9	
Actuated g/C Ratio	0.43	0.36	0.36	0.26	0.24	0.24	0.34	0.25		0.42	0.28	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	1.5	4.6	4.6	1.5	3.8	3.8	1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	333	1185	530	277	785	344	289	787		355	882	
v/s Ratio Prot	c0.09	0.09		0.00	0.16		0.05	0.17		c0.09	c0.20	
v/s Ratio Perm	c0.18		0.03	0.03		0.06	0.14			0.19		
v/c Ratio	0.62	0.26	0.09	0.13	0.67	0.24	0.56	0.68		0.68	0.71	
Uniform Delay, d1	16.7	19.1	17.9	23.5	29.2	26.1	20.5	29.0		17.7	27.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	0.2	0.1	0.1	2.4	0.5	1.5	2.6		4.3	2.7	
Delay (s)	19.1	19.3	18.1	23.6	31.6	26.5	22.0	31.5		21.9	29.9	
Level of Service	B	B	B	C	C	C	C	C		C	C	
Approach Delay (s)		19.0			29.4			29.3			27.8	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM 2000 Control Delay	26.8			HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio	0.71											
Actuated Cycle Length (s)	84.7			Sum of lost time (s)				20.0				
Intersection Capacity Utilization	72.8%			ICU Level of Service				C				
Analysis Period (min)	15											
c Critical Lane Group												

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑↑	↑↑	
Traffic Vol, veh/h	0	6	11	670	642	8
Future Vol, veh/h	0	6	11	670	642	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	-	0	400	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	5	5	7	3	5
Mvmt Flow	0	7	12	728	698	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	354	707	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7	4.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	0	634	868	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	634	868	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.7	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NB	EBLn1	SBT	SBR	
Capacity (veh/h)	868	-	634	-	-	
HCM Lane V/C Ratio	0.014	-	0.01	-	-	
HCM Control Delay (s)	9.2	-	10.7	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:10	4:10	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	8740	8725	8772	8566	8643	8686
Vehs Exited	8698	8772	8787	8606	8671	8708
Starting Vehs	382	402	416	404	365	386
Ending Vehs	424	355	401	364	337	371
Travel Distance (mi)	9582	9573	9573	9414	9495	9527
Travel Time (hr)	392.4	388.6	387.4	380.2	383.9	386.5
Total Delay (hr)	128.4	123.9	121.5	120.1	121.1	123.0
Total Stops	12378	12022	12114	11847	11914	12058
Fuel Used (gal)	340.6	340.5	341.0	333.9	336.6	338.5

Interval #0 Information Seeding

Start Time	4:10
End Time	4:15
Total Time (min)	5
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2235	2300	2214	2255	2390	2280
Vehs Exited	2169	2265	2266	2256	2307	2251
Starting Vehs	382	402	416	404	365	386
Ending Vehs	448	437	364	403	448	415
Travel Distance (mi)	2432	2566	2467	2529	2618	2522
Travel Time (hr)	99.7	107.8	103.3	107.2	110.6	105.7
Total Delay (hr)	32.7	36.8	34.5	37.4	38.4	35.9
Total Stops	3098	3373	3318	3397	3469	3330
Fuel Used (gal)	86.7	92.6	88.9	90.5	94.0	90.5

Interval #2 Information Recording

Start Time	4:30
End Time	5:15
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6505	6425	6558	6311	6253	6410
Vehs Exited	6529	6507	6521	6350	6364	6453
Starting Vehs	448	437	364	403	448	415
Ending Vehs	424	355	401	364	337	371
Travel Distance (mi)	7150	7007	7106	6884	6877	7005
Travel Time (hr)	292.7	280.9	284.1	273.0	273.2	280.8
Total Delay (hr)	95.8	87.1	87.0	82.7	82.8	87.1
Total Stops	9280	8649	8796	8450	8445	8720
Fuel Used (gal)	253.9	247.9	252.1	243.4	242.6	248.0

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	250	109	120	63	68	200	209	199	136	197	207	193
Average Queue (ft)	105	47	51	6	18	111	118	77	65	104	115	97
95th Queue (ft)	196	89	97	34	47	171	179	137	110	168	187	168
Link Distance (ft)		527	527			3578	3578			504	504	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350			275	400			275	400			100
Storage Blk Time (%)								0				9
Queuing Penalty (veh)								0				22

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	231	249
Average Queue (ft)	108	135
95th Queue (ft)	190	219
Link Distance (ft)	3693	3693
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	6	
Queuing Penalty (veh)	13	

Intersection: 34: Table Rock Rd & RIROLI

Movement	EB	NB
Directions Served	R	L
Maximum Queue (ft)	31	34
Average Queue (ft)	4	4
95th Queue (ft)	22	20
Link Distance (ft)	202	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		400
Storage Blk Time (%)		
Queuing Penalty (veh)		

























Zone Summary

Zone wide Queuing Penalty: 35

HCM Signalized Intersection Capacity Analysis

1: Table Rock Rd & Biddle Rd

06/14/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	320	130	38	515	330	155	485	30	230	495	135
Future Volume (vph)	210	320	130	38	515	330	155	485	30	230	495	135
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1458	3292	1473	1662	3292	1444	1646	3205		1646	3127	
Flt Permitted	0.26	1.00	1.00	0.55	1.00	1.00	0.28	1.00		0.28	1.00	
Satd. Flow (perm)	406	3292	1473	960	3292	1444	493	3205		493	3127	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	221	337	137	40	542	347	163	511	32	242	521	142
RTOR Reduction (vph)	0	0	87	0	0	263	0	5	0	0	26	0
Lane Group Flow (vph)	221	337	50	40	542	84	163	539	0	242	637	0
Heavy Vehicles (%)	14%	1%	1%	0%	1%	3%	1%	3%	0%	1%	1%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	37.8	31.7	31.7	23.1	21.0	21.0	29.9	21.6		35.3	24.3	
Effective Green, g (s)	37.8	31.7	31.7	23.1	21.0	21.0	29.9	21.6		35.3	24.3	
Actuated g/C Ratio	0.44	0.37	0.37	0.27	0.24	0.24	0.35	0.25		0.41	0.28	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Vehicle Extension (s)	1.5	4.6	4.6	1.5	3.8	3.8	1.5	3.5		1.5	3.5	
Lane Grp Cap (vph)	333	1207	540	273	800	350	281	801		348	879	
v/s Ratio Prot	c0.10	0.10		0.00	0.16		0.06	0.17		c0.09	c0.20	
v/s Ratio Perm	c0.19		0.03	0.04		0.06	0.14			0.20		
v/c Ratio	0.66	0.28	0.09	0.15	0.68	0.24	0.58	0.67		0.70	0.72	
Uniform Delay, d1	17.0	19.3	17.9	23.8	29.6	26.3	20.8	29.2		18.4	28.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.8	0.2	0.1	0.1	2.5	0.5	2.0	2.3		4.8	3.1	
Delay (s)	20.8	19.5	18.1	23.9	32.1	26.8	22.8	31.5		23.2	31.1	
Level of Service	C	B	B	C	C	C	C	C		C	C	
Approach Delay (s)		19.7			29.7			29.5			29.0	
Approach LOS		B			C			C			C	
Intersection Summary												
HCM 2000 Control Delay	27.3			HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio	0.75											
Actuated Cycle Length (s)	86.4			Sum of lost time (s)				20.0				
Intersection Capacity Utilization	74.2%			ICU Level of Service				D				
Analysis Period (min)	15											
c Critical Lane Group												

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↕	↕	
Traffic Vol, veh/h	0	35	12	670	624	24
Future Vol, veh/h	0	35	12	670	624	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	-	0	400	-	-	-
Veh in Median Storage#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	5	5	7	3	5
Mvmt Flow	0	38	13	728	678	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	352	704	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7	4.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.35	2.25	-	-	-
Pot Cap-1 Maneuver	0	636	870	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	636	870	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/1		0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBEBLn1	SBT	SBR
Capacity (veh/h)	870	-	636	-
HCM Lane V/C Ratio	0.015	-	0.06	-
HCM Control Delay (s)	9.2	-	11	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑	↑↑	
Traffic Vol, veh/h	0	0	0	670	648	15
Future Vol, veh/h	0	0	0	670	648	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	-	0	-	-	-	-
Veh in Median Storage#	-	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	0	0	0	728	704	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	360	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	642	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	642	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NB	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:10	4:10	4:10	4:10	4:10	4:10
End Time	5:15	5:15	5:15	5:15	5:15	5:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	8773	8806	8930	8811	8870	8835
Vehs Exited	8764	8840	8920	8792	8894	8840
Starting Vehs	373	368	394	348	390	373
Ending Vehs	382	334	404	367	366	363
Travel Distance (mi)	9596	9606	9714	9610	9527	9610
Travel Time (hr)	390.4	396.8	399.9	391.3	395.1	394.7
Total Delay (hr)	124.5	130.8	131.8	124.9	130.2	128.4
Total Stops	12254	12584	12597	12180	12408	12403
Fuel Used (gal)	341.5	343.2	347.3	341.0	342.5	343.1

Interval #0 Information Seeding

Start Time	4:10
End Time	4:15
Total Time (min)	5
Volumes adjusted by PHF, Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	4:15
End Time	4:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2325	2425	2341	2333	2290	2334
Vehs Exited	2278	2317	2304	2273	2263	2285
Starting Vehs	373	368	394	348	390	373
Ending Vehs	420	476	431	408	417	425
Travel Distance (mi)	2513	2623	2525	2490	2366	2503
Travel Time (hr)	104.5	114.1	107.3	106.6	98.6	106.2
Total Delay (hr)	35.0	41.7	38.0	37.7	32.8	37.0
Total Stops	3294	3674	3483	3450	3213	3422
Fuel Used (gal)	89.8	94.9	91.1	90.0	85.8	90.3

Interval #2 Information Recording

Start Time	4:30
End Time	5:15
Total Time (min)	45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	6448	6381	6589	6478	6580	6491
Vehs Exited	6486	6523	6616	6519	6631	6553
Starting Vehs	420	476	431	408	417	425
Ending Vehs	382	334	404	367	366	363
Travel Distance (mi)	7083	6983	7189	7120	7161	7107
Travel Time (hr)	286.0	282.7	292.6	284.7	296.4	288.5
Total Delay (hr)	89.5	89.1	93.8	87.2	97.4	91.4
Total Stops	8960	8910	9114	8730	9195	8982
Fuel Used (gal)	251.7	248.3	256.2	251.0	256.7	252.8

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	264	139	131	67	76	201	206	191	138	196	197	187
Average Queue (ft)	123	57	57	6	23	114	123	81	69	104	113	94
95th Queue (ft)	217	108	105	37	53	178	186	145	120	168	176	158
Link Distance (ft)		527	527			3578	3578			331	331	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350			275	400			275	400			100
Storage Blk Time (%)	0											9
Queuing Penalty (veh)	0											21

Intersection: 1: Table Rock Rd & Biddle Rd

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	239	263
Average Queue (ft)	115	149
95th Queue (ft)	195	234
Link Distance (ft)	3693	3693
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	7	
Queuing Penalty (veh)	17	

Intersection: 34: Table Rock Rd & RIROLI

Movement	EB	NB	SB
Directions Served	R	L	TR
Maximum Queue (ft)	70	31	12
Average Queue (ft)	28	5	0
95th Queue (ft)	58	23	6
Link Distance (ft)	202		117
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		400	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 46: Table Rock Rd & RI Access

Movement	NB	SB
Directions Served	T	TR
Maximum Queue (ft)	7	4
Average Queue (ft)	0	0
95th Queue (ft)	5	3
Link Distance (ft)	117	331
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 39

URBAN COUNTY STREET STANDARDS AND SPECIFICATIONS

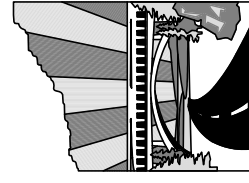
	Local Street	Industrial Local	Industrial Collector	Minor Collector	Major Collector	Minor Arterial	Major Arterial
Typical ADT (Average Daily Traffic)	0 - 2,000	0 - 3,000	2,750 - 7,000	1,500 - 4,000	3,500 - 12,000	5,000 - 15,000	>12,000
Minimum Design Speed	25	25	35	35	45	45	50
Number of Travel Lanes	2	2	3	2	3	3	5
Through Lane Width	10'	11'	12'	11'	11'	11'	11'
Turn Lane/ Median Width	No	No	14'	No	14'	14'	14'
Bike Lanes/ Shoulders	①	No	6'	5'	6'	6'	6'
On-Street Parking Width	Both Sides, 5'	No	No	One Side, 8'	No	No	No
Pavement Width	30'	32'	50'	40'	48'	48'	70'
Sidewalk Width	5'	No	No	5 - 7' ②	5 - 7' ②	5 - 7' ②	5 - 7' ②
Landscape Strip Width	7'	None	None	7'	7'	7'	7'
Minimum Right-of-Way Width	45'	74'	74'	55'	63'	63'	85'
Minimum Access Spacing	35' ⑦	35' ⑦	200'	150'	250'	250'	300'
Surface Type	AC	AC	AC	AC	AC	AC	AC
Minimum Stopping Sight Distance	200'	240'	240'	315'	315'	315'	350'-0"
Applicable Specifications	⑥	⑧	⑧	⑧	⑧	⑧	⑧

GENERAL NOTES:

- Whenever any street or road is created or upgraded within the UGB or $\frac{1}{2}$ mile of any incorporated city, the policy outlined in the goal and policy section of the TSP with respect to the Urban Growth Management Agreement will apply.
- The urban roadway standard for the corresponding functional classification may be built if the County Engineer determines that the urban standard is more appropriate for the road section.

AC = Asphaltic Concrete Pavement: The asphaltic concrete mixture in the pavement may be either hot-mix or warm-mix and shall conform to Jackson County standards.

- Bike lane width should be measured from the edge of the concrete pan per AASHTO Guide for Development of Bicycle Facilities.
- Design for maximum width unless approved by the Department Director.
- Landscape strips are permitted only with agreement that the adjacent property owner will maintain.
- ROW width depends on sidewalk width, inclusion of landscape strip, and inclusion of on-street parking where permitted.
- Lower spacing may be allowed when supported by a traffic study and approved by the Department Director, or when no other public road access is possible.
- Minimum Design Speed unless approved by the Department Director.
- Applies to spacing between street intersections and driveways. No minimum standard between driveways.
- Oregon Department of Transportation "Standard Specifications for Highway Construction" and Jackson County Supplemental Standard Specifications and "Special Provisions" applicable to the project.



JACKSON COUNTY
Roads

JCRD-521: URBAN COUNTY ROADWAY SPECIFICATIONS

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OCT 2017

NO SCALE

JACKSON COUNTY ROADS

MIKE KUNTZ, P.E.
COUNTY ENGINEER

Date	By	Revision

LEGAL DESCRIPTION AS PROVIDED BY PRELIMINARY TITLE REPORT

Exhibit "A"

Real property in the County of Jackson, State of Oregon, described as follows:

LOTS 1, 2 AND 3 OF TABLE ROCK CROSSING SUBDIVISION IN JACKSON COUNTY, OREGON,
ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED IN VOLUME 47, PAGE 5 OF PLAT RECORDS.

372W01C700
BLVD PROPERTIES LLC
9402 DESCHUTES RD
PALO CEDRO, CA 96073

372W01C701
SAVAGE JEAN TRUSTEE ET AL
4279 TABLE ROCK RD
CENTRAL POINT, OR 97502

372W01C701
SAVAGE JEAN
4279 TABLE ROCK RD
CENTRAL POINT, OR 97502

372W01C703
SOUTH SALEM LLC
PO BOX 970
MEDFORD, OR 97501

372W01C704
SOUTH SALEM LLC
PO BOX 970
MEDFORD, OR 97501

372W01C705
SOUTH SALEM LLC
PO BOX 970
MEDFORD, OR 97501

372W01C706
JTN FIRESTONE LLC
TOM SAYER JR ESQ
9984 SCRIPPS RANCH BLVD 284
SAN DIEGO, CA 92131

372W01C707
SOUTH SALEM LLC
PO BOX 970
MEDFORD, OR 97501

372W01C708
SOUTH SALEM LLC
PO BOX 970
MEDFORD, OR 97501

372W01C709
SOUTH SALEM LLC
PO BOX 970
MEDFORD, OR 97501

372W01C710
SOUTH SALEM LLC
PO BOX 970
MEDFORD, OR 97501

372W01C800
USF REDDAWAY INC
ATTN: TAX DEPT
10990 ROE AVE
OVERLAND PARK, KS 66211

372W01C808
TFTM LLC ET AL
BURNS BASIN TRUST
PO BOX 970
MEDFORD, OR 97501

372W01D500
MONROE KENNETH R/LORINDA K
C/O WENDY SHUMWAY
779 W VALLEY VIEW RD
ASHLAND, OR 97520

372W01D600
JBR - TABLEROCK LLC
100 E MAIN STE A
MEDFORD, OR 97501

372W01D700
BLEW BRUCE A
4082 TABLE ROCK RD
CENTRAL POINT, OR 97502

372W01D800
JACKSON COUNTY
10 S OAKDALE
MEDFORD, OR 97501

372W01D800
NATIONAL WEATHER SERVICE
JACKSON COUNTY AIRPORT
3650 BIDDLE RD
MEDFORD, OR 97504

AGENT
CSA PLANNING LTD
4497 BROWNRIDGE STE 101
MEDFORD, OR 97504

250 ft boundary
buffer map

