Site Plan & Architectural Commission Agenda

July 17, 2020

MEDFORD
OREGON

Commission Members

Jeff Bender, Chair

Bill Chmelir, Vice Chair

Jim Catt

David Culbertson

Bob Neathamer

Marcy Pierce

Jim Quinn

Milo Smith

Regular Commission meetings are held on the first and third Fridays of every month

Beginning at 12:00 Noon

City of Medford

Council Chambers,

Third Floor, City Hall

411 W. 8th Street

Medford, OR 97501

(541) 774-2380

SITE PLAN & ARCHITECTURAL COMMISSION AGENDA

July 17, 2020
12:00 P.M.
Medford City Hall, Council Chambers
411 West 8th Street, Medford, Oregon

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10. Roll Call

20. Consent Calendar / Written Communications None.

30. Approval or Correction of the Minutes.

30.1 Consideration for approval of minutes from the June 19, 2020, meeting.

40. Oral Requests and Communications from the Audience

COMMENTS WILL BE LIMITED TO 3 MINUTES PER INDIVIDUAL OR 5 MINUTES IF REPRESENTING A GROUP OR ORGANIZATION. **PLEASE SIGN IN.**

50. Public Hearings

COMMENTS ARE LIMITED TO A TOTAL OF 10 MINUTES FOR APPLICANTS AND/OR THEIR REPRESENTATIVES. YOU MAY REQUEST A 5-MINUTE REBUTTAL TIME. ALL OTHERS WILL BE LIMITED TO 3 MINUTES PER INDIVIDUAL OR 5 MINUTES IF REPRESENTING A GROUP OR ORGANIZATION. **PLEASE SIGN IN.**

New Business.

50.1 **AC-20-123** Consideration of an approximately 350,000 square foot extension to the existing primary hospital complex on the south side of Siskiyou Boulevard, west of Murphy Road and just north of the existing hospital tower, within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC109). Applicant, HDR Architecture; Agent, Gary Adams; Planner, Steffen Roennfeldt.

50.2 **AC-20-124/E-20-125** Consideration of plans for the construction of 27 multiple family dwelling units on a 1.21-acre parcel on the east side of Table Rock Road, approximately 50 feet south of Morningside Street (2928 Table Rock Road), together with an Exception request to the required right-of-way width, within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (372W12D9000). Applicant, Pydel Properties USA; Agent, Richard Stevens & Associates; Planner, Steffen Roennfeldt.

60. Written Communications None.

70. Unfinished Business None.

Meeting locations are generally accessible to persons with disabilities. To request interpreters for hearing impaired or other accommodations for persons with disabilities, please contact the ADA Coordinator at (541) 774-2074 or ada@cityofmedford.org at least three business days prior to the meeting to ensure availability. For TTY, dial 711 or (800) 735-1232.

80. **New Business** None.

90. **Report from the Planning Department**

100. **Messages and Papers from the Chair**

110. **Propositions and Remarks from the Commission**

120. **Adjournment**

SITE PLAN & ARCHITECTURAL COMMISSION MINUTES

June 19, 2020
12:00 P.M.
Medford City Hall, Council Chambers
411 West 8th Street, Medford, Oregon

The regular meeting of the Site Plan and Architectural Commission was called to order at noon in the Council Chambers on the above date with the following members and staff in attendance:

Commissioners Present	Staff Present
Jeff Bender, Chair	Kelly Evans, Assistant Planning Director
Jim Catt	Eric Mitton, Deputy City Attorney
Bob Neathamer	Doug Burroughs, Public Works/Eng. Develop Svs. Mgr.
Marcy Pierce	Dustin Severs, Planner III
Milo Smith	Steffen Roennfeldt, Planner III
	Debbie Strigle, Recording Secretary

Commissioners Absent

Bill Chmelir, Vice Chair, excused
Dave Culbertson, excused
Jim Quinn, excused

10. Roll Call

20. Consent Calendar / Written Communications (voice vote) None.

30. Approval or Correction of the Minutes

30.1 Commissioner Neathamer pointed out that in the attendance portion of the June 5th minutes it states he was in attendance at that meeting and also that he had an excused absence from that meeting. This needs to be corrected to reflect that he did have an excused absence and was not in attendance. He also stated that Commissioner Smith had been at that meeting but that was not reflected in the attendance portion of the June 5th minutes.

Chair Bender directed staff to correct the minutes as stated by Commissioner Neathamer and they would be approved as corrected.

40. Oral Requests and Communications from the Audience. None.

50. Public Hearings

Eric Mitton, Deputy City Attorney, read the rules governing the public hearings.

Old Business.

50.1 **AC-20-097** Consideration of a 9,000 square foot commercial structure on 6.40 acres located at 5274 Crater Lake Avenue in the C-H (Heavy Commercial) zoning district (361W32C400); Applicant, Crater Lake Rentals, LLC; Agent, Richard Stevens & Associates, Inc.; Planner, Steffen Roennfeldt.

Chair Bender asked for any potential conflicts of interest, ex-parte communications, or site visits. There were none.

Steffen Roennfeldt, Planner III, explained that due to COVID-19 regulations, the Commission decided to close the public hearing but keep the record open for an additional seven days in order to allow the public to submit written testimony. Since no written testimony was received during the 7-day period, there is no need for any more discussion and the applicant's agent waived his right to a rebuttal. Therefore, it is staff's recommendation to adopt the findings as recommended by staff and adopt the final order for approval.

Motion: Adopt the findings as recommended by staff and to adopt the final order for approval of AC-20-097 per the revised staff report dated June 12, 2020, including Exhibits A through X and:

- A condition to demonstrate compliance with MLDC 10.747 through 10.751 regarding bicycle parking
- A condition to add pedestrian connectivity between the two southerly structures and the proposed development.

Moved by: Commissioner Smith Seconded by: Commissioner Pierce

Roll Call Vote: Motion passed, 4-0-1, with Chair Bender abstaining.

50.2 **AC-20-099** Consideration of plans for the construction of Joseph Office Park – Building III, a 8,400 square foot building on a 1.15-acre parcel located on the north side of East Barnett Road, approximately 650 feet west of North Phoenix Road (3531 East Barnett Road), within the C-S/P (Service Commercial – Professional Office) zoning district (371W28DD TL 900). Applicant, Spectrum Orthotics; Agent, Oregon Architecture, Inc.; Planner, Dustin Severs.

Dustin Severs, Planner III, explained that due to COVID-19 regulations, the Commission decided to close the public hearing but keep the record open for an additional seven days in order to allow the public to submit written testimony. Since no written testimony was received during the 7-day period, there is no need for any more discussion and the applicant's agent waived his right to a rebuttal.

Mr. Severs did point out that Condition of Approval #5 had language added to read "The required landscaping for the Type A Bufferyard may be delayed until the issuance of a Certificate of Occupancy." This language was added per the applicant's request. Therefore, it is staff's recommendation to adopt the findings as recommended by staff and adopt the final order for approval.

The public hearing was closed.

Motion: Adopt the findings as recommended by staff and adopt the final order for approval of AC-20-099 per the staff report dated June 12, 2020, including:

- Exhibits A through Q;
- The granting of relief to exceed the maximum number of parking spaces for the development;
- The finding that the changes identified in the submitted Overall Site Plan (Exhibit B) are in substantial compliance with the original master plan—complying with conditions 1 through 6 of Ordinance 7161 and Resolution 7816 Section 2—and thereby does not require Council approval of an updated Master Site Plan prior to the issuance of a building permit.

Commissioner Neathamer stated he believes the commission can find that the changes identified in the submitted Overall Site Plan (Exhibit B) are in sufficient compliance with the original master plan—complying with conditions 1 through 6 of Ordinance 7161 and Resolution 7816 Section 2—and thereby does not require Council approval of an updated Master Site Plan prior to the issuance of a building permit.

Moved by: Commissioner Neathamer Seconded by: Commissioner Catt

Roll Call Vote: Motion passed, 4-0-1, with Chair Bender abstaining.

New Business

50.3 **AC-20-105** Consideration of plans for the construction of an 82,600 square foot, four-story hotel with 132 rooms on 2.5 acres located at 3519 Heathrow Way in the I-L (Light Industrial) zoning district within the Navigator's Landing Planned Unit Development (372W12D10900). Applicant, Navigators Hospitality LLC; Agent, Pat Brown; Planner, Steffen Roennfeldt.

Chair Bender asked for any potential conflicts of interest, ex-parte communications, or site visits. There were none.

Steffen Roennfeldt, Planner III, gave a PowerPoint presentation of the June 12, 2020, Staff Report. Staff recommended approval.

The public hearing was opened and the following testimony was given:

a) Pat Brown, agent for the applicant, stated this project would be a nice addition to the area. He had nothing further to add to the presentation.

Commissioner Catt wanted to know if there would be any charging stations for electric cars. Mr. Brown answered there would be one charging station.

Commissioner Catt questioned if the required bicycle parking spaces would be covered. Mr. Brown answered they would cover them all.

Chair Bender reserved time for rebuttal for Mr. Brown.

The public hearing was closed.

Motion: Adopt the findings as recommended by staff and adopt the final order for approval of AC-20-105 per the Staff Report dated June 12, 2020, including Exhibits A through U and the following:

- The addition of Exhibit U (Parking Calculation E-mail)
- The addition of a second pedestrian connection along Heathrow Way
- The addition of the minimum required amount of street trees along both street frontages
- Bicycle parking spaces shall be covered

Moved by: Commissioner Pierce Seconded by: Commissioner Neathamer

Roll Call Vote: Motion passed, 5-0

50.4 **AC-20-129** Consideration of plans for the construction of the Hotel at the Cedars, a proposed five story, 65,353 square foot, hotel (111 keys) on a 3.6-acre parcel located at 2399 South Pacific Highway within C-H (Heavy Commercial) zoning district (371W32CD TL 4100). Applicant: Cedar Hotel 1 LLC; Agent: ORW Architecture; Planner: Dustin Severs.

Chair Bender asked for any potential conflicts of interest, ex-parte communications, or site visits. Commissioner Neathamer declared that his office has supplied professional services on this property and recused himself from any participation in this hearing. Commissioner Smith disclosed that he owns property that is adjacent to this property so he recused himself from any participation in this hearing. Chair Bender declared that he is a partner in the corporation that is providing professional services so he turned the meeting over to Commissioner Pierce and recused himself from any participation in this hearing.

Acting Chair Pierce asked if anyone in the audience wished to challenge any of the Commissioners' declarations. There were none.

Dustin Severs, Planner III, gave a PowerPoint presentation of the June 12, 2020, Staff Report. Staff recommended approval.

The public hearing was opened and the following testimony was given:

a) David Wilkerson, ORW Architecture, agent for the applicant, pointed out that the main elevation of the building is the north elevation. They oriented the building this way for two reasons: (1) to have it face southbound traffic, and (2) provide the best sunny orientation for the pool. He added that the golf course next door is already zoned commercial on the front of the property which contains the parking lot and pro shop. It is the grassy area that's still zoned SFR-00. Mr. Wilkerson commented that the bicycle parking spaces are not currently covered but would happily agree to a condition to cover them.

Acting Chair Pierce reserved time for rebuttal for Mr. Wilkerson.

The public hearing was closed.

Motion: Adopt the findings as recommended by staff and adopt the final order for approval of AC-20-129 per the Staff Report dated June 12, 2020, including Exhibits A through P and the following:

- The addition of Exhibit N-1
- The granting of relief from constructing a bufferyard along the approximate 150-foot stretch of the subject site's property line abutting the Bear Creek Golf Course, pursuant to MLDC 10.790(E)(6)
- Approval of the applicant's request to exceed the maximum number of parking spaces pursuant to MLDC 10.743-1
- Bicycle parking spaces shall be covered

Moved by: Commissioner Catt Seconded by: Acting Chair Pierce

Commissioner Catt thanked the developers for doing such a nice job on the project. He also thanked staff for providing clear findings and easy explanations to some of the issues that come before them.

Roll Call Vote: Motion passed, 2-0

Acting Chair Pierce turned the meeting back over to Chair Bender. Commissioners Neathamer and Smith rejoined the meeting.

60. Written Communications None.

70. Unfinished Business None.

80. **New Business** None.

90. **Report from the Planning Department**

90.1 Ms. Evans stated there is business scheduled for the July 17th meeting and probably business for the August 7th meeting.

90.2 Ms. Evans reported that staff had several things before City Council. Two code amendments were proposed and Council adopted a funding plan for the CARES Act money that had been sent down from the federal government so they did adopt that amendment to the Action Plan. Coming up at their next meeting staff has the Homeless System Action Plan and the electric fence amendment.

100. **Messages and Papers from the Chair** None.

110. **Propositions and Remarks from the Commission** None.

120. **Adjournment**

120.1 The meeting was adjourned at approximately 12:40 p.m. The proceedings of this meeting were digitally recorded and are filed in the City Recorder's office.

Submitted by**:**

Debbie Strigle Recording Secretary	Jeff Bender Site Plan and Architectural Commission Chair

Approved: July 17, 2020

STAFF REPORT

for a Type-III quasi-judicial decision: **Site Plan and Architectural Review**

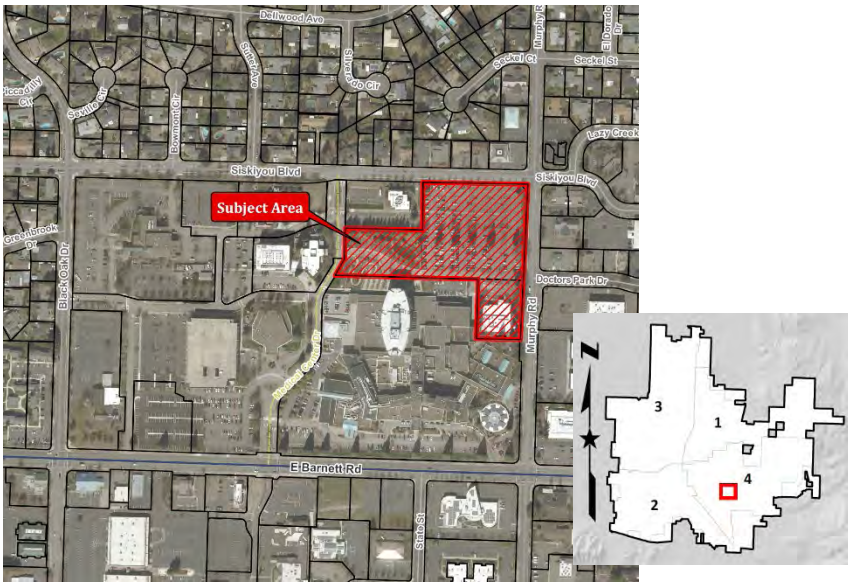
Project	Asante Pavilion Tower Applicant: HDR Architecture Agent: Jacobs	
File no.	AC-20-123	
To	Site Plan and Architectural Commission	*for 07/17/2020 hearing*
From	Steffen Roennfeldt, Planner III	
Reviewer	Kelly Evans, Assistant Planning Director	
Date	July 10, 2020	

BACKGROUND

Proposal

Consideration of an approximately 350,000 square foot extension to the existing primary hospital complex on the south side of Siskiyou Boulevard, west of Murphy Road and just north of the existing hospital tower, within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC109).

Vicinity Map



Subject Site Characteristics

Zoning: C-S/P (Regional Commercial)

GLUP: SC (Service Commercial)

Overlay(s): None

Use: Rogue Regional Medical Center

Surrounding Site Characteristics

North Zone: SFR-4 (Single-Family Residential - 2.5 to 4 dwelling units per gross acre)
Use(s): Single-Family residential homes

South Zone: C-S/P & C-C (Community Commercial)
Use(s): Medical & Commercial Uses

East Zone: C-S/P & MFR-30 (Multiple-family residential – 20 to 30 dwelling units per gross acre)
Use(s): Medical Uses & High Density Residential

West Zone: MFR-20 (Multiple-family residential – 15 to 20 dwelling units per gross acre) & SFR-4
Use(s): Barnett Woods – Senior Living

Related Projects

CUP-02-011 Rogue Valley Medical Center Conditional Use Permit Modification
CUP-02-158 Rogue Valley Hospital Addition to Conditional Use Permit
AC-03-039 Site Plan Review to Hospital Addition

Applicable Criteria

MLDC Section: 10.200(E)(1) – Site Plan & Architectural Review Criteria

The Site Plan and Architectural Commission shall approve a site plan and architectural review application if it can find that the proposed development conforms, or can be made to conform through the imposition of conditions, with the following criteria:

(a) The proposed development is compatible with uses and developments that exist on adjacent land; and

(b) The proposed development complies with the applicable provisions of all city ordinances or the Site Plan and Architectural Commission has approved (an) exception(s) as provided in MLDC § 10.186.

Approval Authority

This is a Type III land use decision. The Commission is the approving authority under MLDC 10.110(H).

Corporate Names

No information was found in the Oregon Secretary of State Business Registry for HDR Architecture out of San Francisco, CA and Jacobs out of Medford, OR.

ISSUES AND ANALYSIS

Background

The Rogue Valley Medical Center Campus (RVMC) operates under a conditional use permit (CUP-82-386) that was revised and approved in August 1989 and July and November 2002 to include additional medical buildings on the campus. Each phase of the RVMC expansion is required to be reviewed by the Site Plan and Architectural Review Commission, unless exempt, in accordance with 10.200(C) of the Medford Land Development Code (MLDC).

Project Summary

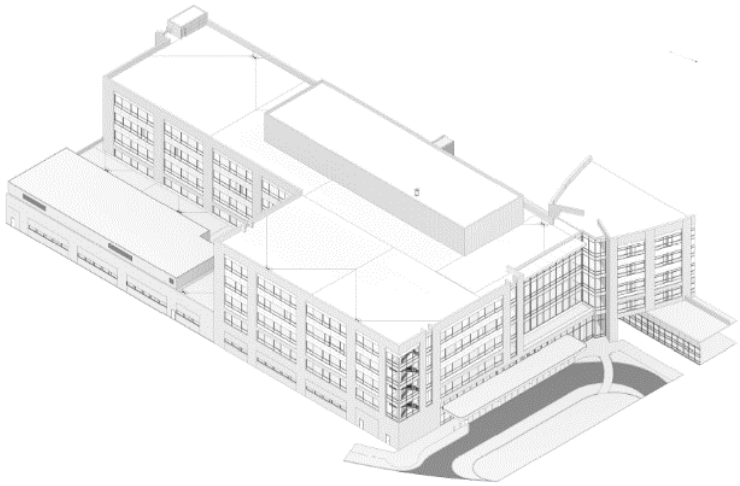


Figure 1 - Proposed new Pavilion

The new pavilion will be an approximately 350,000 square foot extension to the existing primary hospital complex, located directly north of the 2005 addition (AC-03-039). The pavilion consists of a double height podium, a full basement below, and a four-story bed tower with mechanical penthouse and equipment enclosure above. All floors will be continuous and connected with the existing building. Expansion of the podium is anticipated on the east side of the building in the future.

A new, approximately 7,600 square foot Central Utility Plant structure is also part of this application. It will replace the Asante Imaging structure between the hospital tower and Murphy Road.

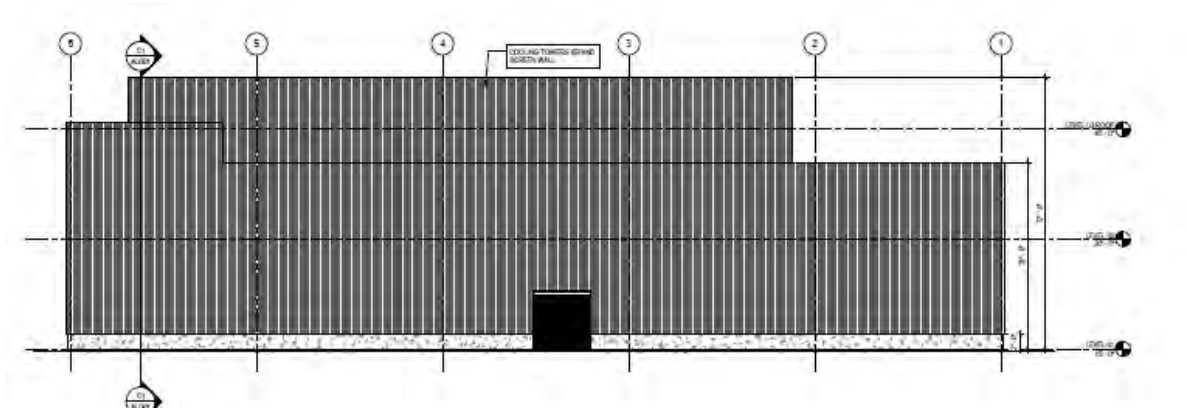


Figure 2 - Proposed new Central Utility Plant

Site Plan

The subject site consists of two parcels totaling 15.98 acres. Both parcels were included in a Property Line Adjustment/Lot Consolidation (PLA-20-164) which is currently under review. The application shows the area for the pavilion addition and Lot 8 (future Central Utility Plant) to be consolidated with Lot 1 which is where the main hospital is located.

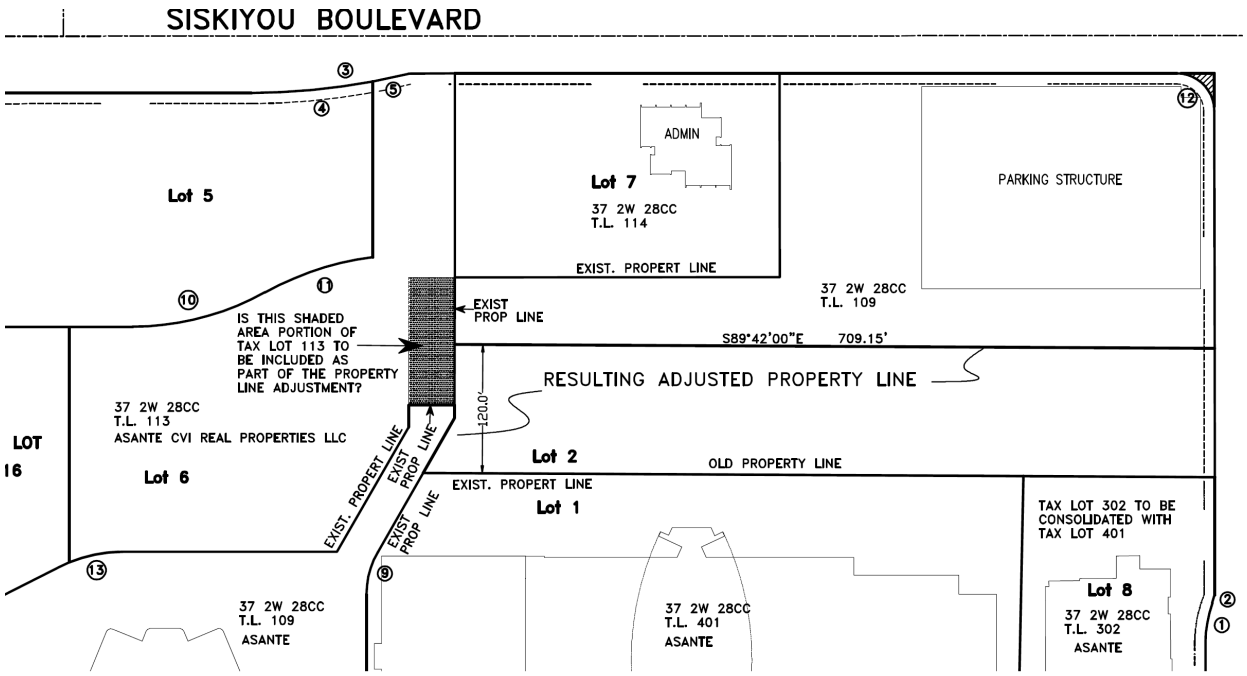


Figure 3 - Proposed Property Line Adjustment and Consolidation Plan

It will be a condition of approval for the applicant to finalize the above mentioned application prior to the issuance of any building permits for vertical construction.

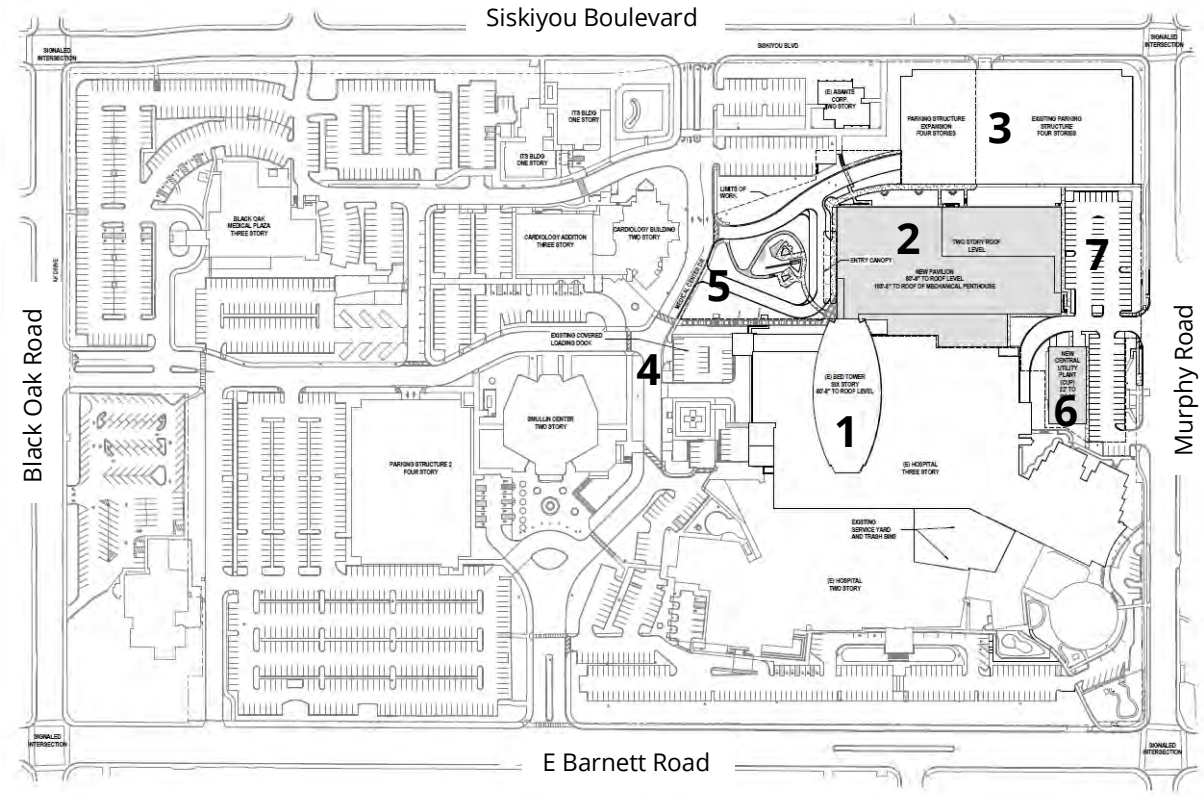


Figure 4 - Proposed New Site Plan

The existing hospital (1) is due south of the project site and will be directly connected to the new pavilion addition (2). The parking structure to the north (3) will be separated from the new structure with a landscape area which will include a pedestrian pathway and seating areas. The area between the proposed addition and Medical Center Drive (4) will be enhanced by a 'Healing Garden' (5) which will include a winding accessible walkway through the garden connecting the main entrance with Medical Center Drive, seating areas along the walkway, and a series of gathering and seating areas at the top of the garden nearest the main entrance. The gathering areas will include various types of shading, seating and choreographed vistas within the garden. A new water feature is also proposed as part of the 'Healing Garden'.

The proposed new Central Utility Plant building (6) will be located east of the proposed addition and the existing surface parking (7) will be reconfigured and enhanced with landscaping.

Site Development Standards

SITE DEVELOPMENT TABLE

C-S/P	Allowed/Required	Proposed
Height	85 feet / 35 feet if located within 150 feet of a residential zone	80'-8"
Lot Coverage	40%	t.b.d.*
Setback (front/street side)	10 feet	South: 500+ feet East: 50+ feet
Setback (sides)	30'-4"	North: t.b.d.*
Setback (rear)	30'-4"	West: t.b.d.*

As shown in the Site Development Table above, it can be found that the proposed structure identified on the submitted site plan meets the building height, and front and rear setbacks. Requirements marked with an * are to be determined pending the final layout of the above mentioned Property Line Adjustment/Consolidation application which is currently under review. It will be a condition of approval for the standards in question to meet the applicable standards for the C-S/P zoning district per MLDC 10.721.

Building Height

The proposed building height is shown on the site plan 80 feet and 8 inches to the roof level and 103 feet and 3 inches to the roof of the mechanical penthouse. These numbers represent measurements from the finished grade at the font wall, which is the point from which the vertical distance is measured per MLDC 10.705. The numbers shown on the 'Overall Exterior Building Elevations' plans actually show the total height of the building including basement and area that is below the finished grade at the front wall, which is why they are different from what is shown on the site plan.

The mechanical penthouse located on top of the hospital tower is set back several feet from the front wall. Since MLDC 10.705 states that the building height shall be determined by measuring vertical distance from the average contact ground level at the front wall of the building to the highest top plate, the height of the mechanical penthouse is excluded from the overall building height calculation.

Parking

Vehicular Parking

The submitted Parking Plan (Exhibit I) shows a total of 3,135 vehicular parking spaces for the entire campus. The recent addition of the parking structure at the northeast corner of the campus added 873 parking stalls to the overall total.

MLDC 10.743(3) gives the Commission the authority to allow exceptions to the number of parking spaces in Table 10.743-1 for specific uses without complying with the Exception criteria if it finds that the applicant's detailed description of the proposed use demonstrates that the number of needed parking spaces is less than the minimum required or more than the maximum allowable based upon an analysis providing parking data. The applicant used MLDC Section 10.743(3)(a) to justify the required and proposed number of parking spaces. The conclusions of the Parking Study and Analysis (Exhibit J) are that the peak parking demand was between 11 am and noon on Tuesdays and that the demand for the hospital is at 1.62 spaces per 1,000 square feet, 3.43 spaces for the medical office buildings, and 2.13 spaces for the office buildings. Campus-wide, a total 1.86 spaces per 1,000 square feet is required.

Including the new 350,000 square foot addition, the analysis determined that 2,921 stalls (including a 5% safety factor) will be required. With the recently completed parking structure, a surplus of 214 stalls exist.

According to the analysis, the applicant is '*confident that the supply is sufficient because:*

- *We have a 214-stall surplus based on the parking study and subsequent analysis;*
- *The total square footage includes 37,566 square feet of space that is unlikely to ever require the same parking density as the remainder of the addition;*
- *We will vacate 70,055 square feet of space that we are unlikely to ever be fully occupy in the future, decompressing the facility; and*
- *We are moving to a much higher percentage of private patient rooms, increasing the square footage per patient and decompressing the facility.'*

It is staff's recommendation to the Commission to accept and approve the applicant's parking study as presented and acknowledge that sufficient parking for the entire medical campus is existing.

Bicycle Parking

Bicycle parking was also includes in the Parking Study and Analysis (Exhibit J). According to MLDC 10.751, *the approving authority may allow exceptions to the bicycle parking standards in connection with (...) uses that do not generate the need for bicyclists (...).*

The study concluded that there will be 144 bike parking spaces on campus – compared to the Code required 314 spaces. Of the 144 spaces, 57 are secured, 41 are covered and 46 are open. Additional space for 14 bike parking stalls will be available, if needed. It will be a condition of approval for the bike parking spaces to meet all applicable requirements per 10.747 through 10.751, including at least 50% of covered bike parking.

Landscaping

As mentioned earlier, new landscaping will be provided in several areas on the campus.

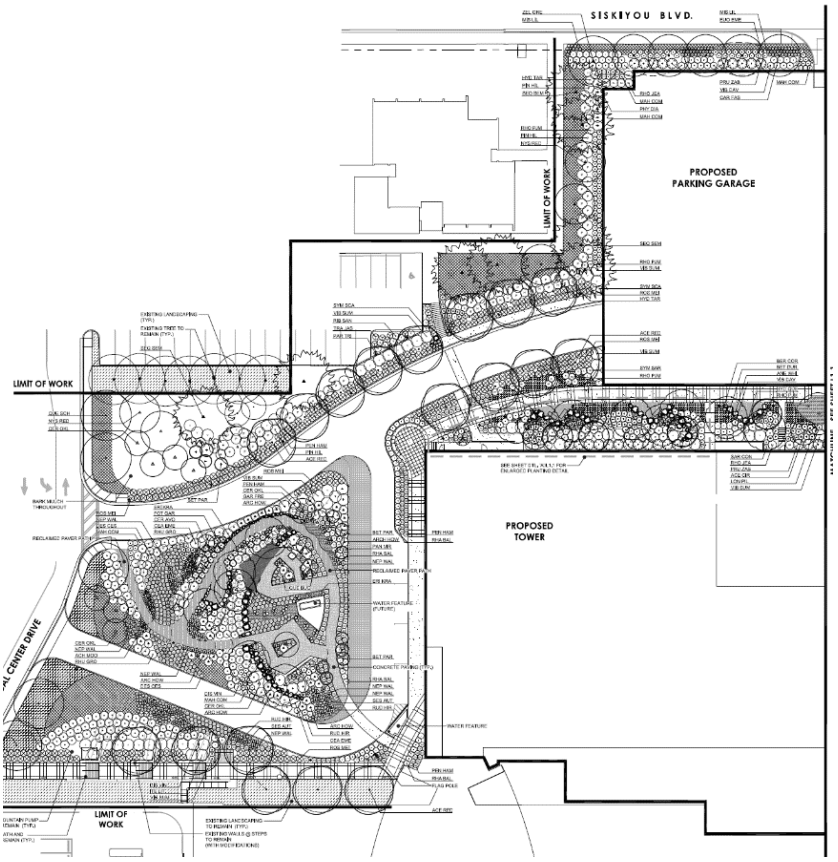


Figure 5 - Proposed 'Healing Garden'

Per the applicant, *the 'healing garden' will be the primary landscape feature on the project's west side. Users will be able to use the space for activities such as physical therapy exercises to wellness breaks. The healing garden includes a meandering walkway that provides an accessible path from the sidewalk along Medical Center Drive up the significant grade change to the main entrance. (...) An existing promenade along the south edge of the west open space will be continued and turn northward to transition into the new arrival zone for passenger drop-off and pick-up, shuttle bus services, and valet services. (...) The north open space is primarily defined by an accessible walkway that connects the west open spaces with the east open spaces while also serving to provide a direct path to the new parking structure. (...) The east open space primarily consist of a reconfigured surface parking area that includes new trees and native plants (...).*

LANDSCAPE TABLE – Frontage Landscaping

Murphy Road	Required	Shown
Trees	5	5
Shrubs	32	35

Siskiyou Blvd.	Required	Shown
Trees	6	36
Shrubs	6	44

The submitted landscape plan (Exhibit D), shows landscaping along both street frontages of the site and Medical Center Drive meeting the minimum requirements.

Pedestrian Access

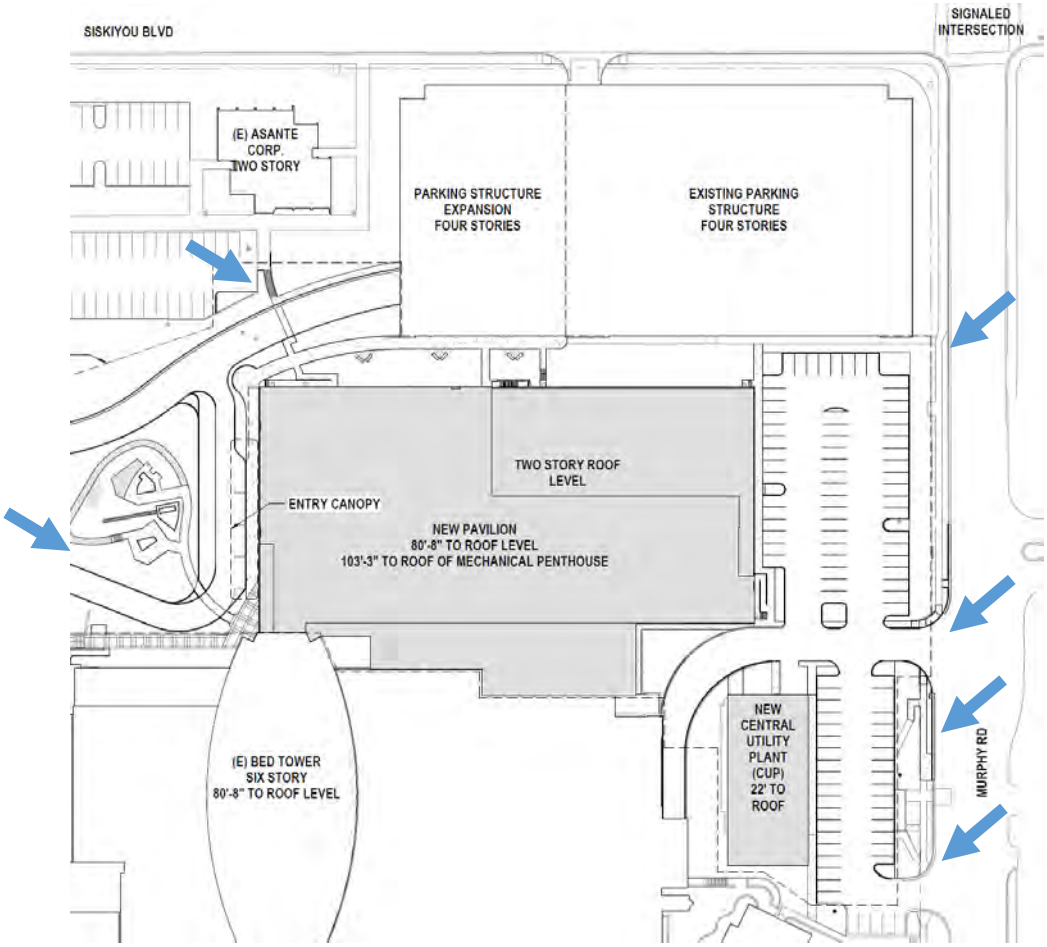


Figure 6 - Proposed Pedestrian Connectivity

In addition to pedestrian access via Medical Center Drive, which is not public right-of-way, the site plan shows several pedestrian walkways connecting the proposed buildings to the public sidewalks running along Murphy Road and Siskiyou Boulevard, consistent with the Pedestrian connectivity standards found in MLDC 10.772-776.

Concealments

Roof Equipment (MLDC 10.782)

The rooftop mechanical equipment will be covered by a 'penthouse' structure which will be set back towards the center of the roof as much as possible.

Architecture

The applicant's submitted narrative (Exhibit H) describes the building's proposed architecture and how it fits with and complements adjacent buildings, as the following:

> *The architecture and exterior treatments of the proposed new pavilion addition directly relate to the language as established by the 2005 patient bed tower addition of the main hospital building. The primary material will be a matching cream colored brick with a grey colored architectural metal panel continuing to serve as the accent material. Curtain walls with the same strategy as they are used in the 2005 addition, at the main entrance lobby at Level 1, at each of the waiting areas for the patient floors of the tower portion of the new pavilion, and as subdividing breaks for the larger façade lengths along the two more public elevations of the building, the west and the east.*

Figure 7 - Rendering of proposed addition

> *Floor-to-floor heights of the proposed new pavilion are set to match the existing levels of the 2005 addition, allowing for established datums on the existing building to carry across throughout the new building.*

Core concepts of the design language for the new addition was to create a cohesive language with the 2005 addition that would establish and define an overall campus identity which is consistent with the intent of the City of Medford's guidelines.

Figure 8 - Exterior View of Proposed Addition

Conditional Use Permit Modification

As mentioned earlier, the Rogue Valley Medical Center Campus (RVMC) has operated under a conditional use permit (CUP-82-386) since 1982. Since the last modification of the CUP in 2002, there have been several changes and additions to the campus which were taken care of by minor modifications to the CUP. The Site Plan and Architectural Commission has the authority to approve the buildings and other elements of a CUP modification before the CUP modification goes before the Planning Commission, which is the case here. Therefore, a condition of approval has been added which requires the applicant to receive approval for a Major Modification to the existing CUP prior to the issuance of any building permits for vertical construction.

Facility Adequacy

Per the agency comments submitted to staff, it can be found that there are adequate facilities to serve the proposed development.

Committee Comments

No comments were received from committees such as BPAC.

FINDINGS OF FACT

The Site Plan and Architectural Commission shall approve a site plan and architectural review application if it can find that the proposed development conforms, or can be made to conform through the imposition of conditions, with the following criteria:

1. *The proposed development is compatible with uses and development that exist on adjacent land;*

The Commission can find that there is sufficient evidence contained in the Applicant's Questionnaire and the Staff Report to determine that the proposal is compatible with the uses and development on adjacent land. This criterion is satisfied.

2. *The proposed development complies with the applicable provisions of all city ordinances or the Site Plan and Architectural Commission has approved (an) exception(s) as provided in MLDC § 10.253.*

The Commission can find that the proposal can be made to comply with the applicable provisions of the Code with the imposition of conditions of approval contained in Exhibit A. This criterion is satisfied.

FINDINGS AND CONCLUSIONS

Staff has reviewed the applicant's findings and conclusions (Exhibits H) and recommends the Commission adopt the findings as submitted.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare the Final Order for approval of AC-20-123 per the staff report dated July 10, 2020, including:

- Exhibits A–S
- Approval of the applicant's parking analysis for vehicular and bicycle parking.

EXHIBITS

A Conditions of Approval, drafted July 10, 2020
B Architectural Plans, received May 29, 2020
C Civil Plans, received May 29, 2020
D Landscape Plans, received May 29, 2020
E Details, received May 29, 2020
F Material Board, received May 29, 2020
G Boundary Map, received May 29, 2020
H Applicant's Findings of Fact, received May 29, 2020

I Parking Plan, received May 29, 2020
J Revised Parking Study, received May 29, 2020
K Renderings, received May 29, 2020
L Property Line Adjustment Area, received May 29, 2020
M TDM Measures, received May 29, 2020
N Traffic Impact Analysis, received May 29, 2020
O Revised Public Works Report, dated July 8, 2020
P Fire Department Report, dated June 8, 2020
Q Medford Water Commission Report, dated June 17, 2020
R Medford Building Department Report, dated June 15, 2020
S Jackson County Roads Letter, dated June 11, 2020
Vicinity map

SITE PLAN AND ARCHITECTURAL COMMISSION AGENDA JULY 17, 2020

EXHIBIT A

Asante Pavilion Tower
AC-20-123
Conditions of Approval
July 20, 2020

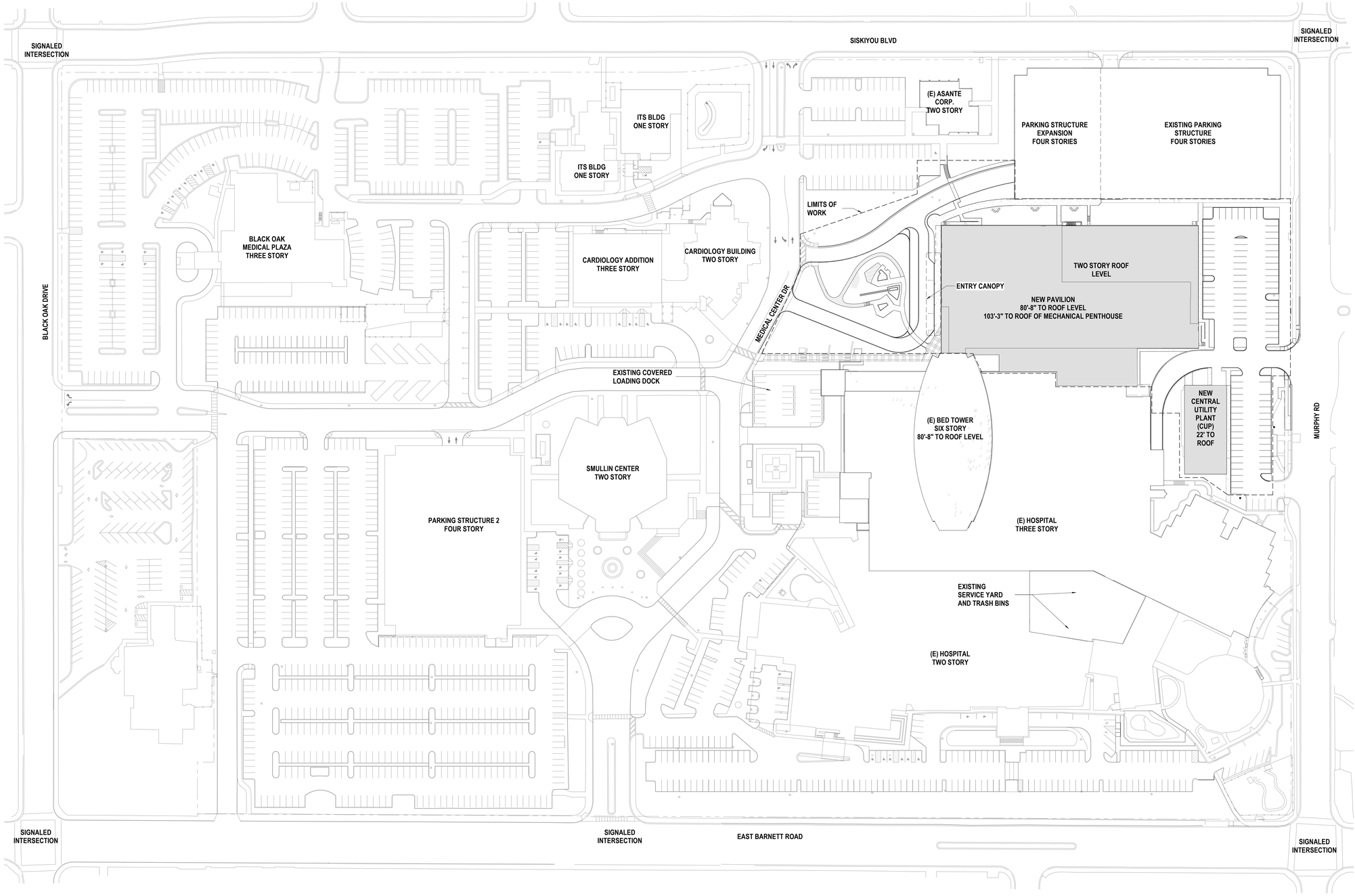
CODE REQUIRED CONDITIONS

Prior to the issuance of a building permit for vertical construction, the applicant shall:

1. Finalize the Property Line Adjustment and Consolidation application (PLA-20-164) so that all required setbacks for the proposed tower addition can be met.
2. Receive approval by the Planning Commission for a Major Modification to the existing Rogue Valley Medical Center Campus Condition Use Permit (CUP-82-386) including all proposed new additions.
3. Comply with all conditions stipulated by the Public Works Department (Exhibit O).
4. Comply with all conditions stipulated by the Medford Water Commission (Exhibit Q).
5. Comply with all requirements of the Medford Fire Department (Exhibit P).
6. Submit a revised site plan showing bicycle parking to meet all applicable requirements per 10.747 through 10.751, including at least 50% of covered bike parking.

GENERAL SITE PLAN NOTES:

1. ANY NEW SITE LIGHT POLE FIXTURES SHALL MATCH EXISTING ALREADY ON CAMPUS.
2. FIRE LANE CURBING SHALL BE PAINTED RED.



A1 OVERALL CAMPUS - SPAC REVIEW
1" = 60'-0"

TRUE NORTH

0 30' 60' 120'

EXHIBIT B

HDR Architecture
201 California St. Suite 1500
San Francisco, CA 94111

Asante Rogue Regional Medical Center Pavilion Project

2825 E Barnett Rd.
Medford, Oregon 97504

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Plumbing Engineer	Tim Ely
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Equipment Planner	Rob Griesche
Wayfinding	Becky Douthitt

MARK	DATE	DESCRIPTION
A	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name
OVERALL CAMPUS - SPAC REVIEW

Sheet Number
AS101

Project Status
SPAC SUBMITTAL

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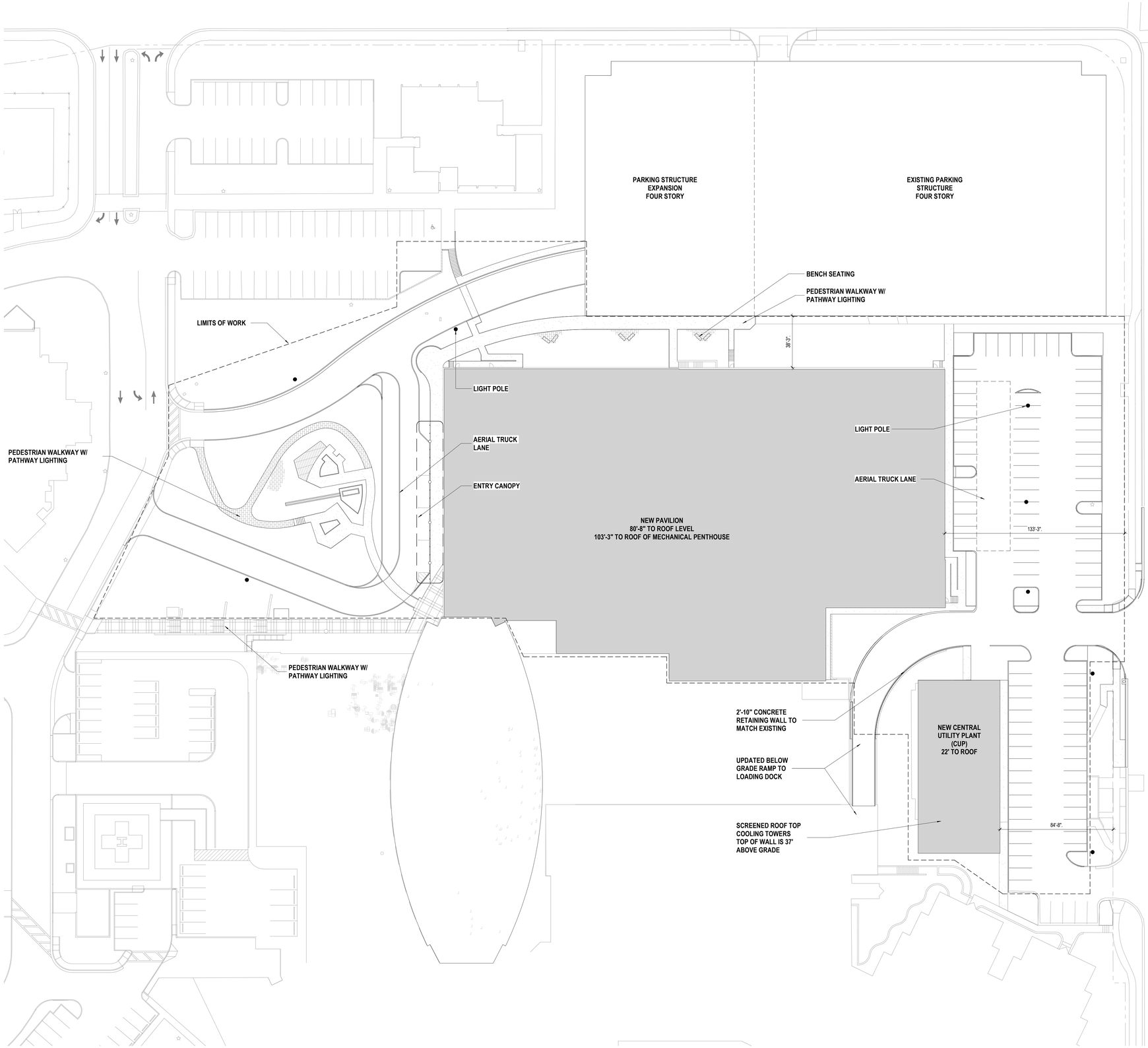

A1 ENLARGED SITE PLAN - SPAC REVIEW
1" = 30'-0"

TRUE NORTH

0 15' 30' 60'

HDR Architecture
201 California St. Suite 1500
San Francisco, CA 94111

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A	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name
ENLARGED SITE PLAN - SPAC REVIEW

Sheet Number
AS102

Project Status
SPAC SUBMITTAL

5/1/2020 2:27:43 PM BIM 360://10173807 ARKMCI/10173807-AF-A-1-CENTRAL.rvt

B1 OVERALL CORE & SHELL PLAN - TOWER ADDITION - GROUND LEVEL

1/16" = 1'-0"

NOTE: REFER TO AREA PLANS FOR ADDITIONAL INTERIOR ARCHITECTURAL INFORMATION

FLOOR PLAN LEGEND

OUT OF SCOPE

FLOOR PLAN GENERAL NOTES

1. DRAWINGS & SPECIFICATIONS ARE COMPLIMENTARY COMPONENTS OF THE CONTRACT DOCUMENTS, REVIEW ALL DRAWINGS AND SPECIFICATIONS FOR THE COMPLETE SCOPE OF WORK. NOTIFY ARCHITECT IMMEDIATELY FOR CLARIFICATION IF INCONSISTENCIES, CONTRADICTIONS OR OMISSIONS ARE DISCOVERED.
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SHEET KEYNOTES

TRUE NORTH

0 8' 16' 32'

HDR Architecture
201 California St. Suite 1500
San Francisco, CA 94111

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MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL CORE & SHELL PLAN - TOWER ADDITION - GROUND LEVEL

Sheet Number

AE110

Project Status

SPAC SUBMITTAL

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B1 OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 01

1/16" = 1'-0"

NOTE: REFER TO AREA PLANS FOR ADDITIONAL INTERIOR ARCHITECTURAL INFORMATION

FLOOR PLAN LEGEND

OUT OF SCOPE

FLOOR PLAN GENERAL NOTES

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SHEET KEYNOTES

TRUE NORTH

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San Francisco, CA 94111

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A	03/13/2020	100% SD SUBMITTAL
B	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 01

Sheet Number

AE111

Project Status

SPAC SUBMITTAL

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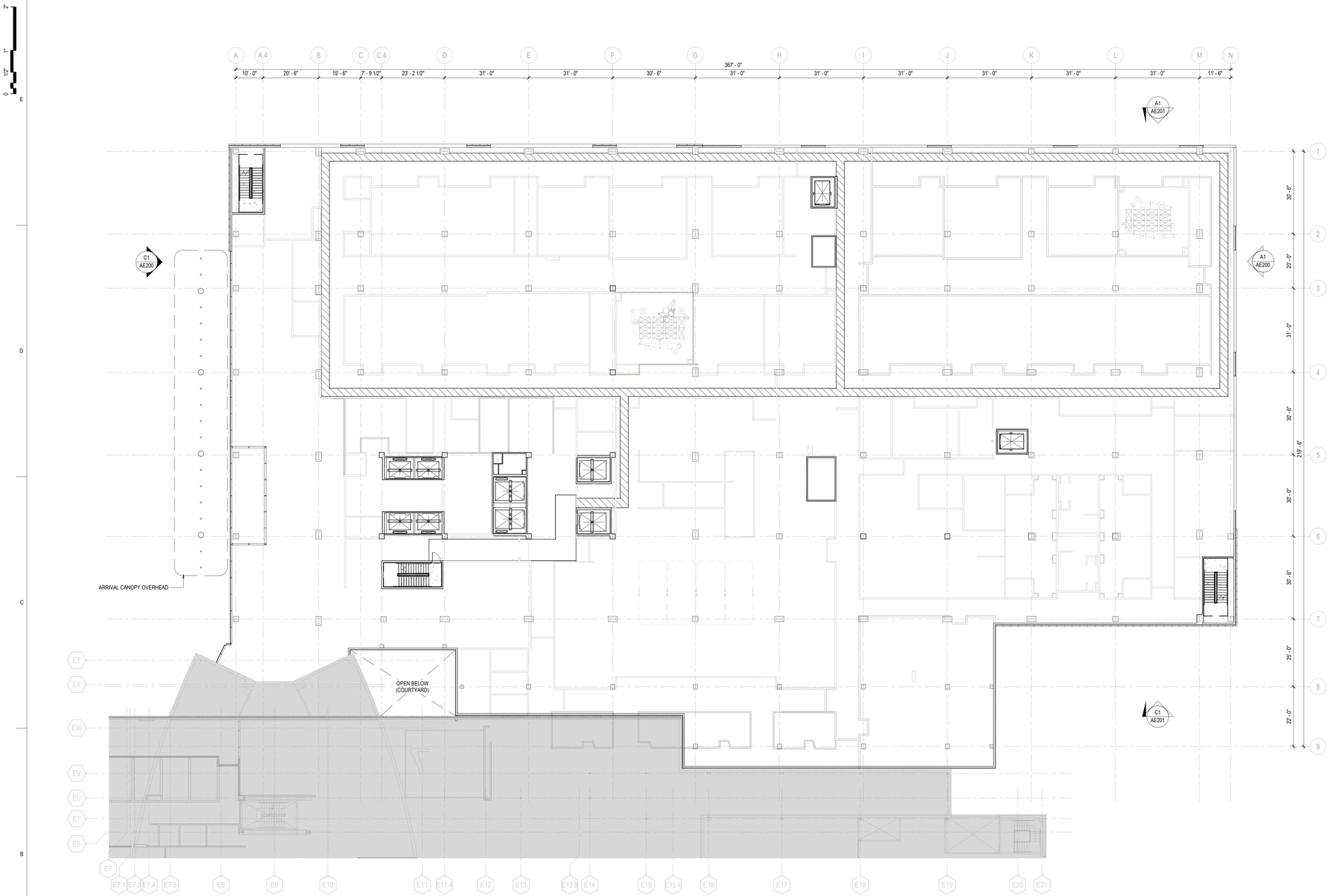

B1 OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 02

1/16" = 1'-0"

NOTE: REFER TO AREA PLANS FOR ADDITIONAL INTERIOR ARCHITECTURAL INFORMATION

FLOOR PLAN LEGEND

OUT OF SCOPE

FLOOR PLAN GENERAL NOTES

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SHEET KEYNOTES

TRUE NORTH

0 8" 16" 32"

HDR Architecture
201 California St. Suite 1500
San Francisco, CA 94111

Asante Rogue Regional Medical Center Pavilion Project

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Medford, Oregon 97504

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Wayfinding	Becky Douthitt

MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 02

Sheet Number

AE112

Project Status

SPAC SUBMITTAL

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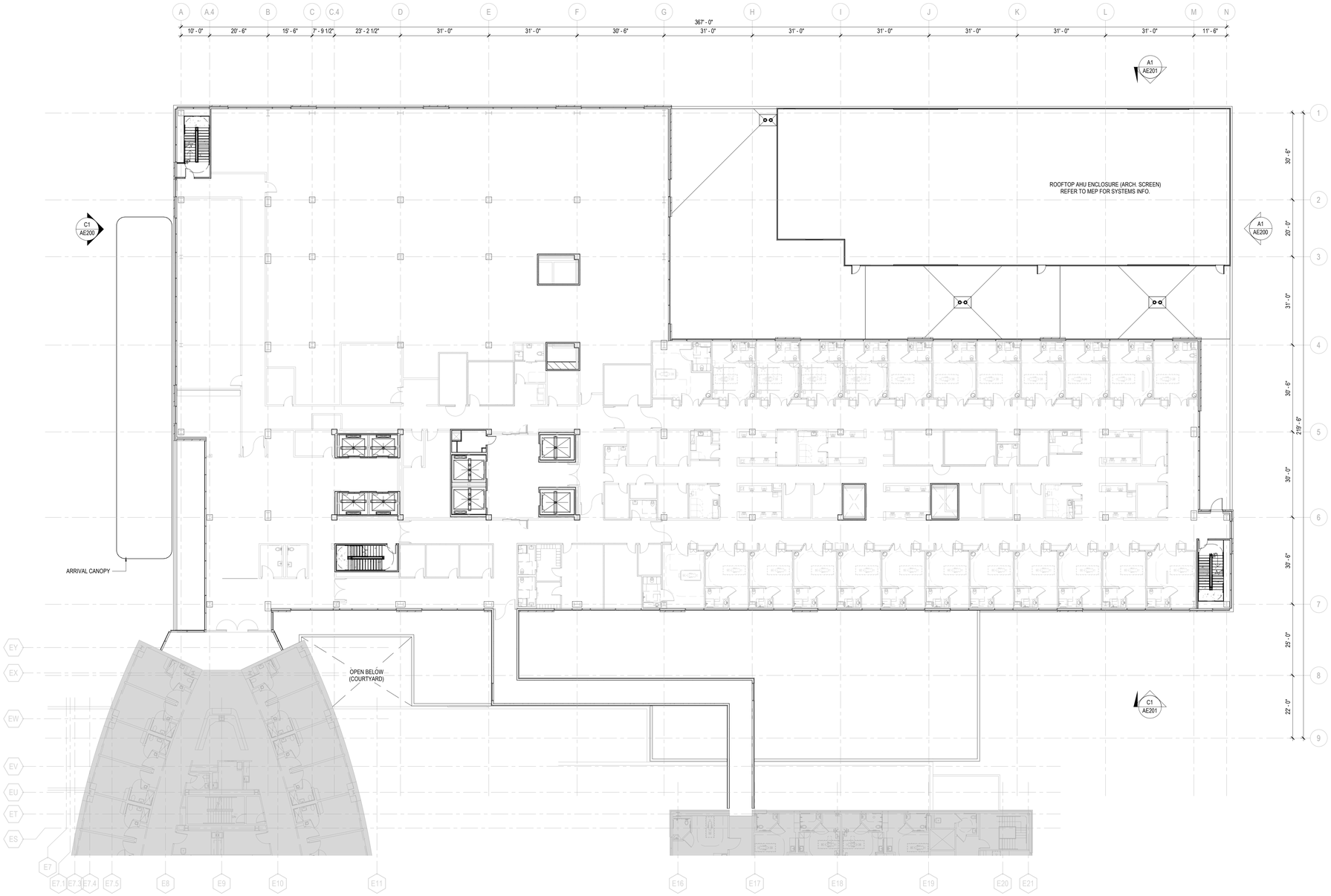

B1 OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 03

1/16" = 1'-0"

NOTE: REFER TO AREA PLANS FOR ADDITIONAL INTERIOR ARCHITECTURAL INFORMATION

FLOOR PLAN LEGEND

OUT OF SCOPE

FLOOR PLAN GENERAL NOTES

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SHEET KEYNOTES

TRUE NORTH

0 8' 16' 32'

HDR Architecture
201 California St. Suite 1500
San Francisco, CA 94111

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Medford, Oregon 97504

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Wayfinding	Becky Douthitt

MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 03

Sheet Number

AE113

Project Status

SPAC SUBMITTAL

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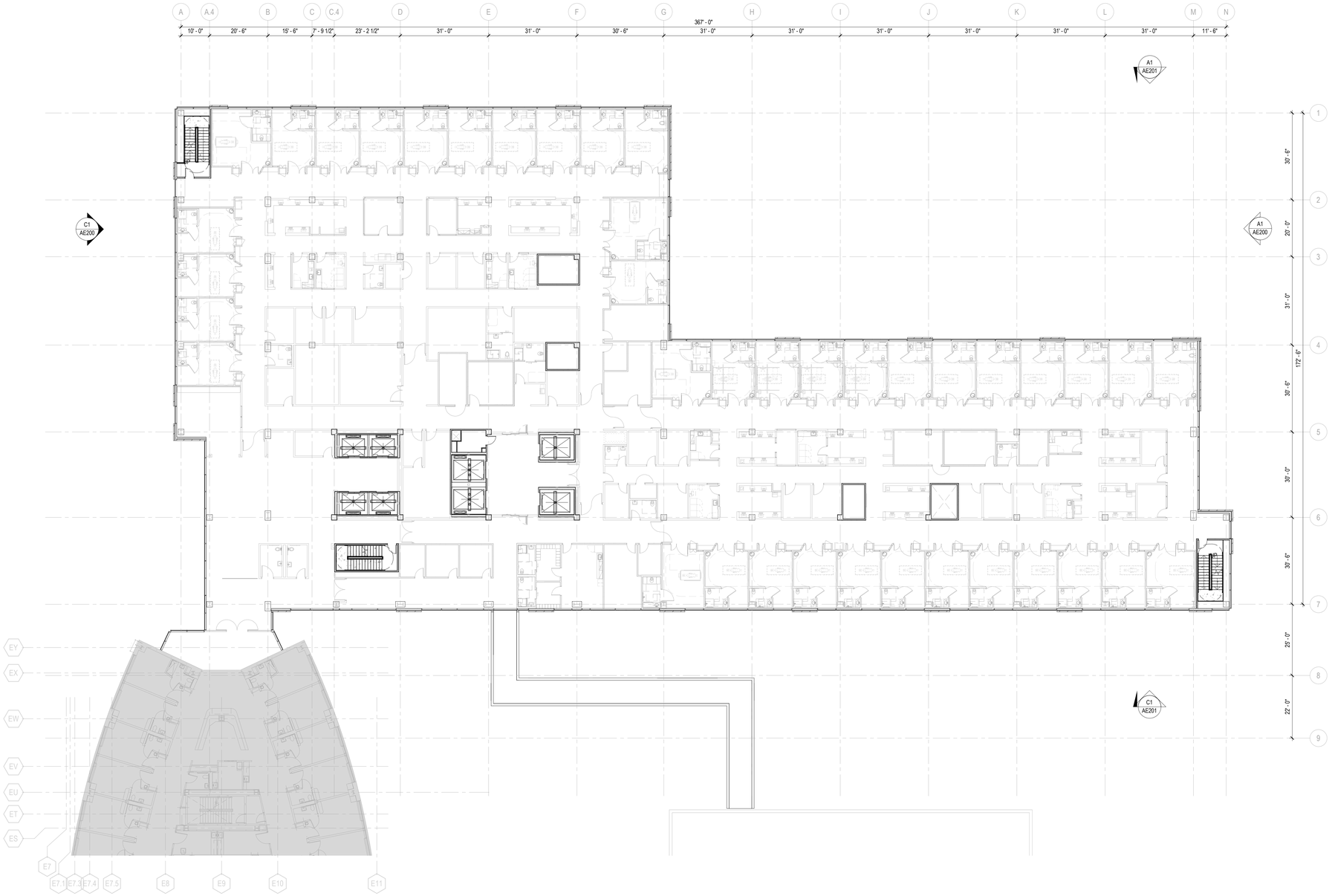

B1 OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 04

1/16" = 1'-0"

NOTE: REFER TO AREA PLANS FOR ADDITIONAL INTERIOR ARCHITECTURAL INFORMATION

FLOOR PLAN LEGEND

OUT OF SCOPE

FLOOR PLAN GENERAL NOTES

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SHEET KEYNOTES

TRUE NORTH

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MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 04

Sheet Number

AE114

Project Status

SPAC SUBMITTAL

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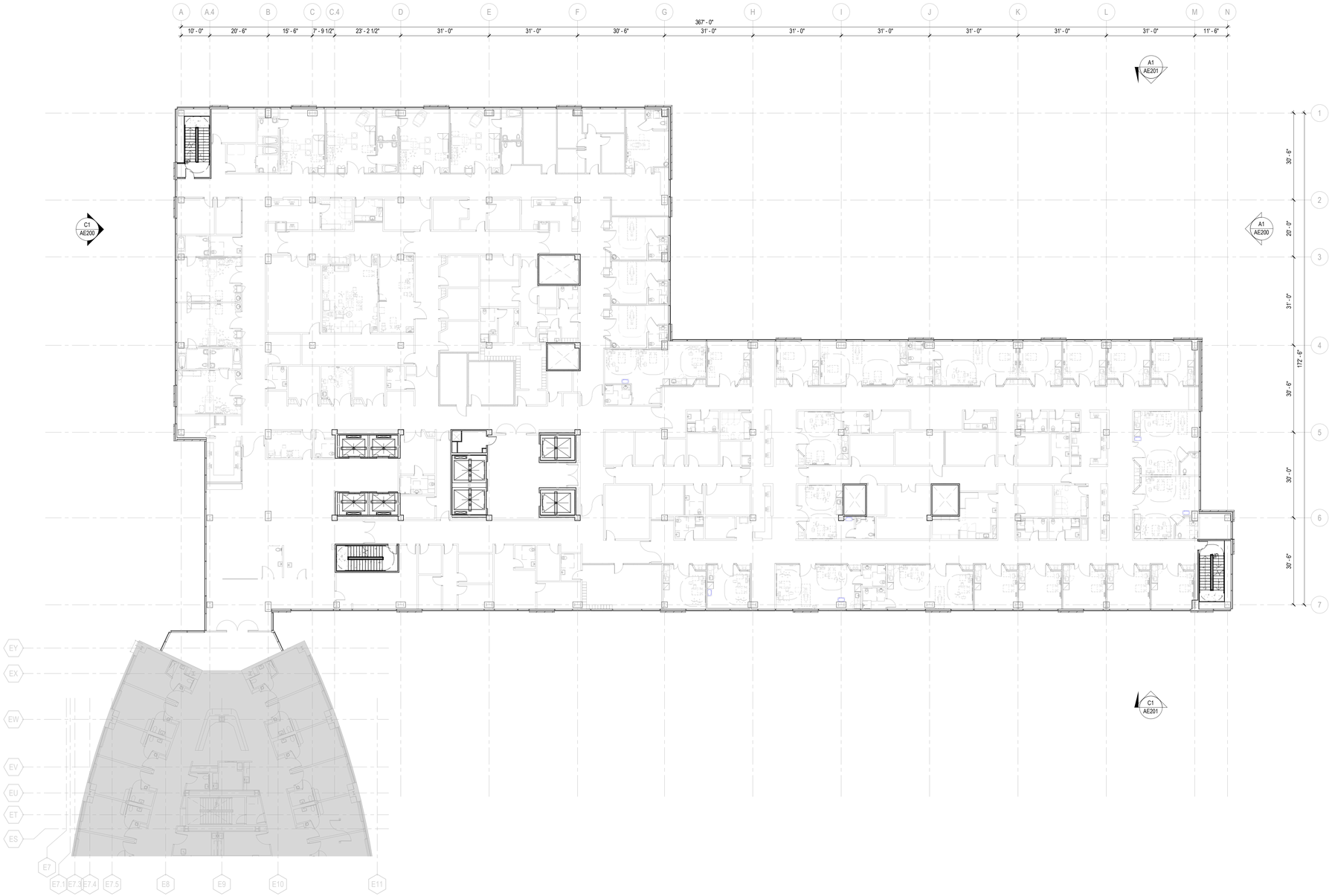

B1 OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 05

1/16" = 1'-0"

NOTE: REFER TO AREA PLANS FOR ADDITIONAL INTERIOR ARCHITECTURAL INFORMATION

FLOOR PLAN LEGEND

OUT OF SCOPE

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SHEET KEYNOTES

TRUE NORTH

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MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 05

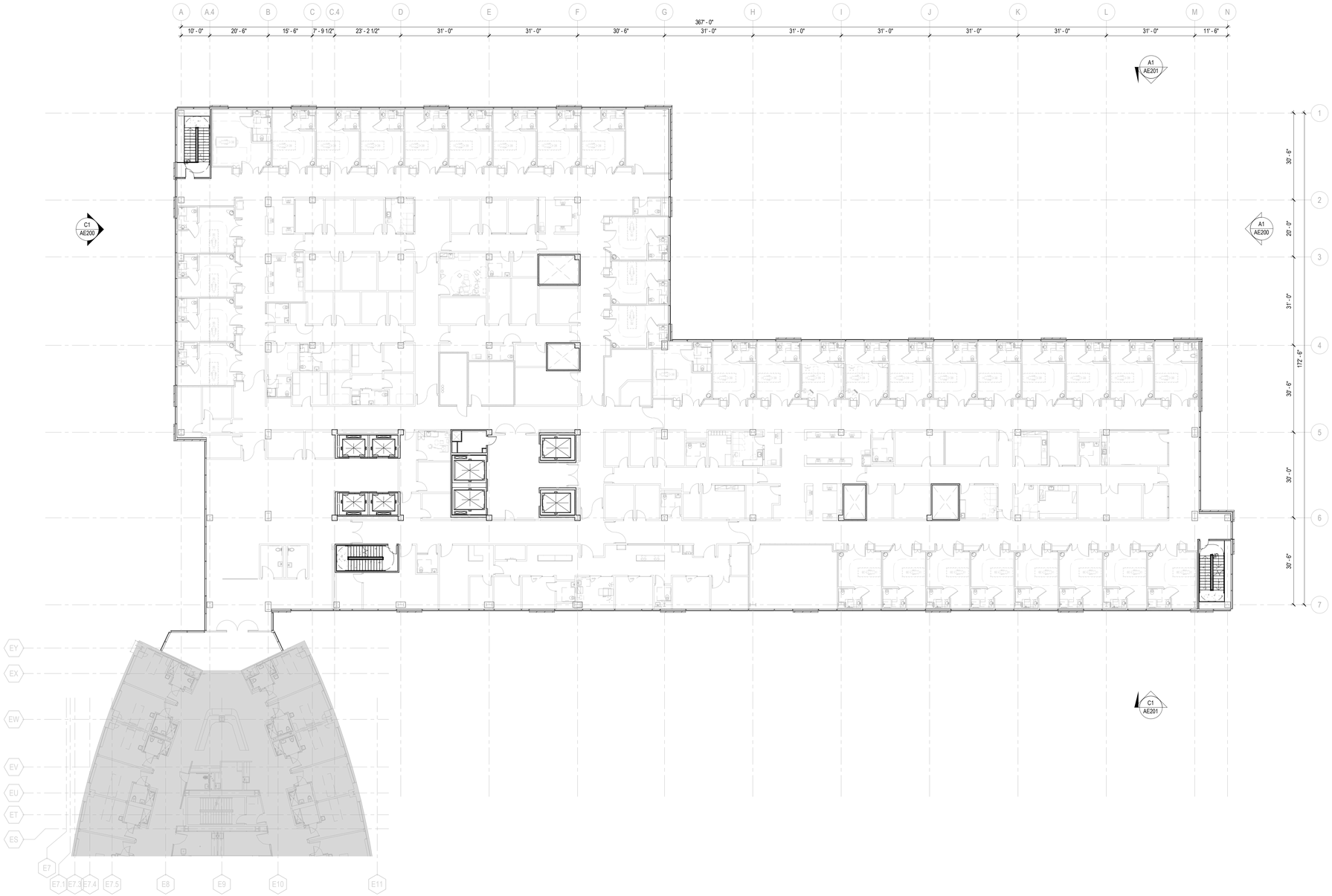
Sheet Number

AE115

Project Status

SPAC SUBMITTAL

5/1/2020 6:20:48 PM BIM 360://10173807 ARRMC/10173807-AFA-T-CENTRAL.rvt



B1 OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 06

1/16" = 1'-0"

NOTE: REFER TO AREA PLANS FOR ADDITIONAL INTERIOR ARCHITECTURAL INFORMATION

FLOOR PLAN LEGEND

OUT OF SCOPE

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10. REFER TO MEP DRAWINGS FOR ADDITIONAL MEP SPECIFIC INFORMATION.
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12. HIGHER RATED FIRE WALLS TAKE PRECEDENCE OVER LOWER RATED WALLS & ARE TO CONTINUE THROUGH ALL SUCH INTERSECTIONS.
13. ALL SMOKE BARRIER WALLS ARE TO BE EXTENDED FROM BACK SIDE OF EXTERIOR WALL SHEATHING TO BACK SIDE OF EXTERIOR WALL SHEATHING OR ANOTHER SMOKE BARRIER WALL.

SHEET KEYNOTES

TRUE NORTH

0 8' 16' 32'

HDR Architecture
201 California St. Suite 1500
San Francisco, CA 94111

Asante Rogue Regional Medical Center Pavilion Project

2825 E Barnett Rd.
Medford, Oregon 97504

Project Manager	Shaun Salazar
Project Designer	Thomas Knittel
Project Architect	Todd Tierney
Landscape Architect	James Love
Civil Engineer	Mark Dew
Structural Engineer	Todd Parke
Mechanical Engineer	Tim Ely
Electrical Engineer	Disha Upadhyaya
Plumbing Engineer	Tim Ely
Interior Designer	Ruby Thorp
Equipment Planner	Rob Griesche
Wayfinding	Becky Douthitt

MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/01/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL CORE & SHELL PLAN - TOWER ADDITION - LEVEL 06

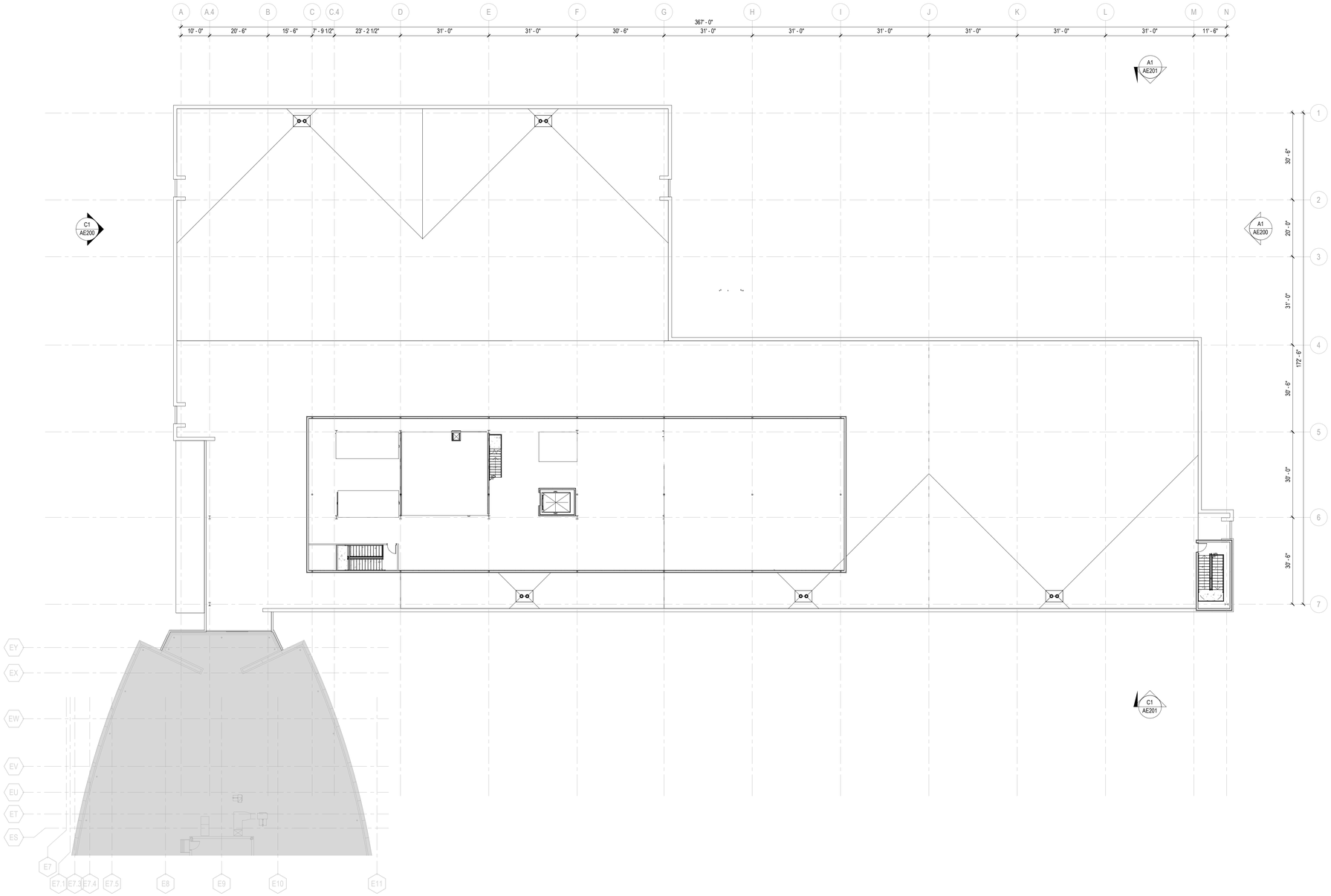
Sheet Number

AE116

Project Status

SPAC SUBMITTAL

5/1/2020 6:21:00 PM BIM 360://10173807 ARRMC/10173807-AEA-T-CENTRAL.rvt



B1 OVERALL CORE & SHELL PLAN - TOWER ADDITION - ROOF
1/16" = 1'-0"

NOTE: REFER TO AREA PLANS FOR ADDITIONAL INTERIOR ARCHITECTURAL INFORMATION

ROOF PLAN LEGEND

OUT OF SCOPE

ROOF PLAN GENERAL NOTES

1. DRAWINGS & SPECIFICATIONS ARE COMPLIMENTARY COMPONENTS OF THE CONTRACT DOCUMENTS, REVIEW ALL DRAWINGS AND SPECIFICATIONS FOR THE COMPLETE SCOPE OF WORK. NOTIFY ARCHITECT IMMEDIATELY FOR CLARIFICATION IF INCONSISTENCIES, CONTRADICTIONS OR OMISSIONS ARE DISCOVERED.
2. DO NOT SCALE DRAWINGS, IF DIMENSIONAL INFORMATION IS REQUIRED & NOT FOUND, NOTIFY ARCHITECT IMMEDIATELY FOR CLARIFICATION.
3. ALL DIMENSIONS ARE TO COLUMN CENTERLINES OR FACE OF FINISHED WALLS OR SURFACES UNLESS NOTED OTHERWISE.
4. REFER TO DEMOLITION DRAWINGS, IF ANY, FOR WORK REQUIRED IN ADVANCE OF CONSTRUCTION AND COORDINATE ACCORDINGLY.
5. ALL DOOR FRAMES ARE TO BE INSTALLED 4" AWAY OF ADJACENT PERPENDICULAR WALLS UNLESS NOTED OTHERWISE.
6. REFER TO LIFE SAFETY DRAWINGS FOR ADDITIONAL FIRE / SMOKE RATING REQUIREMENTS.
7. REFER TO EQUIPMENT DRAWINGS FOR ADDITIONAL EQUIPMENT SPECIFIC INFORMATION.
8. REFER TO INTERIOR FINISH DRAWINGS FOR ADDITIONAL INTERIOR FINISH SPECIFIC INFORMATION.
9. REFER TO STRUCTURAL DRAWINGS FOR ADDITIONAL STRUCTURAL SPECIFIC INFORMATION.
10. REFER TO MEP DRAWINGS FOR ADDITIONAL MEP SPECIFIC INFORMATION.
11. ALL NON-LOAD BEARING INTERIOR WALLS ARE TYPE "A" UNLESS NOTED OTHERWISE.
12. HIGHER RATED FIRE WALLS TAKE PRECEDENCE OVER LOWER RATED WALLS & ARE TO CONTINUE THROUGH ALL SUCH INTERSECTIONS.
13. ALL SMOKE BARRIER WALLS ARE TO BE EXTENDED FROM BACK SIDE OF EXTERIOR WALL SHEATHING TO BACK SIDE OF EXTERIOR WALL SHEATHING OR ANOTHER SMOKE BARRIER WALL.

SHEET KEYNOTES

TRUE NORTH

0 8' 16' 32'

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Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL CORE & SHELL PLAN - TOWER ADDITION - ROOF

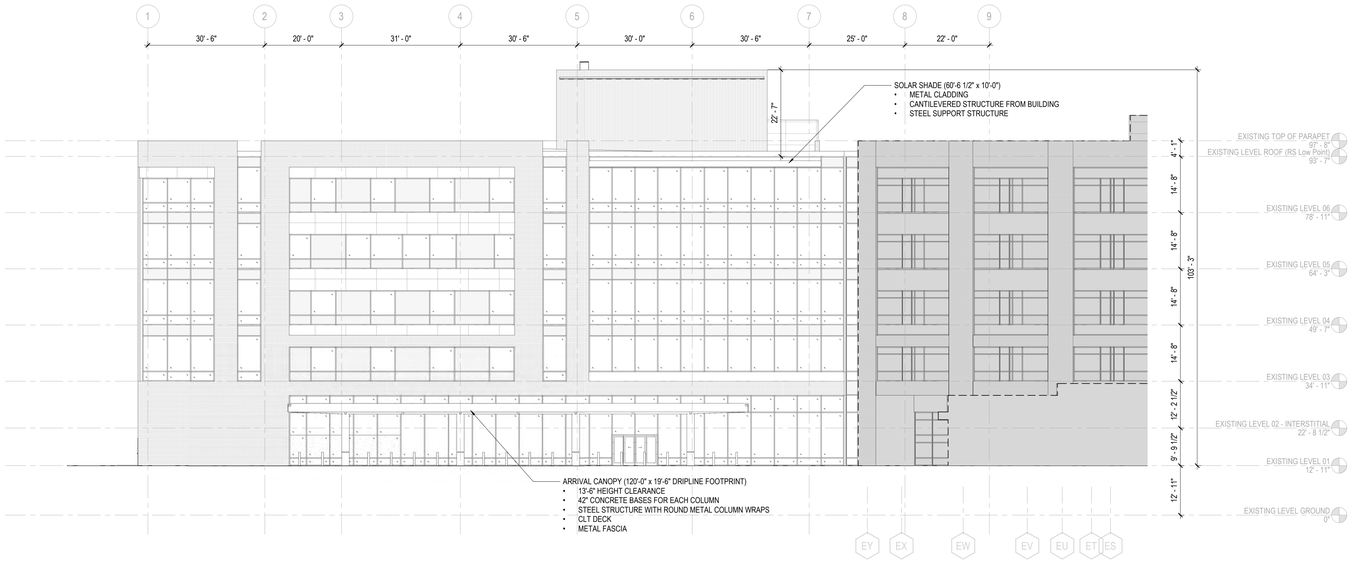
Sheet Number

AE117

Project Status

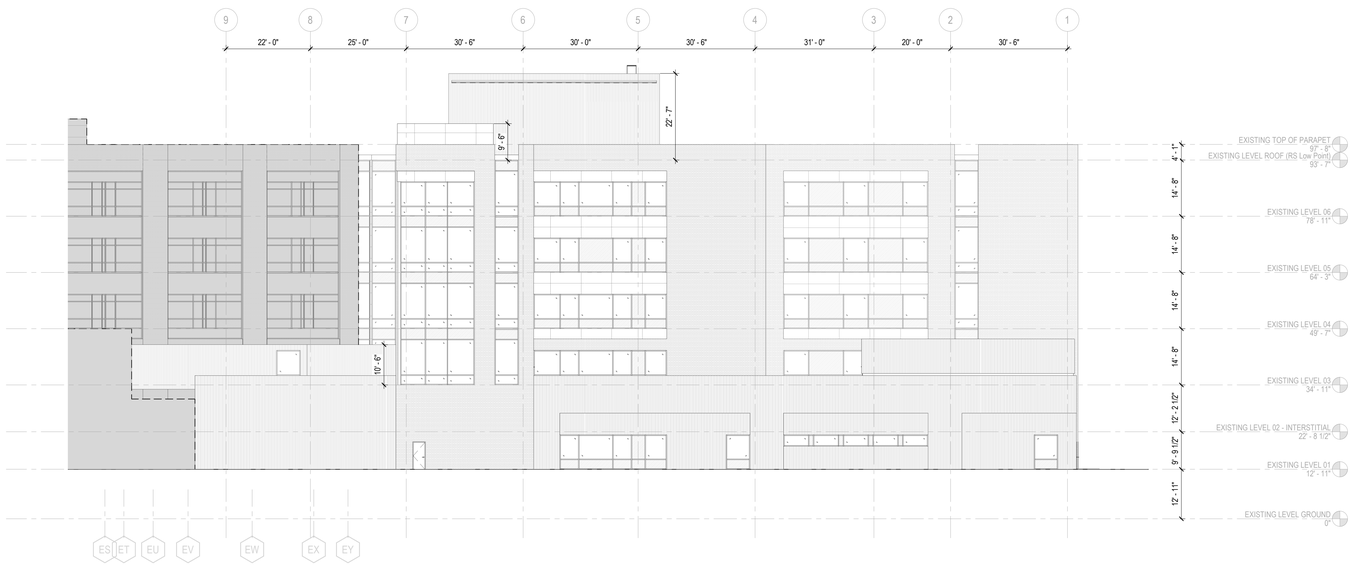
SPAC SUBMITTAL

5/1/2020 6:38:08 PM BIM 360://10173807 ARKMC/10173807-AE-A-T-CENTRAL.rvt



C1 OVERALL EXTERIOR BUILDING ELEVATION - WEST

1/16" = 1'-0"



A1 OVERALL EXTERIOR BUILDING ELEVATION - EAST

1/16" = 1'-0"

EXTERIOR ELEVATIONS LEGEND

- BRICK VENEER
- GLASS (VISION)
- GLASS (SPANDREL)
- METAL
- INSULATED METAL PANEL
- CORRUGATED METAL PANEL
- OUT OF SCOPE

EXTERIOR SYSTEMS

CONC	CONCRETE
CWS	CURTAIN WALL CAPPED MULLION SYSTEM
SFS	STOREFRONT SYSTEM CAPPED MULLION SYSTEM
WDW	WINDOW
MAS	BRICK VENEER WALL ASSEMBLY BRICK PANEL AIR GAP MOISTURE BARRIER 2" CONTINUOUS INSULATION SHEATHING 6" STEEL STUD FRAMING w/BATT INSULATION GYPSUM WALL BOARD
MET	METAL FASCIA
MWP1	METAL PANEL WALL ASSEMBLY 1 INSULATED METAL PANEL MOISTURE BARRIER 2" CONTINUOUS INSULATION SHEATHING 6" STEEL STUD FRAMING w/BATT INSULATION GYPSUM WALL BOARD
MWP2	METAL PANEL WALL ASSEMBLY 2 CORRUGATED METAL PANEL MOISTURE BARRIER 2" CONTINUOUS INSULATION SHEATHING 6" STEEL STUD FRAMING w/BATT INSULATION GYPSUM WALL BOARD

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MARK	DATE	DESCRIPTION
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Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL EXTERIOR BUILDING ELEVATIONS

Sheet Number

AE200

Project Status

SPAC SUBMITTAL

0 8' 16' 32'

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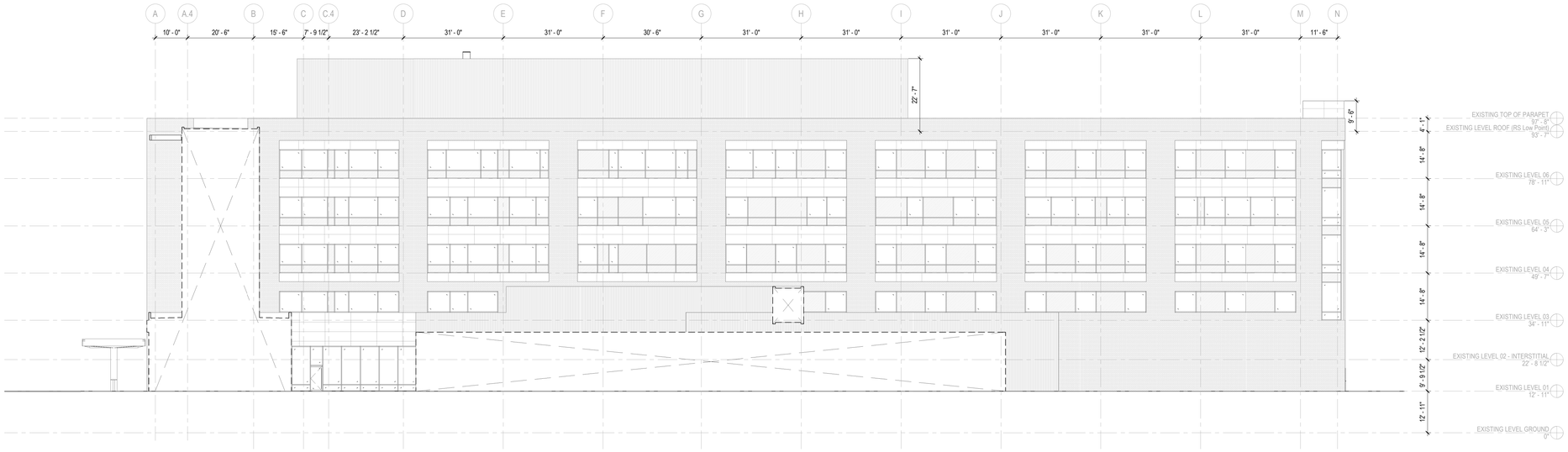

C1 OVERALL EXTERIOR BUILDING ELEVATION - SOUTH

1/16" = 1'-0"

A1 OVERALL EXTERIOR BUILDING ELEVATION - NORTH

1/16" = 1'-0"

EXTERIOR ELEVATIONS LEGEND

- BRICK VENEER
- GLASS (VISION)
- GLASS (SPANDREL)
- METAL
- INSULATED METAL PANEL
- CORRUGATED METAL PANEL
- OUT OF SCOPE

EXTERIOR SYSTEMS

CONC	CONCRETE
CWS	CURTAIN WALL CAPPED MULLION SYSTEM
SFS	STOREFRONT SYSTEM CAPPED MULLION SYSTEM
WDW	WINDOW
MAS	BRICK VENEER WALL ASSEMBLY BRICK PANEL AIR GAP MOISTURE BARRIER 2" CONTINUOUS INSULATION SHEATHING 6" STEEL STUD FRAMING w/BATT INSULATION GYPSUM WALL BOARD
MET	METAL FASCIA
MWP1	METAL PANEL WALL ASSEMBLY 1 INSULATED METAL PANEL MOISTURE BARRIER 2" CONTINUOUS INSULATION SHEATHING 6" STEEL STUD FRAMING w/BATT INSULATION GYPSUM WALL BOARD
MWP2	METAL PANEL WALL ASSEMBLY 2 CORRUGATED METAL PANEL MOISTURE BARRIER 2" CONTINUOUS INSULATION SHEATHING 6" STEEL STUD FRAMING w/BATT INSULATION GYPSUM WALL BOARD

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Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

OVERALL EXTERIOR BUILDING ELEVATIONS

Sheet Number

AE201

Project Status

SPAC SUBMITTAL

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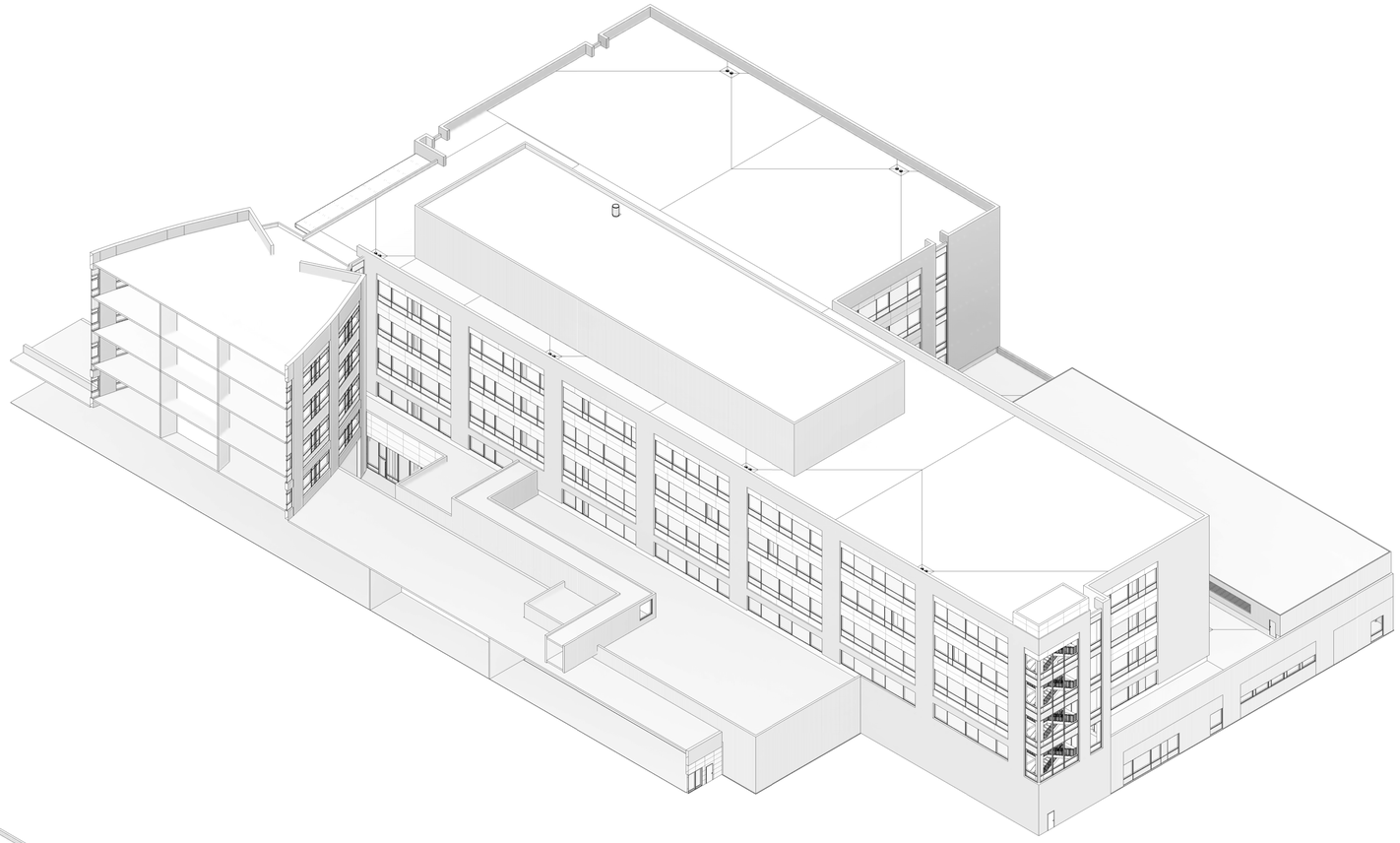
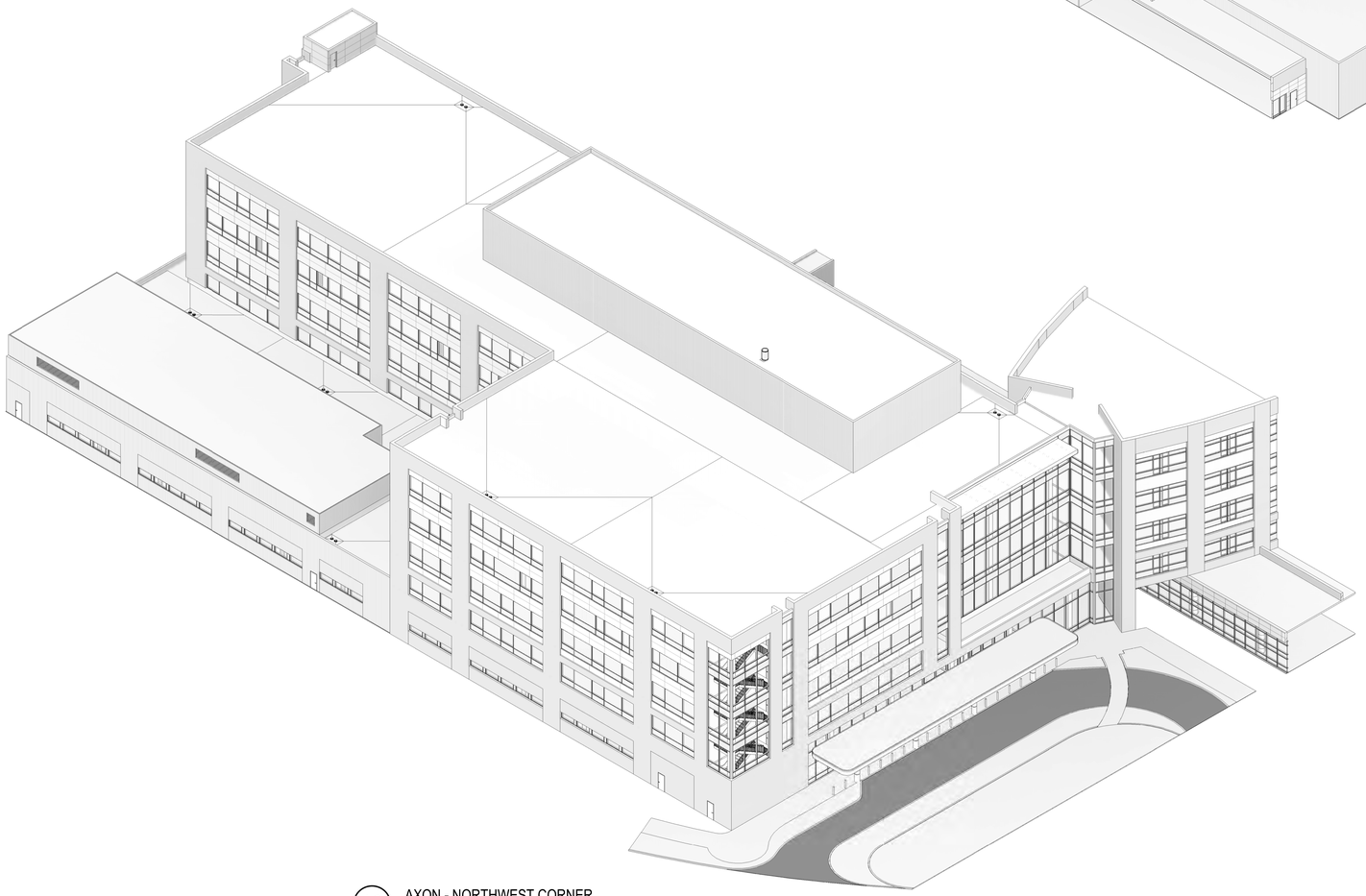


C5 AXON - SOUTHEAST CORNER



A2 AXON - NORTHWEST CORNER

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201 California St. Suite 1500
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Project Number 10173807

PRELIMINARY
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Sheet Name

EXTERIOR 3D AXONS

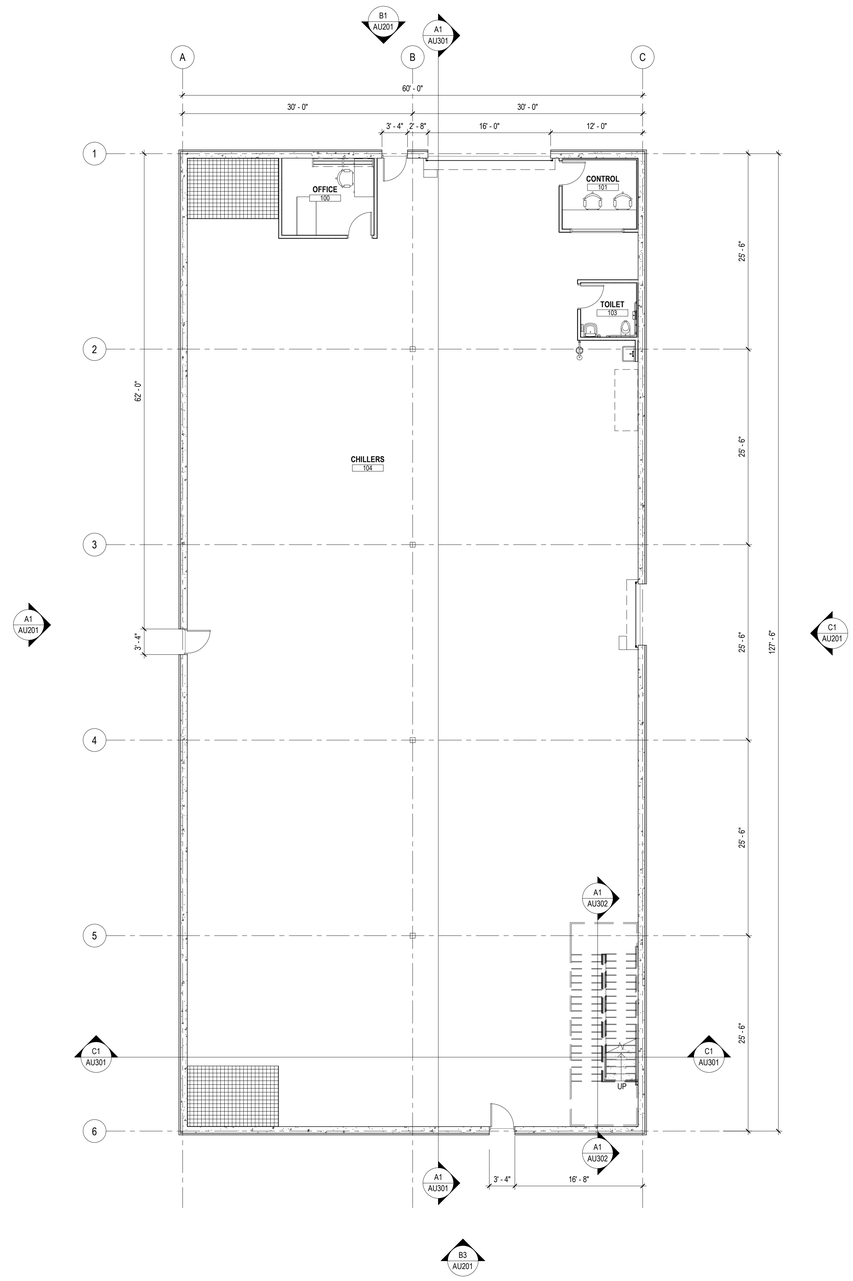
Sheet Number

AE350

Project Status

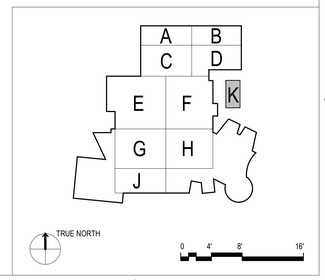
SPAC SUBMITTAL

5/1/2020 6:40:15 PM BIM 360://10173807 ARKMC/10173807-AE-A-1-CENTRAL.rvt



A1 FLOOR PLAN - LEVEL 01

1/8" = 1'-0"



HDR Architecture
201 California St. Suite 1500
San Francisco, CA 94111

Asante Rogue Regional Medical Center Central Utility Plant

Project Manager	SHAUN SALAZR
Project Designer	TOM KNITTEL
Project Architect	TODD TIERNEY
Landscape Architect	JAMES LOVE
Civil Engineer	MARK DEW
Structural Engineer	TODD PARKE
Mechanical Engineer	TIM ELY
Electrical Engineer	DISHA UPADHYAYA
Plumbing Engineer	TIM ELY
Interior Designer	RUBY THORP
Equipment Planner	ROB GRIESCHE
Wayfinding	BECKY DOUTHITT

MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/1/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

FLOOR PLAN - LEVEL 01

Sheet Number

AU101

Project Status

SPAC SUBMITTAL

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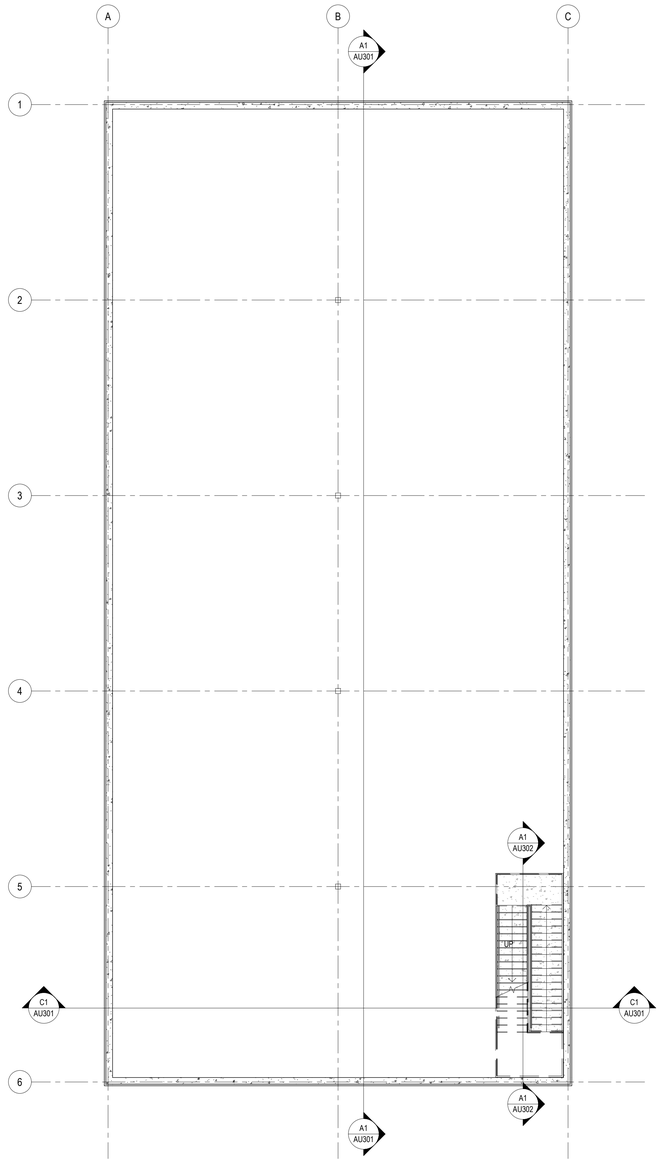
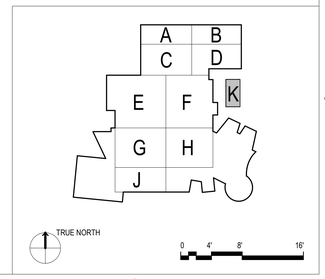


A1 FLOOR PLAN - LEVEL 02

1/8" = 1'-0"



HDR Architecture
201 California St. Suite 1500
San Francisco, CA 94111

Asante Rogue Regional Medical Center
Central Utility Plant

Project Manager	SHAUN SALAZR
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Interior Designer	RUBY THORP
Equipment Planner	ROB GRIESCHE
Wayfinding	BECKY DOUTHITT

MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/1/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name

FLOOR PLAN - LEVEL 02

Sheet Number

AU102

Project Status

SPAC SUBMITTAL

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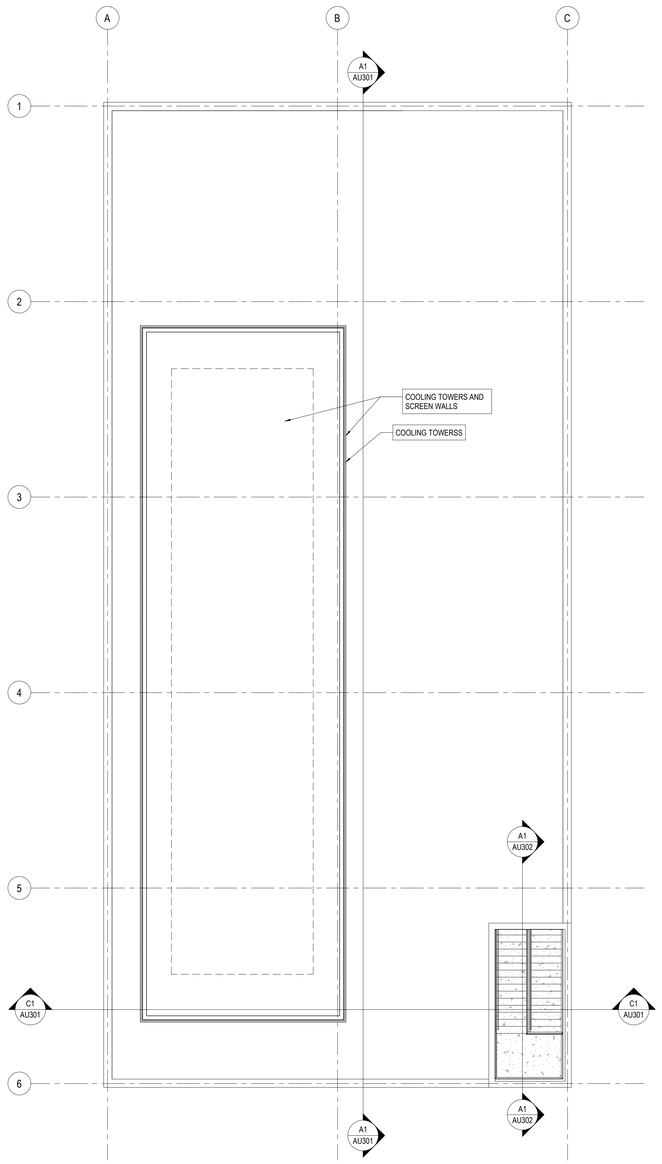
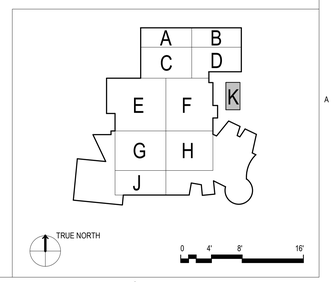


A1 ROOF PLAN
1/8" = 1'-0"



HDR Architecture
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San Francisco, CA 94111

Asante Rogue Regional Medical Center Central Utility Plant

Project Manager	SHAUN SALAZR
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Wayfinding	BECKY DOUTHITT

MARK	DATE	DESCRIPTION
A	03/13/2020	100% SD SUBMITTAL
B	05/1/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name
ROOF PLAN

Sheet Number
AU103

Project Status
SPAC SUBMITTAL

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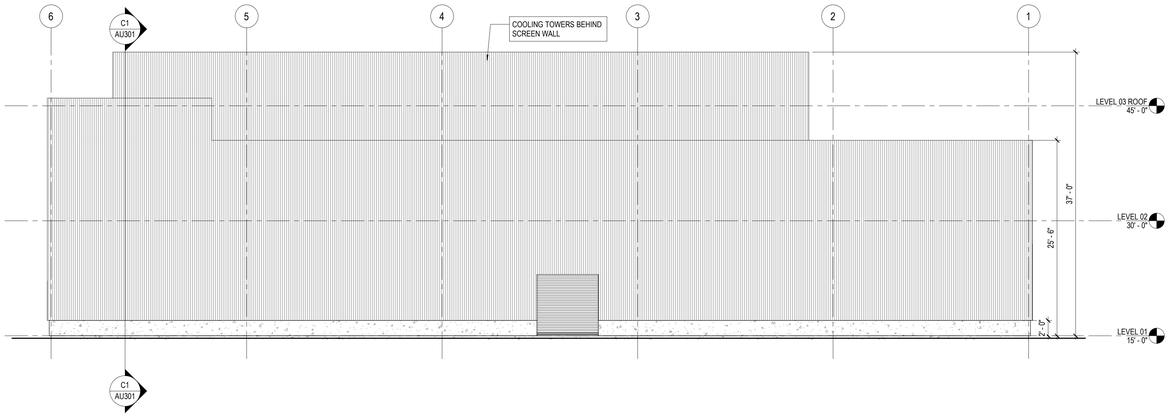
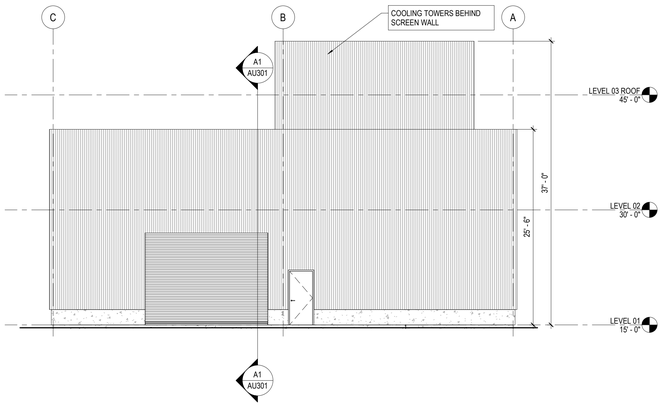
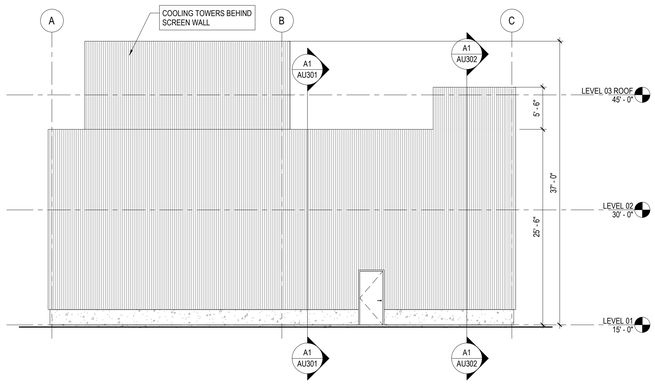


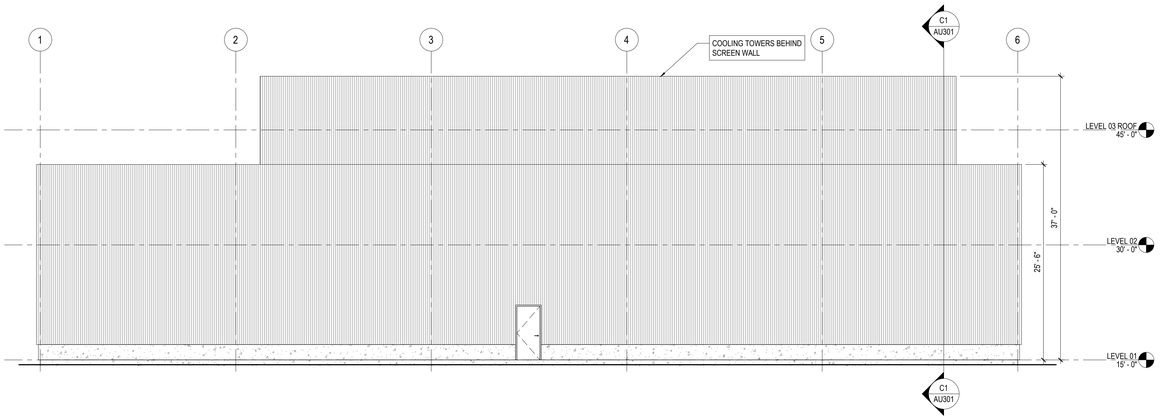
C1 EAST ELEVATION - CUP
1/8" = 1'-0"



B1 NORTH ELEVATION - CUP
1/8" = 1'-0"



B3 SOUTH ELEVATION - CUP
1/8" = 1'-0"



A1 WEST ELEVATION - CUP
1/8" = 1'-0"

EXTERIOR ELEVATIONS LEGEND

- BRICK VENEER
- GLASS (VISION)
- GLASS (SPANDREL)
- METAL
- CORRUGATED PANEL
- METAL INSULATED PANEL
- CONCRETE
- OUT OF SCOPE

EXTERIOR SYSTEMS

CONC	CONCRETE
CWS1	CURTAIN WALL (TYP.) CAPPED MULLION SYSTEM
CWS2	CURTAIN WALL (ENTRANCE LOBBY ONLY) SSG 4-WAY GLAZING SYSTEM
SFS	STOREFRONT SYSTEM CAPPED MULLION SYSTEM
WDW	WINDOW
MAS	BRICK VENEER WALL ASSEMBLY BRICK PANEL AIR GAP MOISTURE BARRIER INSULATION SHEATHING 6" STEEL STUD FRAMING w/BATT INSULATION GYPSUM WALL BOARD
MET1	METAL FASCIA
MET2	METAL w/CUSTOM PERFORATION PATTERN
MET3	METAL CORRUGATED PANEL
MWP	METAL PANEL WALL ASSEMBLY INSULATED METAL PANEL MOISTURE BARRIER INSULATION SHEATHING 6" STEEL STUD FRAMING w/BATT INSULATION GYPSUM WALL BOARD

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Asante Rogue Regional Medical Center
Central Utility Plant

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B	05/1/2020	SPAC SUBMITTAL

Project Number 10173807

PRELIMINARY
NOT FOR CONSTRUCTION

Sheet Name
C.U.P. EXTERIOR ELEVATIONS

Sheet Number
AU201

Project Status
SPAC SUBMITTAL

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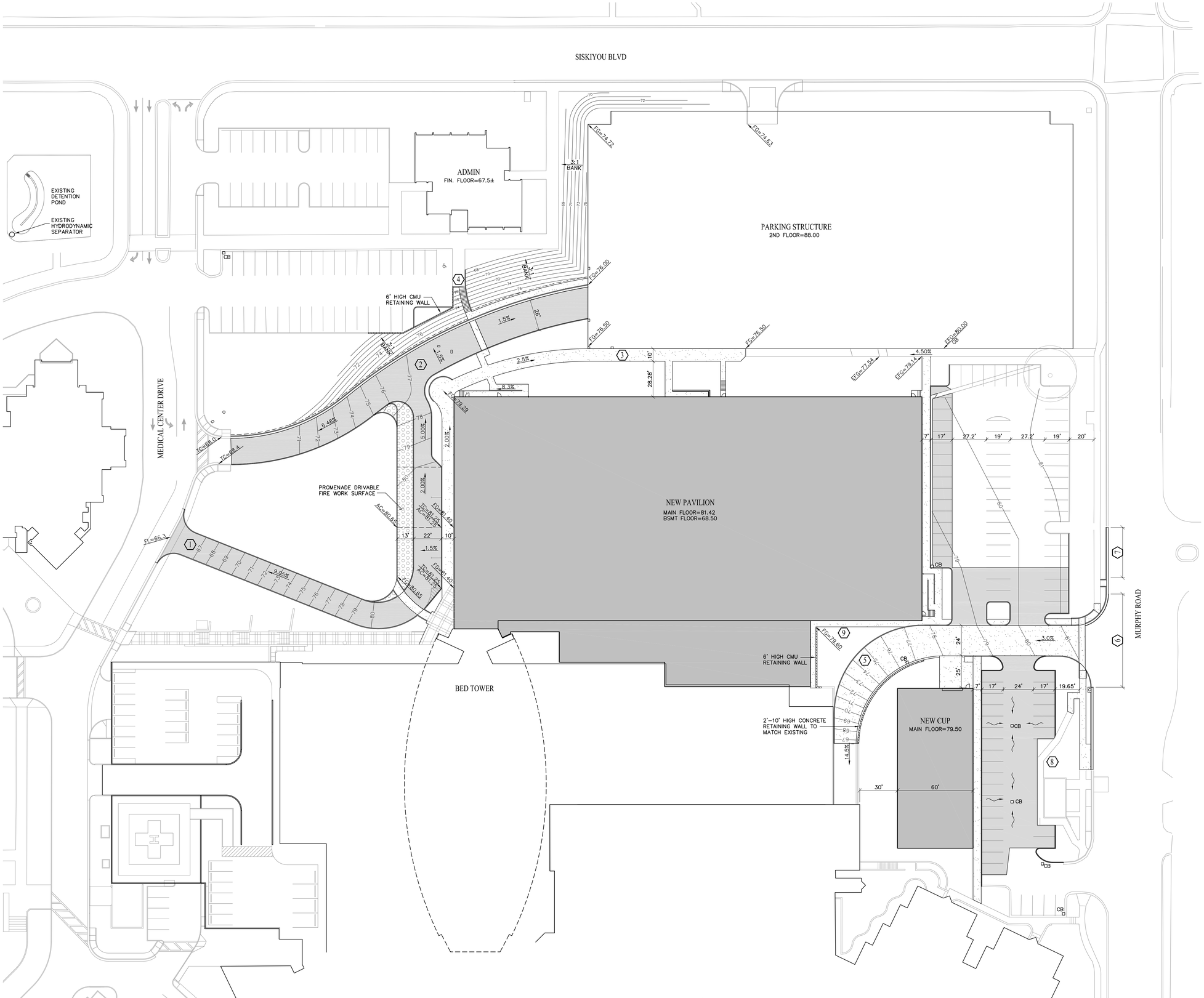

1 CONCEPTUAL GRADING PLAN
SCALE: 1"=30'

LEGEND

- NEW STRUCTURES
- NEW AC PAVING
- NEW CONCRETE FLATWORK
- NEW CURB & GUTTER (DARK)
- NEW CURBS (DARK)
- EXISTING CURBS (LIGHT)
- 1.00% FINISH SLOPE
- AC=99.05 SPOT ELEVATION
- 70 FINISH CONTOUR

ABBREVIATIONS

GRADING

AC	TOP OF ASPHALT
EAC	EXISTING TOP OF ASPHALT
EFG	EXISTING FINISH GRADE
FG	FINISH GRADE
GR	GRATE ELEVATION
TC	TOP OF CURB
VPI	VERTICAL INTERSECTION POINT

SANITARY

INV	INVERT
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
SSCO	SANITARY SEWER CLEAN OUT

STORM

CB	CATCH BASIN
INV	INVERT
SD	STORM DRAIN
SDCO	STORM DRAIN CLEAN OUT
SDMH	STORM DRAIN MANHOLE

WATER

FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
MWC	MEDFORD WATER COMMISSION
W	WATER
WM	WATER METER

MISC

E	ELECTRIC
(E)	EXISTING
G	GAS
PP	POWER POLE
PUE	PUBLIC UTILITY EASEMENT
SF	SQUARE FOOT
TEL	TELEPHONE
UON	UNLESS OTHERWISE NOTED

KEY NOTES

1. Construct a 20' wide, one way, at-grade driveway entrance with 15' radii from Medical Center Drive to the hospital entrance.
2. Construct a 26' wide, two way drive from Medical Center Drive to the parking structure.
3. Construct a 10' wide pedestrian access from Parking Structure to Hospital.
4. Construct 5' wide pedestrian connection from the Administration Building to the Hospital.
5. Relocated truck ramp at 15% maximum grade. Design already approved and construction under way).
6. Construct a new 24' wide, at-grade access to Murphy Road with 25' radii. Design already approved and construction under way).
7. Remove existing driveway apron and replace with new curb and gutter.
8. Preserve pedestrian bypass route around Oxygen Tank Enclosure.
9. Pedestrian route to fire command room.

STORMWATER MANAGEMENT PLAN

Storm water runoff from the hospital expansion and its associated improvements will be captured and piped to the existing pond at Medical Center Drive and Siskiyou where it will be treated via an existing hydrodynamic separator and detained in the reserve storage of the detention pond.

Storm water runoff from the new parking lot in the SE corner of the campus (Murphy & Barnett) will be detained in a shallow pond on the parking lot surface before being released into the City storm drain. Treatment will be exchanged for an equivalent area of existing parking surfaces being treated by the hydrodynamic separator.

EXHIBIT C

REVISIONS

DEW engineering inc
A CIVIL & STRUCTURAL ENGINEERING FIRM
PHONE 541 / 772-7399
FAX 541 / 772-7494
815 BENNETT AVENUE
MEDFORD, OREGON 97504

REGISTERED PROFESSIONAL ENGINEER
14,239
MARK R. DEW
OREGON
DECEMBER 1, 1992
EXPIRES 12/31/20

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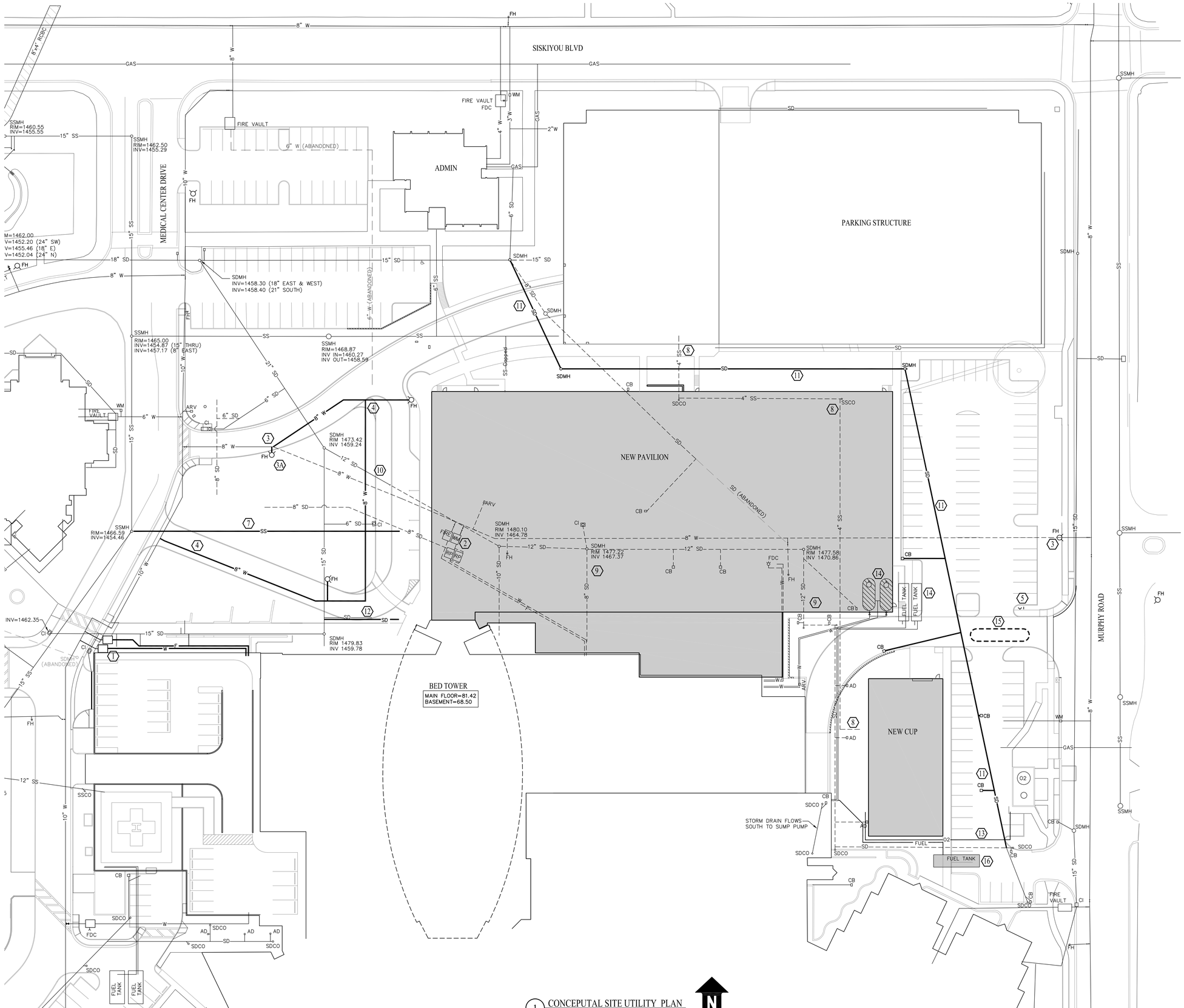
CONCEPTUAL SITE GRADING PLAN (SPAC)

ASANTE RRMC EXPANSION
2825 EAST BARNETT ROAD
MEDFORD, OREGON

DRAWN	CHECKED
MRD	MRD
DATE 4.24.20	
JOB NO. 19-009	
SHEET C1	



1 CONCEPUTAL SITE UTILITY PLAN
SCALE: 1"=30'

LEGEND

	NEW STRUCTURES
	NEW UTILITY AS LABELED (HEAVY)
	EXISTING UTILITY TO REMAIN
	EXISTING UTILITY TO BE REMOVED OR ABANDONED
AD	AREA DRAIN
CB	CATCH BASIN
CI	CURB INLET
CO	CLEANOUT
F	FIRE
FDC	FIRE DEPARTMENT CONNECTION
FH	FIRE HYDRANT
INV	INVERT
MH	MANHOLE
SS	SANITARY SEWER
SD	STORM DRAIN
W	WATER
WM	WATER METER

KEY NOTES

WATER

1. 8" water meter in vault, two new reduced pressure backflow prevention devices in an above grade cover and an 8" double check valve in vault for fire service. Currently being constructed.
2. Remove existing 8" water meter, two reduced pressure backflow devices, 8" double detector check valve and four vaults.
3. Cut and abandon existing 8" water main under E-W drive from west bend in drive to Murphy Road right-of-way. Remove portions under new building, abandon remainder in place. Terminate 8" line off Murphy with a fire hydrant as shown.

3A. Install temporary fire hydrant as shown until the two new westerly fire hydrants are installed and functioning.

4. Install 425' of new 8" waterline around entrance drives as show to feed two new fire hydrants.
5. Relocate FDC & Fire Department test manifold into new island adjacent to Murphy Road.
6. Not used.

SEWER

7. Install 200' of new, 8" PVC sanitary sewer lateral from the existing manhole in Medical Center Drive to the new Pavilion.
8. Abandon the 4" sanitary sewer lateral from Women's Imaging Center to the 8" sewer main at the Parking Structure (remove portions under new buildings).

STORM

9. Remove all storm drain, catch basins, manholes and storm drain appurtenances under the new Pavilion and truck ramp.
10. Cut existing 12" storm drain 5' from the new Pavilion and use for the building storm drain point of connection.
11. Install 770' of new 12" PVC storm drain, 2 new manholes and catch basins as shown around the north and east sides of the new Pavilion.
12. Install 60' of 12" PVC storm drain to the west edge of the building for point of connection.

OXYGEN

13. Relocate Oxygen line around new CUP.

UNDERGROUND TANKS

14. Remove and dispose of both existing water storage tanks and diesel fuel tanks. Fuel tank to be decommissioned by qualified contractor.
15. Install new 25,000 gallon, buried fiberglass tank and connect to existing fire pumps in Hospital.
16. Install new 16,000 gallon, buried fuel tank and reconnect to fuel lines entering building.

REVISIONS

DEW engineering inc
A CIVIL & STRUCTURAL ENGINEERING FIRM
PHONE 541/772-1399
FAX 541/772-1496
815 BENNETT AVENUE
MEDFORD, OREGON 97504

REGISTERED PROFESSIONAL ENGINEER
OREGON
DECEMBER 1, 2009
MARK R. ADAMS
19,239

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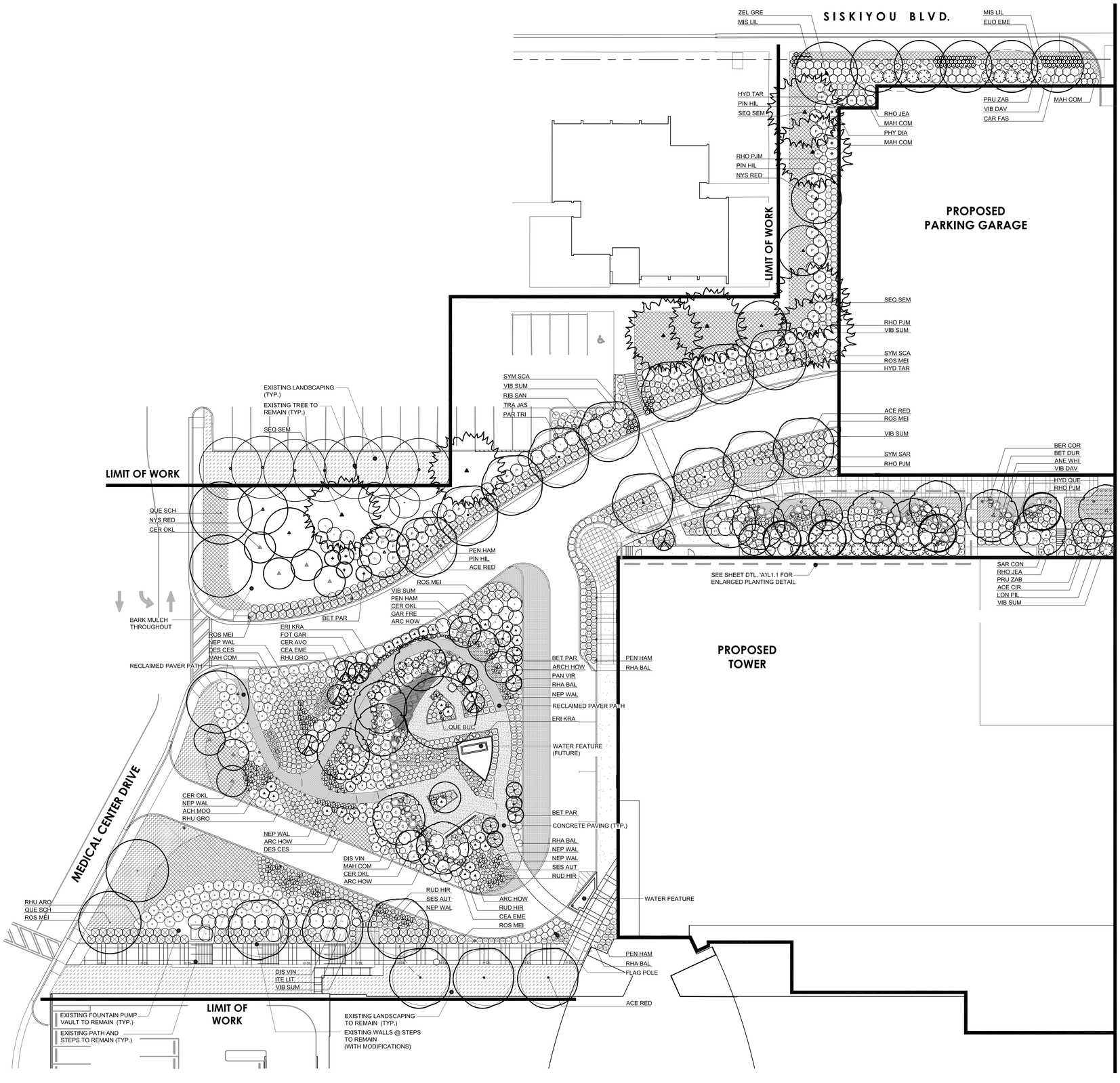
CONCEPTUAL SITE UTILITY PLAN (SPAC)

ASANTE RRMC EXPANSION
2825 EAST BARNETT ROAD
MEDFORD, OREGON

DRAWN	CHECKED
MRD	MRD

DATE 4.24.20
JOB NO. 19-009
SHEET C2



PRELIMINARY PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	ALTERNATE
TREES				
ACE CIR	Acer circinatum	Vine Maple	15 gal.	Acer circinatum 'Pacific Fire'
ACE RED	Acer rubrum 'Red Pointe'	Red Pointe Red Maple	2" cal.	Acer rubrum 'October Glory'
BET DUR	Betula nigra 'Dura-Heat'	Dura-Heat River Birch	10' ht./multi	Betula nigra 'Heritage'
BET PAR	Betula platyphylla 'Jeffpark'	Parkland Pillar Birch	15 gal.	Fagus sylvatica 'Dawyck Purple'
CAR FAS	Carpinus betulus 'Fastigiata'	Columnar Hornbeam	2" cal.	Fagus sylvatica 'Dawyck Purple'
CER AVO	Cercis chinensis 'Avondale'	Avondale Redbud	24" box	Cercis occidentalis
CER OKL	Cercis reniformis 'Oklahoma'	Oklahoma Redbud	24" box	Cercis canadensis
COR VEN	Cornus 'Venus'	Venus White Dogwood	2" cal.	Cornus x 'Eddie's White Wonder'
NYS SYL	Nyssa sylvatica	Black Tupelo	2" cal.	Nyssa sylvatica 'Red Rage'
QUE BUC	Quercus buckleyii	Texas Red Oak	2" cal.	Quercus rubra
QUE SCH	Quercus frainetto 'Schmidtii'	Forest Green Oak	2" cal.	Ulmus parvifolia
SEQ SEM	Sequoia sempervirens	Coast Redwood	10' ht.	Pseudotsuga menziesii
ZEL GRE	Zelkova serrata 'Green Vase'	Green Vase Zelkova	2" cal.	Ulmus parvifolia
SHRUBS				
ARC HOW	Arctostaphylos den. 'Howard McMinn'	Howard McMinn Manzanita	3 gal.	Rhamnus californica
BER COR	Bergenia cordifolia	Heartleaf Bergenia	1 gal.	Bergenia crassifolia
CEA EM	Ceanothus t. 'Emily Brown'	Emily Brown Ceanothus	3 gal.	Pinus 'Hillside Creeper'
DAP ODO	Daphne odora	Winter Daphne	3 gal.	Daphne odora 'Marginata'
DAP SUM	Daphne transatlantica 'Summer Ice'	Summer Ice Daphne	3 gal.	Daphne trans. Eternal Fragrance
DIS VIN	Distylium x 'Vintage Green'	Vintage Green Distylium	3 gal.	Distylium x 'Coppertone'
DRY ERY	Dryopteris erythrosora	Autumn Fern	1 gal.	Polystichum munitum
EUO EME	Euonymus fortunei 'Emerald-N-Gold'	Emerald 'n Gold Wintercreeper	3 gal.	Euonymus fortunei
FOT BLU	Fothergilla gardenia 'Blue Mist'	Blue Mist Dwarf Fothergilla	3 gal.	Fothergilla fortunei
HYD TAR	Hydrangea paniculata 'Tardiva'	Tardiva Hydrangea	5 gal.	Hydrangea quercifolia
HYD QUE	Hydragnea quercifolia	Oak Leaf Hydrangea	5 gal.	Hydrangea paniculata 'Tardiva'
ITE LIT	Itea virginica 'Little Henry'	Little Henry Sweetspire	3 gal.	Lonicera pileata
LON PIL	Lonicera pileata	Privet Honeysuckle	3 gal.	Itea virginica 'Little Henry'
MAH COM	Mahonia a. 'Compacta'	Compact Oregon Grape	3 gal.	Distylium x 'Vintage Green'
PAR TRI	Parthenocissus tricuspidata	Boston Ivy	1 gal.	Hydrangea anomola petiolaris
PHO FRA	Photinia fraseri	Fraser's Photinia	3 gal.	Prunus laurocerasus
PHY DIA	Physocarpus o. 'Diabolo'	Diabolo Ninebark	3 gal.	Physocarpus 'Coppertina'
PIN HIL	Pinus s. 'Hillside Creeper'	Hillside Creeper Scotch Pine	1 gal.	Juniperus horizontalis 'Wiltonii'
POL MUN	Polystichum munitum	Western Sword Fern	1 gal.	N/A
PRU ZAB	Prunus laurocerasus 'Zabelliana'	Zabel Laurel	3 gal.	N/A
RHA BAL	Rhaphiolepis indica 'Ballerina'	Ballerina Hawthorn	3 gal.	Rhaphilepis indica 'Pink Beauty'
RHO PJM	Rhododendron 'PJM'	PJM Rhododendron	3 gal.	N/A
RHO SNE	Rhododendron 'Sneezy'	Sneezy Rhododendron	3 gal.	N/A
RHO BOU	Rhododendron 'Boule de Neige'	Boule de Neige Rhododendron	3 gal.	N/A
RIB SAN	Ribes sanguineum	Red Flowering Currant	3 gal.	Ribes sanguineum 'King Edward'
ROS MEI	Rosa x 'Meidland White'	Meidland White Groundcover Rose	2 gal.	Rosa 'Flower Carpet White'
SAR CON	Sarcococca confuse	Sweet Box	3 gal.	N/A
SYM SCA	Symphoricarpus x 'Scarlet Pearl'	Scarlet Pearl Snowberry	3 gal.	Symphoricarpos 'Kolcharm'
TRA JAS	Trachelospermum jasminoides	Star Jasmine	1 gal.	N/A
VIB DAV	Viburnum davidii	David Viburnum	3 gal.	Lonicera pileata
GRASSES				
DES CES	Deschampsia cespitosa	Tufted Hair Grass	6" pot	Nassella tenuissima
HEL SEM	Helictotrichon sempervirens	Blue Oat Grass		Muhlenbergia capillaris
MIS YAK	Miscanthus sinensis 'Yakushima'	Dwarf Maiden Grass	1 gal.	Miscanthus sinensis 'Purpurascens'
PAN VIR	Panicum virgatum	Switch Grass	1 gal.	Panicum virgatum 'Shenandoah'
PEN HAM	Pennisetum alopecuroides 'Hameln'	Dwarf Fountain Grass	1 gal.	Helictotrichon sempervirens
SES AUT	Sesleria autumnalis	Autumn Moor Grass	6" pot	Bouteloua 'Blonde Ambition'
PERENNIALS				
ACH MOO	Achillea x 'Moonshine'	Moonshine Yarrow	4" pot	Achillea millefolium 'Paprika'
ANE WHI	Anemone hybrid white	Japanese White Anemone	4" pot	Anemone hybrid pink
EUP WUL	Euphorbia wulfenii	Spurge	1 gal.	Euphorbia x 'Ruby Glow'
GAU LIN	Gaura lindheimeri	Gaura	1 gal.	Gaura lindheimeri 'Siskiyou Pink'
HEM ORA	Hemerocallis spp.	Daylilly	1 gal.	Hemerjocallis
NEP WAL	Nepeta 'Walker's Low'	Walker's Low Catmint	1 gal.	Nepeta subsessilis
RUD HIR	Rudbeckia hirta	Black-Eyed Susan	4" pot	Rudbeckia hirta 'Indian Summer'
SAL MAI	Salvia sylvestris 'Mainacht'	Wood Sage	1 gal.	Salvia sylvestris 'Rose Queen'
GROUNDCOVER				
	Arctostaphyllos uva-ursi	Kinnikinnick	1 gal.	Genista lydia
			48" o.c.	
	Genista spp.	Genista	1 gal.	Arctostaphyllos uva ursi
			48" o.c.	
	Sedum rupestre 'Angelina'	Angelina Stonecrop	4" pot	Sedum x 'Cape Blanco'
			18" o.c.	
	Waldsteinia fragrarioides	Barren Strawberry	4" pot	N/A
			24" o.c.	
TURF				
	PT 301 Water Smarter Tall Fescue Blend	PT Lawn Seed Water Smarter Tall Fescue Blend	Hydroseed	

NOTE: MATURE COMPOST SHALL BE ADDED TO THE TOPSOIL OF LANDSCAPING AREAS AT A RATE OF THREE CUBIC YARDS OF COMPOST PER 1,000 SQUARE FEET OF LANDSCAPING AREA TO BE PLANTED.

PRELIMINARY LANDSCAPE NOTES

1. All landscape planting areas shall receive clean, sandy loam topsoil to a minimum depth of 12" or as noted on the plan. Additionally, all planting areas will be prepared per the procedures as outlined in the Medford Development Code, Section 10.780(G)(9)(b).
2. All proposed street and site trees will have a minimum of (2) cubic feet of soil volume for each square foot of tree canopy at maturity. Soil volume will be achieved by means of topsoil in planters and structural soil under impervious surfaces.
3. All planting areas shall receive 3" of unsettled organic mulch.
4. The proposed lawn area shall consist of a low water use tall fescue sod.
5. All planting areas shall be served by a designated domestic water meter and a City of Medford approved backflow prevention device.
6. The irrigation system will provide a fully automatic irrigation controller that will meet the requirements as noted in the Medford Development Code, Section 10.780(H)(4).
7. The proposed irrigation system will consist of low volume distribution.

LANDSCAPE SITE DATA

	PROPOSED	REQUIRED
Total Landscape Area (square feet)	57,500 sq.ft.	N/A
Total Landscape Area in High Water Use Landscaping (square feet)	1,825 sq.ft.	N/A
Total Landscape Area in High water Use Landscaping (percent)	3.17%	N/A
Total % Site Landscape Coverage	35.8%	N/A
Organic Content (cu.yd.)	173	173
Frontage Landscaping (10.797)		
Street:	Siskiyou Blvd.	
Feet:	145 L.F	
# Trees:	6	6
# Shrubs:	44	36
Street:	Murphy Rd.	
Feet:	126 L.F.	
#Trees:	5	5
#Shrubs:	35	32
Street:	Med. Center Dr.	
Feet:	175 L.F.	
#Trees:	7	7
#Shrubs:	44	44
Parking Area Planter Bays (10.746)		
# Bays:	66	
Area:	1,810 sf.	1,375 sf
# Trees:	7 new / 1 exist'g	8
# Shrubs:	26	17

STRUCTURAL SOILS - 24" MIN. DEPTH UNDER PAVING BASE.

EXHIBIT D

SCALE: 1" = 20'-0"
0' 10' 20' 40' 60'

TERRAIN
LANDSCAPE ARCHITECTURE
174 Hidden Lane - Ashland, Oregon
541.500.4776
TERRAINARCH.COM

ASANTE FORWARD TOWER

ASANTE ROGUE REGIONAL MEDICAL CENTER
MEDFORD, OREGON

REVISIONS

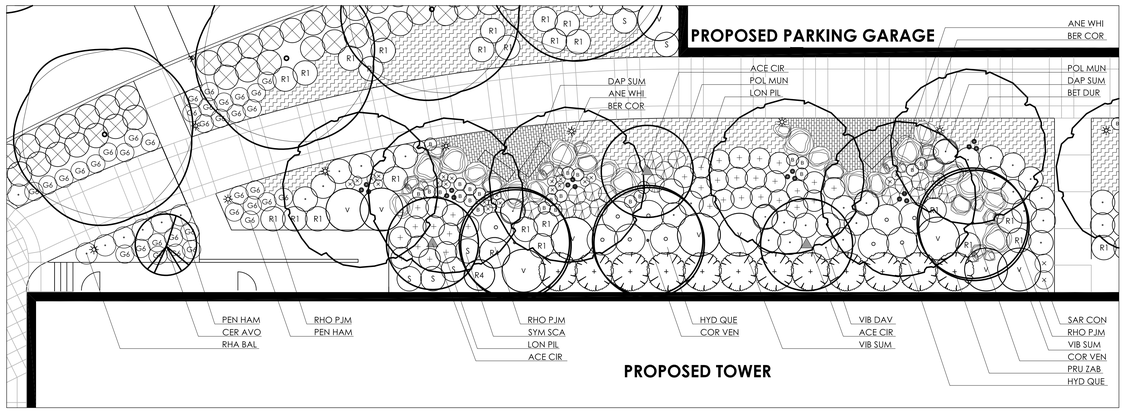
#	DATE	DESCRIPTION
REVISION_1		
REVISION_2		
REVISION_3		
REVISION_4		
REVISION_5		

PRELIMINARY
SPAC

LANDSCAPE SITE PLAN

L1.0

PROJECT NO. 2010
APRIL 20, 2020
TEAM: PvC, SB, JL



A PLAN: PLANTING DETAIL
Scale: 1"= 10'-0"

PRELIMINARY PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	ALTERNATE
TREES				
ACE CIR	Acer circinatum	Vine Maple	15 gal.	Acer circinatum 'Pacific Fire'
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ZEL GRE	Zelkova serrata 'Green Vase'	Green Vase Zelkova	2" cal.	Ulmus parvifolia
SHRUBS				
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BER COR	Bergenia cordifolia	Heartleaf Bergenia	1 gal.	Bergenia crassifolia
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	Genista spp.	Genista	1 gal.	Arctostaphyllos uva ursi
			48" o.c.	
	Sedum rupestre 'Angelina'	Angelina Stonecrop	4" pot	Sedum x 'Cape Blanco'
			18" o.c.	
	Waldsteinia fragrarioides	Barren Strawberry	4" pot	N/A
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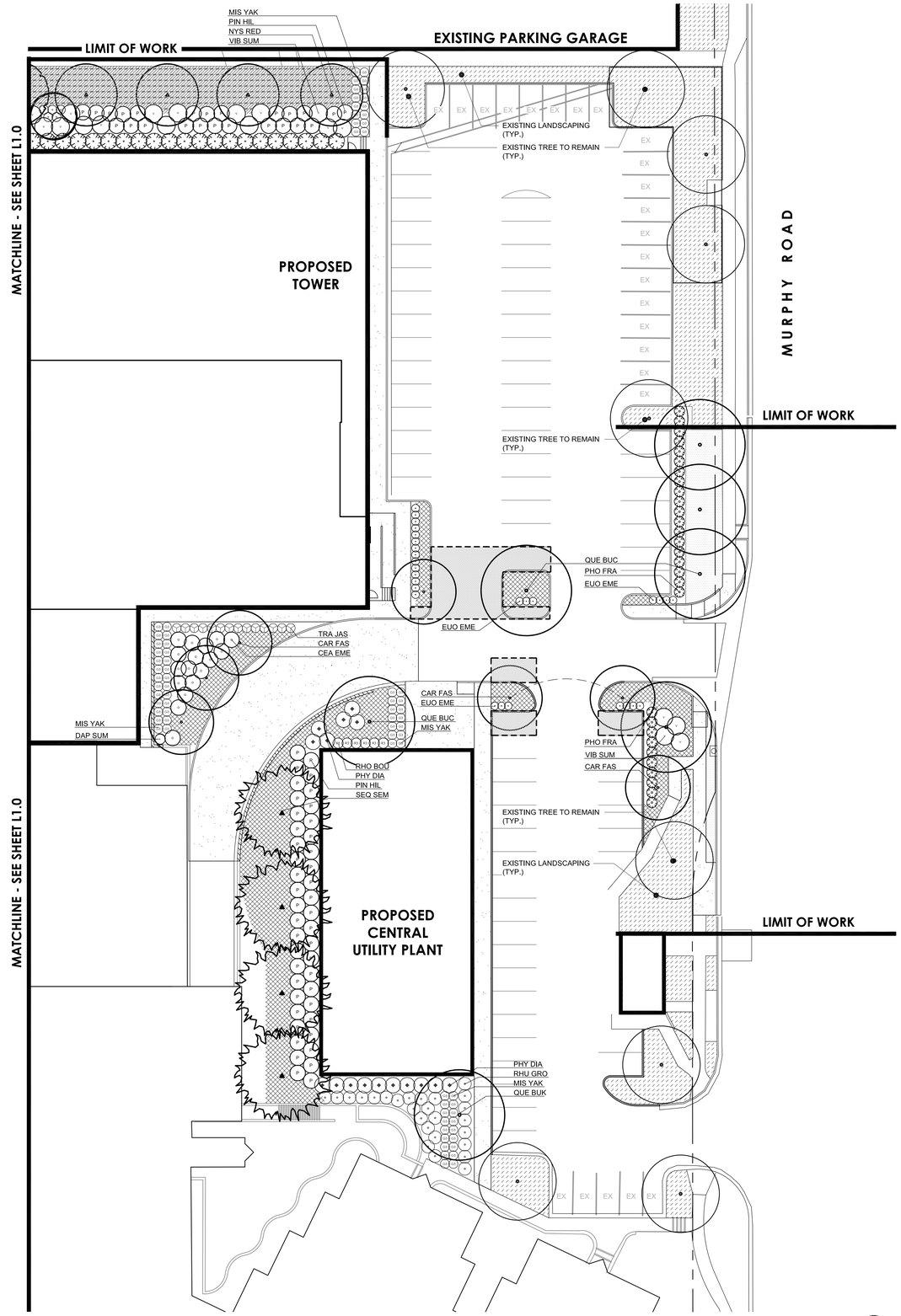


TERRAIN
LANDSCAPE ARCHITECTURE
174 Hidden Lane - Ashland, Oregon
541.500.4776
TERRAINARCH.COM

ASANTE FORWARD TOWER
ASANTE ROGUE REGIONAL MEDICAL CENTER
MEDFORD, OREGON

REVISIONS

#	DATE	DESCRIPTION
REVISION_1		
REVISION_2		
REVISION_3		
REVISION_4		
REVISION_5		

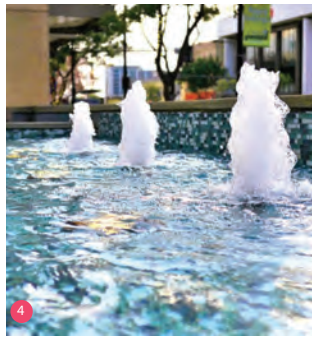
PRELIMINARY SPAC

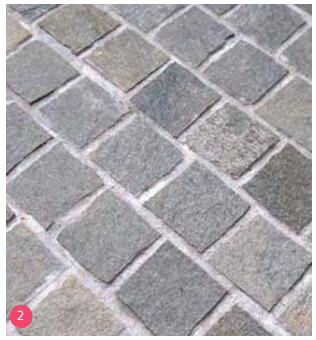
LANDSCAPE SITE PLAN

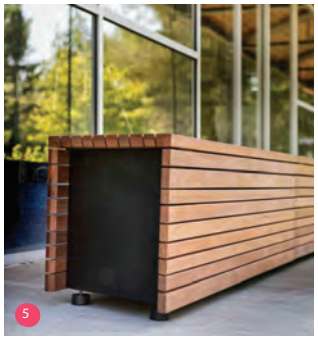
L1.1

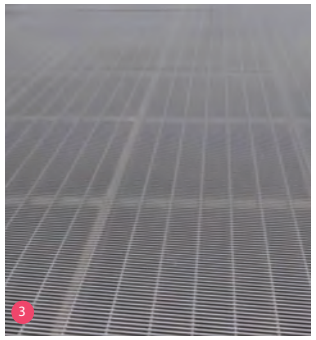
PROJECT NO. 2010
APRIL 20, 2020
TEAM: PvC, SB, JL

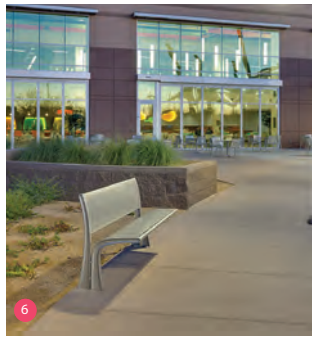
Landscape Materials





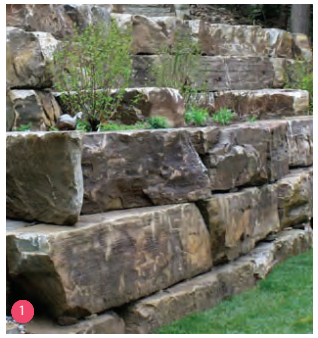


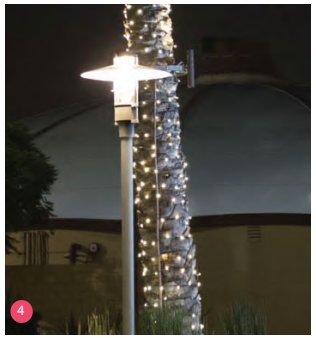


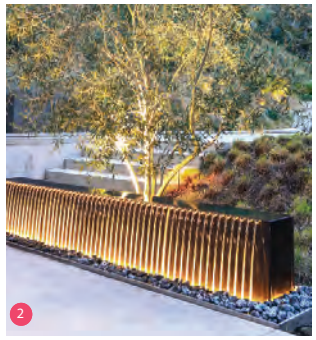


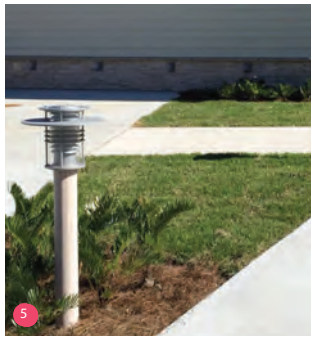
LEGEND

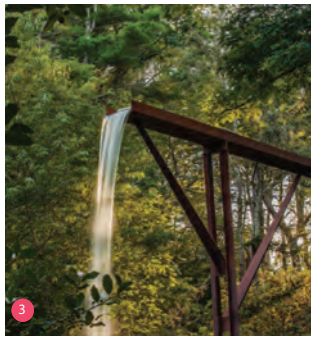
1. Paving - Reclaimed Concrete Pavers
2. Paving - Stone Cobbles
3. Paving - Metal Grating
4. Water - Front Fountain
5. Furniture - Wood Bench
6. Furniture - Metal Bench

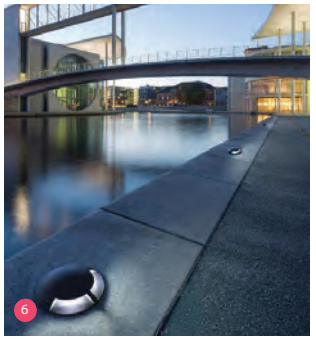












LEGEND

1. Wall - Reclaimed Stone Retaining Wall
2. Water - Central Metal Fountain
3. Water - Central Metal Runnel (Future)
4. Lighting - Post Light (not shown)
5. Lighting - Bollard Path Light (not shown)
6. Lighting - Low Level Paving Light (not shown)

D-Series Size 1

LED Area Luminaire

Catalog Number

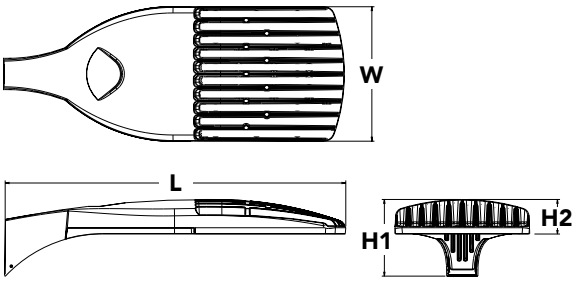
Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	1.01 ft² (0.09 m²)
Length:	33″ (83.8 cm)
Width:	13″ (33.0 cm)
Height H1:	7-1/2″ (19.0 cm)
Height H2:	3-1/2″
Weight (max):	27 lbs (12.2 kg)



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

A+ Capable options indicated by this color background.

Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX1 LED

Series	LEDs	Color temperature	Distribution		Voltage	Mounting
DSX1 LED	**Forward optics** P1 P4 P7 P2 P5 P8 P3 P6 P9 **Rotated optics** P10[1] P12[1] P11[1] P13[1]	30K 3000 K 40K 4000 K 50K 5000 K	T1S Type I short (Automotive) T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium	T5VS Type V very short[2] T5S Type V short[2] T5M Type V medium[2] T5W Type V wide[2] BLC Backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT[4] 120[5] 208[5] 240[5] 277[5] 347[5] 480[5]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket[2] SPUMBA Square pole universal mounting adaptor[6] RPUMBA Round pole universal mounting adaptor[6] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)[7]

Control options			Other options	Finish *(required)*
Shipped installed			**Shipped installed**	
NLTAIR2	nLight AIR generation 2 enabled[8]	PIR High/low, motion/ambient sensor, 8-15′ mounting height, ambient sensor enabled at 5fc[16,17]	HS House-side shield[18]	DDBXD Dark bronze
PIRHN	Network, high/low motion/ambient sensor[9]	PIRH High/low, motion/ambient sensor, 15-30′ mounting height, ambient sensor enabled at 5fc[16,17]	SF Single fuse (120, 277, 347V)[5]	DBLXD Black
PER	NEMA twist-lock receptacle only (controls ordered separate)[10]	PIR1FC3V High/low, motion/ambient sensor, 8-15′ mounting height, ambient sensor enabled at 1fc[16,17]	DF Double fuse (208, 240, 480V)[5]	DNAXD Natural aluminum
PER5	Five-pin receptacle only (controls ordered separate)[10,11]	PIRH1FC3V Bi-level, motion/ambient sensor, 15-30′ mounting height, ambient sensor enabled at 1fc[16,17]	L90 Left rotated optics[1]	DWHXD White
PER7	Seven-pin receptacle only (controls ordered separate)[10,11]	FAO Field adjustable output[15]	R90 Right rotated optics[1]	DDBTXD Textured dark bronze
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[13]		**Shipped separately**	DBLBXD Textured black
DS	Dual switching[13,14,15]		BS Bird spikes[19]	DNATXD Textured natural aluminum
			EGS External glare shield	DWHGXD Textured white

EXHIBIT E

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Ordering Information

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [20]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [20]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [20]
DSHORT SBK U	Shorting cap [20]
DSX1HS 30C U	House-side shield for P1, P2, P3, P4 and P5[18]
DSX1HS 40C U	House-side shield for P6 and P7[18]
DSX1HS 60C U	House-side shield for P8, P9, P10, P11 and P12[18]
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish)[21]
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [7]
DSX1EGS (FINISH) U	External glare shield

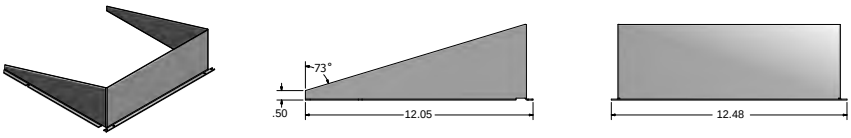
For more control options, visit DTL and ROAM online.

NOTES

1 P10, P11, P12 or P13 and rotated optics (L90, R90) only available together.
2 Any Type 5 distribution with photocell, is not available with WBA.
3 Not available with HS.
4 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz).
5 Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
6 Universal mounting brackets intended for retrofit on existing, pre-drilled poles only. 1.5 G vibration load rating per ANCI C136.31.
7 Must order fixture with SPA option. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
8 Must be ordered with PIRHN. Sensor cover available only in dark bronze, black, white and natural aluminum colors.
9 Must be ordered with NLTAIR2. For more information on nLight Air 2 visit this link.
10 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option. Shorting cap included.
11 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Node with integral dimming.
12 DMG not available with PIRHN, PER5, PER7, PIR, PIRH, PIR1FC3V or PIRH1FC3V.
13 Provides 50/50fixture operation via (2) independent drivers. Not available with PER, PER5, PER7, PIR or PIRH. Not available P1, P2, P3, P4 or P5.
14 Requires (2) separately switched circuits with isolated neutrol. See Outdoor Control Technical Guide for details.
15 Reference Motion Sensor table on page 4.
16 Reference controls options table on page 4 to see functionality.
17 Not available with other dimming controls options
18 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information.
19 Must be ordered with fixture for factory pre-drilling.
20 Requires luminaire to be specified with PER, PER5 or PER7 option. See PER Table on page 3.
21 For retrofit use only.

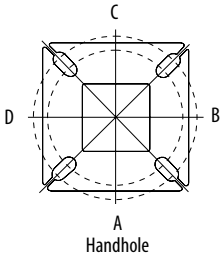
Options

EGS - External Glare Shield



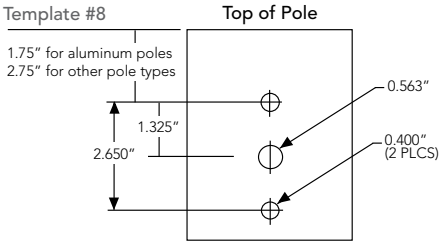
Drilling

HANDHOLE ORIENTATION



Template #8

Top of Pole



Tenon Mounting Slipfitter **

Tenon O.D.	Mounting	Single Unit	2 @ 180	2 @ 90	3 @120	3 @ 90	4 @ 90
2-3/8"	SPA/RPA	AS3-5 190	AS3-5 280	AS3-5 290	AS3-5 320	AS3-5 390	AS3-5 490
	SPUMBA	AS3-5 190	AS3-5 280	AS4-5 290	AS3-5 320	AS4-5 390	AS4-5 490
	RUPUMBA	AS3-5 190	AS3-5 280		AS3-5 320		
2-7/8"	SPA/RPA	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
	SPUMBA	AST25-190	AST25-280		AST25-320		
	RUPUMBA	AST25-190	AST25-280		AST25-320		
4"	SPA/RPA	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490
	SPUMBA	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490
	RUPUMBA	AST35-190	AST35-280		AST35-320		

Mounting Option	Drilling Template	Single	2 @ 180	2 @ 90	3 @ 90	3 @ 120	4 @ 90
Head Location		Side B	Side B & D	Side B & C	Side B, C & D	Round Pole Only	Side A, B, C & D
Drill Nomenclature	#8	DM19AS	DM28AS	DM29AS	DM39AS	DM32AS	DM49AS

	Drilling Template	Minimum Acceptable Outside Pole Dimension					
SPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
RPA	#8	2-7/8"	2-7/8"	3.5"	3.5"	3"	3.5"
SPUMBA	#5	2-7/8"	3"	4"	4"	3.5"	4"
RPUMBA	#5	2-7/8"	3.5"	5"	5"	3.5"	5"

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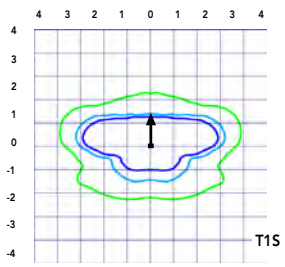
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 1 homepage.

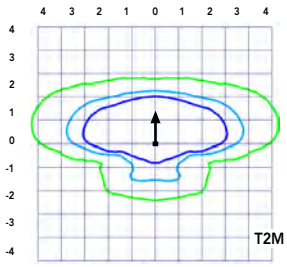
Isofootcandle plots for the DSX1 LED 60C 1000 40K. Distances are in units of mounting height (25').

LEGEND

- 0.1 fc
- 0.5 fc
- 1.0 fc



Test No. LTL23211 tested in accordance with IESNA LM-79-08.



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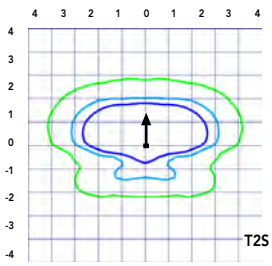

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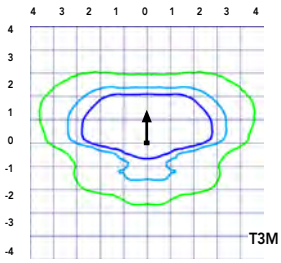

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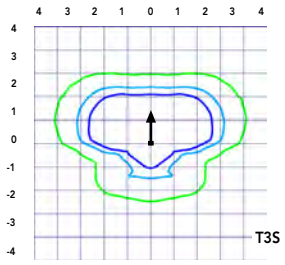

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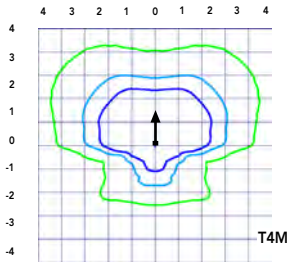

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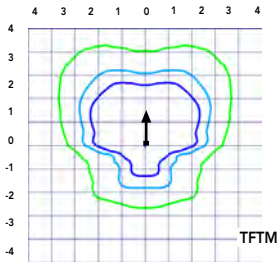

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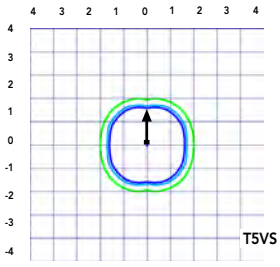

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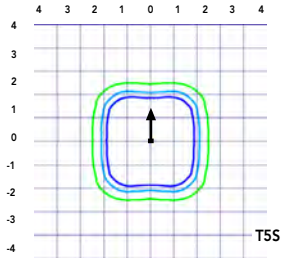

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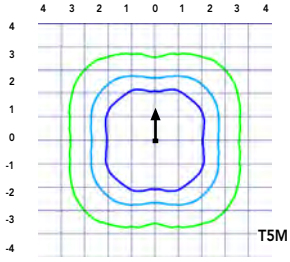

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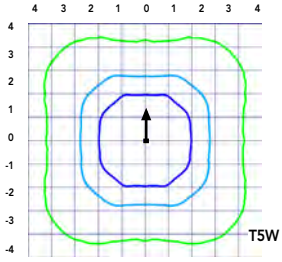

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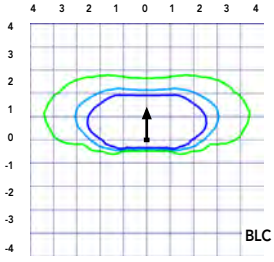

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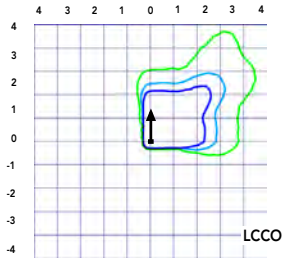

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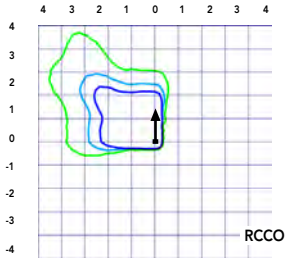

Test No. LTL23164B tested in accordance with IESNA LM-79-08.

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Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
5°C	41°F	1.04
10°C	50°F	1.03
15°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°F**	**1.00**
30°C	86°F	0.99
35°C	95°F	0.98
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	Lumen Maintenance Factor
0	1.00
25,000	0.96
50,000	0.92
100,000	0.85

Motion Sensor Default Settings						
Option	Dimmed State	High Level (when triggered)	Phototcell Operation	Dwell Time	Ramp-up Time	Ramp-down Time
PIR or PIRH	3V (37%) Output	10V (100%) Output	Enabled @ 5FC	5 min	3 sec	5 min
*PIR1FC3V or PIRH1FC3V	3V (37%) Output	10V (100%) Output	Enabled @ 1FC	5 min	3 sec	5 min
*for use when motion sensor is used as dusk to dawn control.						

Electrical Load

					Current (A)					
	Performance Package	LED Count	Drive Current	Wattage	120	208	240	277	347	480
Forward Optics (Non-Rotated)	P1	30	530	54	0.45	0.26	0.23	0.19	0.10	0.12
	P2	30	700	70	0.59	0.34	0.30	0.25	0.20	0.16
	P3	30	1050	102	0.86	0.50	0.44	0.38	0.30	0.22
	P4	30	1250	125	1.06	0.60	0.52	0.46	0.37	0.27
	P5	30	1400	138	1.16	0.67	0.58	0.51	0.40	0.29
	P6	40	1250	163	1.36	0.78	0.68	0.59	0.47	0.34
	P7	40	1400	183	1.53	0.88	0.76	0.66	0.53	0.38
	P8	60	1050	207	1.74	0.98	0.87	0.76	0.64	0.49
	P9	60	1250	241	2.01	1.16	1.01	0.89	0.70	0.51
Rotated Optics (Requires L90 or R90)	P10	60	530	106	0.90	0.52	0.47	0.43	0.33	0.27
	P11	60	700	137	1.15	0.67	0.60	0.53	0.42	0.32
	P12	60	1050	207	1.74	0.99	0.87	0.76	0.60	0.46
	P13	60	1250	231	1.93	1.12	0.97	0.86	0.67	0.49

Controls Options				
Nomenclature	Descripton	Functionality	Primary control device	Notes
FAO	Field adjustable output device installed inside the lumiaire; wired to the driver dimming leads.	Allows the lumiaire to be manually dimmed, effectively trimming the light output.	FAO device	Cannot be used with other controls options that need the 0-10V leads
DS	Drivers wired independantly for 50/50 luminaire operation	The luminaire is wired to two separate circuits, allowing for 50/50 operation.	Independently wired drivers	Requires two seperately switched circuits. Consider nLight AIR as a more cost effective alternative.
PER5 or PER7	Twist-lock photocell recepticle	Compatible with standard twist-lock photocells for dusk to dawn operation, or advanced control nodes that provide 0-10V dimming signals.	Twist-lock photocells such as DLL Elite or advanced control nodes such as ROAM.	Pins 4 & 5 to dimming leads on driver, Pins 6 & 7 are capped inside luminaire
PIR or PIRH	Motion sensors with integral photocell. PIR for 8-15' mounting; PIRH for 15-30' mounting	Luminaires dim when no occupancy is detected.	Acuity Controls SBGR	Also available with PIRH1FC3V when the sensor photocell is used for dusk-to-dawn operation.
NLTAIR2 PIRHN	nLight AIR enabled luminaire for motion sensing, photocell and wireless communication.	Motion and ambient light sensing with group response. Scheduled dimming with motion sensor over-ride when wirelessly connected to the nLight Eclypse.	nLight Air rSDGR	nLight AIR sensors can be programmed and commissioned from the ground using the CIAIRity Pro app.

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Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts Contact factory for performance data on any configurations not shown here.

Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
30	530	**P1**	54W	T1S	6,457	2	0	2	120	6,956	2	0	2	129	7,044	2	0	2	130
				T2S	6,450	2	0	2	119	6,949	2	0	2	129	7,037	2	0	2	130
				T2M	6,483	1	0	1	120	6,984	2	0	2	129	7,073	2	0	2	131
				T3S	6,279	2	0	2	116	6,764	2	0	2	125	6,850	2	0	2	127
				T3M	6,468	1	0	2	120	6,967	1	0	2	129	7,056	1	0	2	131
				T4M	6,327	1	0	2	117	6,816	1	0	2	126	6,902	1	0	2	128
				TFTM	6,464	1	0	2	120	6,963	1	0	2	129	7,051	1	0	2	131
				T5VS	6,722	2	0	0	124	7,242	3	0	0	134	7,334	3	0	0	136
				T5S	6,728	2	0	1	125	7,248	2	0	1	134	7,340	2	0	1	136
				T5M	6,711	3	0	1	124	7,229	3	0	1	134	7,321	3	0	2	136
				T5W	6,667	3	0	2	123	7,182	3	0	2	133	7,273	3	0	2	135
				BLC	5,299	1	0	1	98	5,709	1	0	2	106	5,781	1	0	2	107
				LCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
				RCCO	3,943	1	0	2	73	4,248	1	0	2	79	4,302	1	0	2	80
30	700	**P2**	70W	T1S	8,249	2	0	2	118	8,886	2	0	2	127	8,999	2	0	2	129
				T2S	8,240	2	0	2	118	8,877	2	0	2	127	8,989	2	0	2	128
				T2M	8,283	2	0	2	118	8,923	2	0	2	127	9,036	2	0	2	129
				T3S	8,021	2	0	2	115	8,641	2	0	2	123	8,751	2	0	2	125
				T3M	8,263	2	0	2	118	8,901	2	0	2	127	9,014	2	0	2	129
				T4M	8,083	2	0	2	115	8,708	2	0	2	124	8,818	2	0	2	126
				TFTM	8,257	2	0	2	118	8,896	2	0	2	127	9,008	2	0	2	129
				T5VS	8,588	3	0	0	123	9,252	3	0	0	132	9,369	3	0	0	134
				T5S	8,595	3	0	1	123	9,259	3	0	1	132	9,376	3	0	1	134
				T5M	8,573	3	0	2	122	9,236	3	0	2	132	9,353	3	0	2	134
				T5W	8,517	3	0	2	122	9,175	4	0	2	131	9,291	4	0	2	133
				BLC	6,770	1	0	2	97	7,293	1	0	2	104	7,386	1	0	2	106
				LCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
				RCCO	5,038	1	0	2	72	5,427	1	0	2	78	5,496	1	0	2	79
30	1050	**P3**	102W	T1S	11,661	2	0	2	114	12,562	3	0	3	123	12,721	3	0	3	125
				T2S	11,648	2	0	2	114	12,548	3	0	3	123	12,707	3	0	3	125
				T2M	11,708	2	0	2	115	12,613	2	0	2	124	12,773	2	0	2	125
				T3S	11,339	2	0	2	111	12,215	3	0	3	120	12,370	3	0	3	121
				T3M	11,680	2	0	2	115	12,582	2	0	2	123	12,742	2	0	2	125
				T4M	11,426	2	0	3	112	12,309	2	0	3	121	12,465	2	0	3	122
				TFTM	11,673	2	0	2	114	12,575	2	0	3	123	12,734	2	0	3	125
				T5VS	12,140	3	0	1	119	13,078	3	0	1	128	13,244	3	0	1	130
				T5S	12,150	3	0	1	119	13,089	3	0	1	128	13,254	3	0	1	130
				T5M	12,119	4	0	2	119	13,056	4	0	2	128	13,221	4	0	2	130
				T5W	12,040	4	0	3	118	12,970	4	0	3	127	13,134	4	0	3	129
				BLC	9,570	1	0	2	94	10,310	1	0	2	101	10,440	1	0	2	102
				LCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
				RCCO	7,121	1	0	3	70	7,671	1	0	3	75	7,768	1	0	3	76
30	1250	**P4**	125W	T1S	13,435	3	0	3	107	14,473	3	0	3	116	14,657	3	0	3	117
				T2S	13,421	3	0	3	107	14,458	3	0	3	116	14,641	3	0	3	117
				T2M	13,490	2	0	2	108	14,532	3	0	3	116	14,716	3	0	3	118
				T3S	13,064	3	0	3	105	14,074	3	0	3	113	14,252	3	0	3	114
				T3M	13,457	2	0	2	108	14,497	2	0	2	116	14,681	2	0	2	117
				T4M	13,165	2	0	3	105	14,182	2	0	3	113	14,362	2	0	3	115
				TFTM	13,449	2	0	3	108	14,488	2	0	3	116	14,672	2	0	3	117
				T5VS	13,987	4	0	1	112	15,068	4	0	1	121	15,259	4	0	1	122
				T5S	13,999	3	0	1	112	15,080	3	0	1	121	15,271	3	0	1	122
				T5M	13,963	4	0	2	112	15,042	4	0	2	120	15,233	4	0	2	122
				T5W	13,872	4	0	3	111	14,944	4	0	3	120	15,133	4	0	3	121
				BLC	11,027	1	0	2	88	11,879	1	0	2	95	12,029	1	0	2	96
				LCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
				RCCO	8,205	1	0	3	66	8,839	1	0	3	71	8,951	1	0	3	72
30	1400	**P5**	138W	T1S	14,679	3	0	3	106	15,814	3	0	3	115	16,014	3	0	3	116
				T2S	14,664	3	0	3	106	15,797	3	0	3	114	15,997	3	0	3	116
				T2M	14,739	3	0	3	107	15,878	3	0	3	115	16,079	3	0	3	117
				T3S	14,274	3	0	3	103	15,377	3	0	3	111	15,572	3	0	3	113
				T3M	14,704	2	0	3	107	15,840	3	0	3	115	16,040	3	0	3	116
				T4M	14,384	2	0	3	104	15,496	3	0	3	112	15,692	3	0	3	114
				TFTM	14,695	2	0	3	106	15,830	3	0	3	115	16,030	3	0	3	116
				T5VS	15,283	4	0	1	111	16,464	4	0	1	119	16,672	4	0	1	121
				T5S	15,295	3	0	1	111	16,477	4	0	1	119	16,686	4	0	1	121
				T5M	15,257	4	0	2	111	16,435	4	0	2	119	16,644	4	0	2	121
				T5W	15,157	4	0	3	110	16,328	4	0	3	118	16,534	4	0	3	120
				BLC	12,048	1	0	2	87	12,979	1	0	2	94	13,143	1	0	2	95
				LCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71
				RCCO	8,965	1	0	3	65	9,657	1	0	3	70	9,780	1	0	3	71

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
40	1250	**P6**	163W	T1S	17,654	3	0	3	108	19,018	3	0	3	117	19,259	3	0	3	118
				T2S	17,635	3	0	3	108	18,998	3	0	3	117	19,238	3	0	3	118
				T2M	17,726	3	0	3	109	19,096	3	0	3	117	19,337	3	0	3	119
				T3S	17,167	3	0	3	105	18,493	3	0	3	113	18,727	3	0	3	115
				T3M	17,683	3	0	3	108	19,049	3	0	3	117	19,290	3	0	3	118
				T4M	17,299	3	0	3	106	18,635	3	0	4	114	18,871	3	0	4	116
				TFTM	17,672	3	0	3	108	19,038	3	0	4	117	19,279	3	0	4	118
				T5VS	18,379	4	0	1	113	19,800	4	0	1	121	20,050	4	0	1	123
				T5S	18,394	4	0	2	113	19,816	4	0	2	122	20,066	4	0	2	123
				T5M	18,348	4	0	2	113	19,766	4	0	2	121	20,016	4	0	2	123
				T5W	18,228	5	0	3	112	19,636	5	0	3	120	19,885	5	0	3	122
				BLC	14,489	2	0	2	89	15,609	2	0	3	96	15,806	2	0	3	97
				LCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
				RCCO	10,781	1	0	3	66	11,614	1	0	3	71	11,761	2	0	3	72
40	1400	**P7**	183W	T1S	19,227	3	0	3	105	20,712	3	0	3	113	20,975	3	0	3	115
				T2S	19,206	3	0	3	105	20,690	3	0	3	113	20,952	3	0	3	114
				T2M	19,305	3	0	3	105	20,797	3	0	3	114	21,060	3	0	3	115
				T3S	18,696	3	0	3	102	20,141	3	0	3	110	20,396	3	0	4	111
				T3M	19,258	3	0	3	105	20,746	3	0	3	113	21,009	3	0	3	115
				T4M	18,840	3	0	4	103	20,296	3	0	4	111	20,553	3	0	4	112
				TFTM	19,246	3	0	4	105	20,734	3	0	4	113	20,996	3	0	4	115
				T5VS	20,017	4	0	1	109	21,564	4	0	1	118	21,837	4	0	1	119
				T5S	20,033	4	0	2	109	21,581	4	0	2	118	21,854	4	0	2	119
				T5M	19,983	4	0	2	109	21,527	5	0	3	118	21,799	5	0	3	119
				T5W	19,852	5	0	3	108	21,386	5	0	3	117	21,656	5	0	3	118
				BLC	15,780	2	0	3	86	16,999	2	0	3	93	17,214	2	0	3	94
				LCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
				RCCO	11,742	2	0	3	64	12,649	2	0	3	69	12,809	2	0	3	70
60	1050	**P8**	207W	T1S	22,490	3	0	3	109	24,228	3	0	3	117	24,535	3	0	3	119
				T2S	22,466	3	0	4	109	24,202	3	0	4	117	24,509	3	0	4	118
				T2M	22,582	3	0	3	109	24,327	3	0	3	118	24,635	3	0	3	119
				T3S	21,870	3	0	4	106	23,560	3	0	4	114	23,858	3	0	4	115
				T3M	22,527	3	0	4	109	24,268	3	0	4	117	24,575	3	0	4	119
				T4M	22,038	3	0	4	106	23,741	3	0	4	115	24,041	3	0	4	116
				TFTM	22,513	3	0	4	109	24,253	3	0	4	117	24,560	3	0	4	119
				T5VS	23,415	5	0	1	113	25,224	5	0	1	122	25,543	5	0	1	123
				T5S	23,434	4	0	2	113	25,244	4	0	2	122	25,564	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,221	5	0	4	112	25,016	5	0	4	121	25,332	5	0	4	122
				BLC	18,458	2	0	3	89	19,885	2	0	3	96	20,136	2	0	3	97
				LCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,735	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
60	1250	**P9**	241W	T1S	25,575	3	0	3	106	27,551	3	0	3	114	27,900	3	0	3	116
				T2S	25,548	3	0	4	106	27,522	3	0	4	114	27,871	3	0	4	116
				T2M	25,680	3	0	3	107	27,664	3	0	3	115	28,014	3	0	3	116
				T3S	24,870	3	0	4	103	26,791	3	0	4	111	27,130	3	0	4	113
				T3M	25,617	3	0	4	106	27,597	3	0	4	115	27,946	3	0	4	116
				T4M	25,061	3	0	4	104	26,997	3	0	4	112	27,339	3	0	4	113
				TFTM	25,602	3	0	4	106	27,580	3	0	4	114	27,929	3	0	4	116
				T5VS	26,626	5	0	1	110	28,684	5	0	1	119	29,047	5	0	1	121
				T5S	26,648	4	0	2	111	28,707	5	0	2	119	29,070	5	0	2	121
				T5M	26,581	5	0	3	110	28,635	5	0	3	119	28,997	5	0	3	120
				T5W	26,406	5	0	4	110	28,447	5	0	4	118	28,807	5	0	4	120
				BLC	20,990	2	0	3	87	22,612	2	0	3	94	22,898	2	0	3	95
				LCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71
				RCCO	15,619	2	0	4	65	16,825	2	0	4	70	17,038	2	0	4	71

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Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Rotated Optics

LED Count	Drive Current	Power Package	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
					Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
60	530	**P10**	106W	T1S	13,042	3	0	3	123	14,050	3	0	3	133	14,228	3	0	3	134
				T2S	12,967	4	0	4	122	13,969	4	0	4	132	14,146	4	0	4	133
				T2M	13,201	3	0	3	125	14,221	3	0	3	134	14,401	3	0	3	136
				T3S	12,766	4	0	4	120	13,752	4	0	4	130	13,926	4	0	4	131
				T3M	13,193	4	0	4	124	14,213	4	0	4	134	14,393	4	0	4	136
				T4M	12,944	4	0	4	122	13,945	4	0	4	132	14,121	4	0	4	133
				TFTM	13,279	4	0	4	125	14,305	4	0	4	135	14,486	4	0	4	137
				T5VS	13,372	3	0	1	126	14,405	4	0	1	136	14,588	4	0	1	138
				T5S	13,260	3	0	1	125	14,284	3	0	1	135	14,465	3	0	1	136
				T5M	13,256	4	0	2	125	14,281	4	0	2	135	14,462	4	0	2	136
				T5W	13,137	4	0	3	124	14,153	4	0	3	134	14,332	4	0	3	135
				BLC	10,906	3	0	3	103	11,749	3	0	3	111	11,898	3	0	3	112
				LCCO	7,789	1	0	3	73	8,391	1	0	3	79	8,497	1	0	3	80
				RCCO	7,779	4	0	4	73	8,380	4	0	4	79	8,486	4	0	4	80
60	700	**P11**	137W	T1S	16,556	3	0	3	121	17,835	3	0	3	130	18,061	4	0	4	132
				T2S	16,461	4	0	4	120	17,733	4	0	4	129	17,957	4	0	4	131
				T2M	16,758	4	0	4	122	18,053	4	0	4	132	18,281	4	0	4	133
				T3S	16,205	4	0	4	118	17,457	4	0	4	127	17,678	4	0	4	129
				T3M	16,748	4	0	4	122	18,042	4	0	4	132	18,271	4	0	4	133
				T4M	16,432	4	0	4	120	17,702	4	0	4	129	17,926	4	0	4	131
				TFTM	16,857	4	0	4	123	18,159	4	0	4	133	18,389	4	0	4	134
				T5VS	16,975	4	0	1	124	18,287	4	0	1	133	18,518	4	0	1	135
				T5S	16,832	4	0	1	123	18,133	4	0	2	132	18,362	4	0	2	134
				T5M	16,828	4	0	2	123	18,128	4	0	2	132	18,358	4	0	2	134
				T5W	16,677	4	0	3	122	17,966	5	0	3	131	18,193	5	0	3	133
				BLC	13,845	3	0	3	101	14,915	3	0	3	109	15,103	3	0	3	110
				LCCO	9,888	1	0	3	72	10,652	2	0	3	78	10,787	2	0	3	79
				RCCO	9,875	4	0	4	72	10,638	4	0	4	78	10,773	4	0	4	79
60	1050	**P12**	207W	T1S	22,996	4	0	4	111	24,773	4	0	4	120	25,087	4	0	4	121
				T2S	22,864	4	0	4	110	24,631	5	0	5	119	24,943	5	0	5	120
				T2M	23,277	4	0	4	112	25,075	4	0	4	121	25,393	4	0	4	123
				T3S	22,509	4	0	4	109	24,248	5	0	5	117	24,555	5	0	5	119
				T3M	23,263	4	0	4	112	25,061	4	0	4	121	25,378	4	0	4	123
				T4M	22,824	5	0	5	110	24,588	5	0	5	119	24,899	5	0	5	120
				TFTM	23,414	5	0	5	113	25,223	5	0	5	122	25,543	5	0	5	123
				T5VS	23,579	5	0	1	114	25,401	5	0	1	123	25,722	5	0	1	124
				T5S	23,380	4	0	2	113	25,187	4	0	2	122	25,506	4	0	2	123
				T5M	23,374	5	0	3	113	25,181	5	0	3	122	25,499	5	0	3	123
				T5W	23,165	5	0	4	112	24,955	5	0	4	121	25,271	5	0	4	122
				BLC	19,231	4	0	4	93	20,717	4	0	4	100	20,979	4	0	4	101
				LCCO	13,734	2	0	3	66	14,796	2	0	4	71	14,983	2	0	4	72
				RCCO	13,716	4	0	4	66	14,776	4	0	4	71	14,963	4	0	4	72
60	1250	**P13**	231W	T1S	25,400	4	0	4	110	27,363	4	0	4	118	27,709	4	0	4	120
				T2S	25,254	5	0	5	109	27,205	5	0	5	118	27,550	5	0	5	119
				T2M	25,710	4	0	4	111	27,696	4	0	4	120	28,047	4	0	4	121
				T3S	24,862	5	0	5	108	26,783	5	0	5	116	27,122	5	0	5	117
				T3M	25,695	5	0	5	111	27,680	5	0	5	120	28,031	5	0	5	121
				T4M	25,210	5	0	5	109	27,158	5	0	5	118	27,502	5	0	5	119
				TFTM	25,861	5	0	5	112	27,860	5	0	5	121	28,212	5	0	5	122
				T5VS	26,043	5	0	1	113	28,056	5	0	1	121	28,411	5	0	1	123
				T5S	25,824	4	0	2	112	27,819	5	0	2	120	28,172	5	0	2	122
				T5M	25,818	5	0	3	112	27,813	5	0	3	120	28,165	5	0	3	122
				T5W	25,586	5	0	4	111	27,563	5	0	4	119	27,912	5	0	4	121
				BLC	21,241	4	0	4	92	22,882	4	0	4	99	23,172	4	0	4	100
				LCCO	15,170	2	0	4	66	16,342	2	0	4	71	16,549	2	0	4	72
				RCCO	15,150	5	0	5	66	16,321	5	0	5	71	16,527	5	0	5	72

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A+ Capable Luminaire

This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and system-level interoperability.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is A+ Certified when ordered with DTL® controls marked by a shaded background. DTL DLL equipped luminaires meet the A+ specification for luminaire to photocontrol interoperability1
- This luminaire is part of an A+ Certified solution for ROAM® or XPoint™ Wireless control networks, providing out-of-the-box control compatibility with simple commissioning, when ordered with drivers and control options marked by a shaded background[1]

To learn more about A+, visit www.acuitybrands.com/aplus.

1. See ordering tree for details.
2. A+ Certified Solutions for ROAM require the order of one ROAM node per luminaire. Sold Separately: Link to Roam; Link to DTL DLL

FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 1 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.01 ft^2) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 3000 K, 4000 K and 5000 K (70 CRI) configurations. The D-Series Size 1 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L85/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

STANDARD CONTROLS

The DSX1 LED area luminaire has a number of control options. Dusk to dawn controls can be utilized via optional NEMA twist-lock photocell receptacles. Integrated motion sensors with on-board photocells feature field-adjustable programing and are suitable for mounting heights up to 30 feet.

nLIGHT AIR CONTROLS

The DSX1 LED area luminaire is also available with nLight® AIR for the ultimate in wireless control. This powerful controls platform provides out-of-the-box basic motion sensing and photocontrol functionality and is suitable for mounting heights up to 40 feet. Once commissioned using a smartphone and the easy-to-use CLAIRITY app, nLight AIR equipped luminaries can be grouped, resulting in motion sensor and photocell group response without the need for additional equipment. Scheduled dimming with motion sensor over-ride can be achieved when used with the nLight Eclypse. Additional information about nLight Air can be found here.

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 1 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 1 utilizes the AERIS™ series pole drilling pattern (template #8). NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40ºC minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product.
Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

International Dark-Sky Association (IDA) Fixture Seal of Approval (FSA) is available for all products on this page utilizing 3000K color temperature only.

WARRANTY

5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/support/customer-support/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.
All values are design or typical values, measured under laboratory conditions at 25 °C.
Specifications subject to change without notice.

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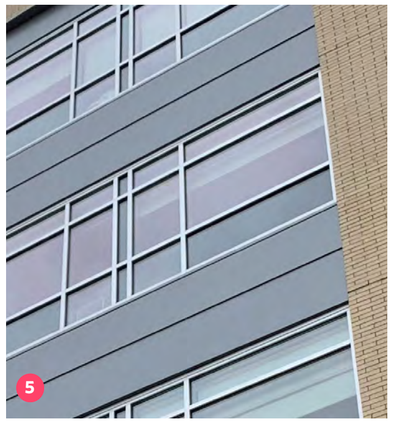
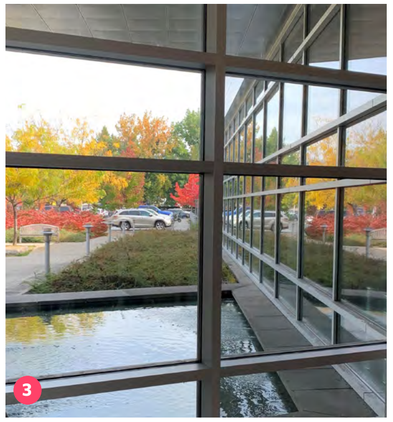
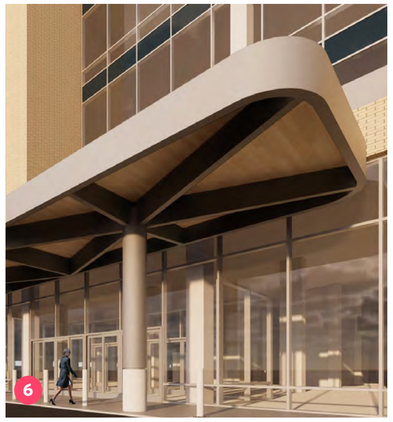
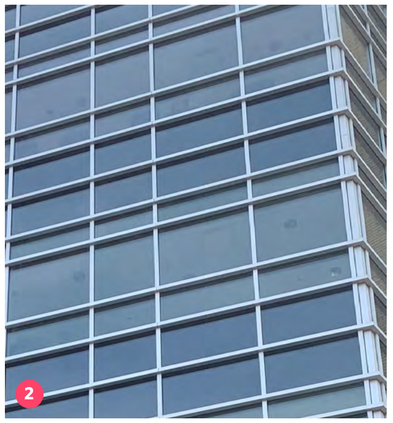
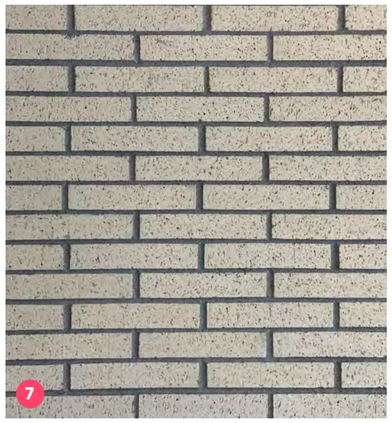
Exterior Materials

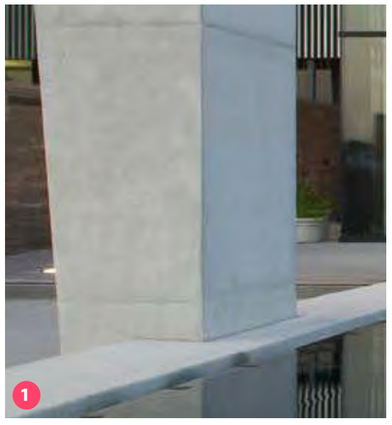










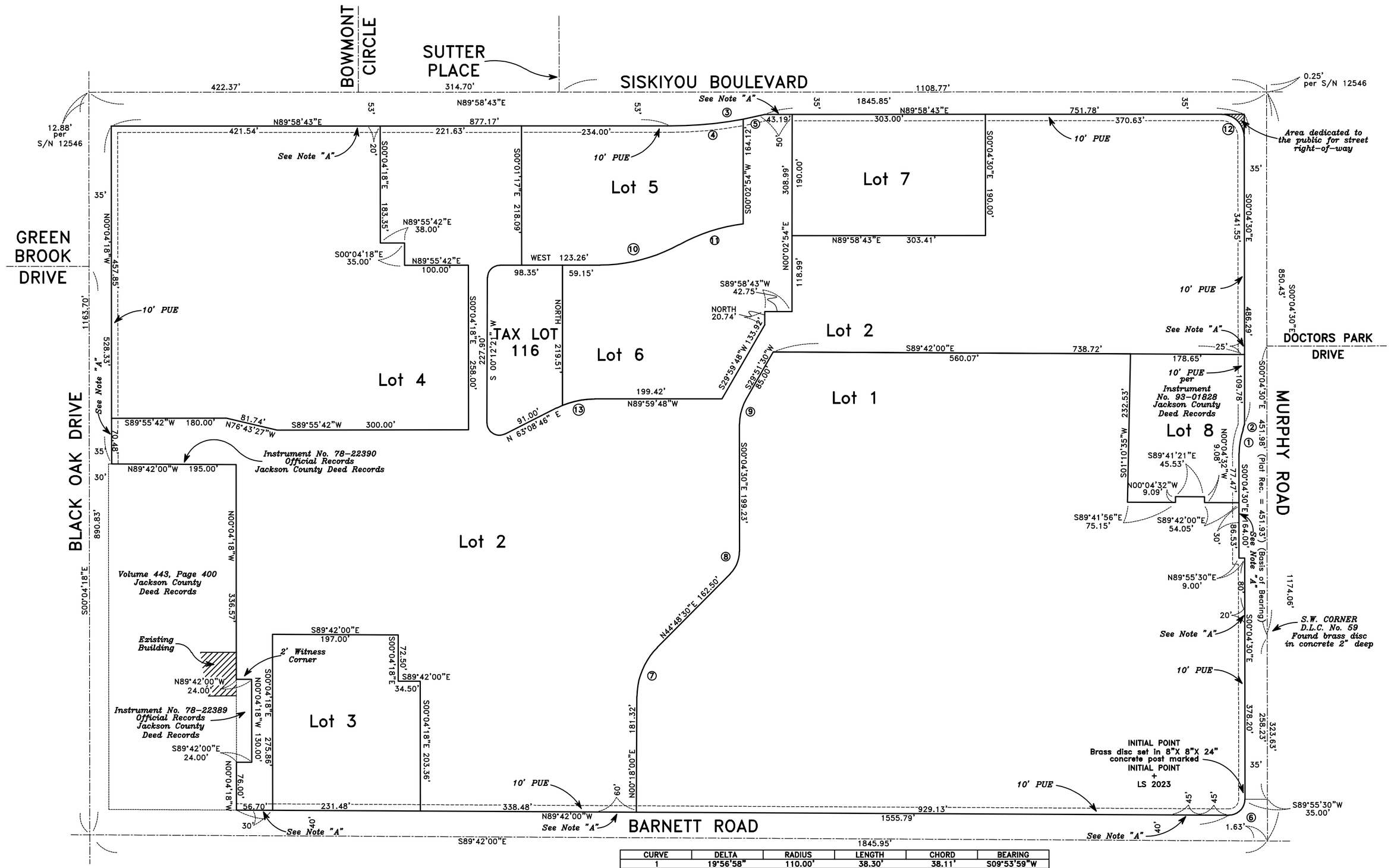


LEGEND

1. ArchitecturalConcrete
2. Curtainwall: Match Existing
3. Storefront/Windows: Match Existing
4. Metal Corrugated Panel: Penthouse and Plinth
5. Metal Flat Panel: Match Existing
6. Canopy: Metal with CLT Deck
7. Brick: Ma
8. West E on

EXHIBIT F

ROGUE VALLEY MEDICAL CENTER SUBDIVISION



CURVE	DELTA	RADIUS	LENGTH	CHORD	BEARING
1	19°56'58"	110.00'	38.30'	38.11'	S09°53'59"W
2	05°07'02"	90.00'	8.04'	8.04'	S17°18'57"W
3	13°51'58"	612.96'	148.34'	147.98'	N82°59'31"E
4	10°40'33"	612.96'	114.21'	114.05'	N84°35'14"E
5	03°11'25"	612.96'	34.13'	34.13'	N77°39'15"E
6	90°22'30"	25.00'	39.43'	35.47'	S45°06'45"W
7	44°30'30"	110.00'	85.45'	83.32'	N22°33'15"E
8	44°53'00"	50.00'	39.17'	38.17'	N22°22'00"E
9	29°33'30"	80.00'	41.27'	40.82'	N15°04'45"E
10	29°05'42"	254.00'	128.98'	127.60'	S75°27'09"W
11	22°05'22"	276.00'	106.41'	105.75'	S71°56'59"W
12	89°56'47"	35.00'	54.95'	49.47'	S45°02'54"E
13	22°29'14"	132.00'	51.81'	51.47'	S78°45'04"W

NOTE "A" = Those areas labeled "Note A" are existing vehicular Ingress-Egress locations. Vehicular access to this Subdivision is restricted exclusively to those existing entrances. Cross access between the subdivision Lots is provided for by a separate document.

S/N = Survey Number

37 1W 28CC, TL 102, 104, 302, 401

EXHIBIT G

Section I - Narrative

Write a brief narrative that describes your proposed development.

The new Pavilion at the Asante Rogue Regional Medical Center is an approximately 350,000 sf extension to the existing primary hospital complex, located directly north of the 2005 addition. A new vehicular approach, drop-off and arrivals connects the new building to Medical Center Drive. The parking garage at the corner of Siskiyou Boulevard and Murphy Road will be expanded to the west. The arrival area will provide a larger, accessible drop-off and pick-up zone and accommodate more vehicles. Provisions for fire-fighting access at the west drop-off area and the east side of the new building are provided. A large wellness garden with new water feature will be included for patient, visitor, and staff use, directly adjacent to the new main entrance.

The Pavilion consists of a double height podium, which includes a mechanical catwalk space above the interventional platform (primarily operating rooms) on the ground floor, a full basement below, and a four story bed tower with mechanical penthouse and equipment enclosure above. In the northeast corner, a secondary mechanical penthouse will be located above the lower roof of the podium. The basement level contains mechanical and support services, and is intended for non-public use. All floors will be continuous and connected with the existing building, with a seismic separation, and code-required fire and life-safety provisions. Future expansion of the podium is anticipated on the east side of the building. A new central utility plant is will replace the existing Women's Imaging Center.

The project significantly expands the current medical facilities. Renovations in the existing building provide upgrades, enhancements, space re-use (where replaced in the new building) or changes necessary for connectivity between new and old. The overall building contains (but is not limited to) expansion of surgery, renovation of the emergency department, new entrance lobby, arrival and drop-off, admitting and surgery waiting area (ground floor). Level two is mechanical interstitial space and only accessible to building maintenance. Levels 3 and 4 consist of Intensive Care Units (ICUs). The north half of level 3 is shell space only (which can provide 16 ICU beds in the future). Level 5 is the mother-baby floor (labor & delivery, Natal Intensive Care Unit, or NICU) and level 6 is pediatrics and maternity. During construction, the original entrance on the north side of the hospital campus will become the primary entrance for the hospital. The Pavilion is designed in harmony with the 2005 tower addition. It utilizes the same materials while accommodating new façade articulation and massing necessary for the new room configurations and function. The overall intent is to provide continuity of image and a timeless appearance. Patient rooms occupy the majority of the tower perimeter. These rooms are grouped, like the existing building, within a brick 'superframe.' Because patient room bathrooms are on the outside wall, horizontal sections of the glazed areas contain spandrel (opaque) glass and vision glass accordingly. New architectural features, such as stairways waiting lobbies on each floor recall the multi-floor glazed curtain wall appearance found in the 2005 addition. Views of the surrounding region will be celebrated, providing large unobstructed vistas at each level.

EXHIBIT H

Section II – Compatibility: Criterion No. 1

The following questions are designed to demonstrate how your proposal is compatible with uses and development that exist on adjacent land. Using factual information, respond to the following questions on a separate sheet of paper: use supplemental information such as site photographs, aerial maps, etc. to augment your case.

A. List existing uses and development adjacent to your project site. Along with this list, describe the architecture (materials, colors, etc.), age, and condition of the adjacent buildings (you may use photographs to supplement this information).

South of project site:
The existing main hospital building is due south of the project site and will be directly connected to the new pavilion addition. The main hospital building comprises of a series of interconnected buildings and additions constructed between the years of 1958 with the original building to 2005 with the completion of the patient bed tower. The portion of the main hospital that will be directly connected to the new pavilion addition is the 2005 patient tower addition. The design of the existing addition consist of a contemporary modern design language utilizing the following materials:

- Primary – Brick (cream colored)
- Accent – Architectural metal panel (grey colored)
- Curtain wall – Used at the Level 1 lobby/main entrance, each patient floor waiting area location, and in limited conditions as vertical slots to subdivide large façade regions of the bed tower
- Storefront systems – Used at patient rooms within the bed tower, includes selective use of spandrel glass

With thoughtful use of the materials, the scale of the façade is subdivided and further broken down in scale. Vertical slot windows divide the larger façades into three separate zones with the cream colored brick serving as the primary material. The separate brick regions are then scaled down with bays consisting of the accent architectural metal panel and storefront glazing systems corresponding to the patient rooms at each level. The design language of this existing building have an immediate influence upon the design of the new pavilion including the continued use of the same materials and color palettes.

Photos of the existing 2005 addition are included with the package.

North of project site:
A new parking structure is currently under construction due north of the project site. The parking structure and new pavilion addition will be separated with and landscaped space which will include a pedestrian pathway and seating areas.

West of project site:
The project site directly abuts Medical Center Drive due west. In the current site condition, a landscaped area with a water feature and pedestrian path occupies the open space between the roadway and the proposed new pavilion. This space will be redeveloped as a new and enhanced open space, to be further elaborated upon in later sections.

East of project site:
Surface parking currently exists directly east of the project site. The surface parking will be reconfigured to as needed with the new building construction and will include landscaping and required fire access.

B. Describe the building architecture and exterior treatments in your proposal, and how they fit with and complement adjacent buildings and development.

The architecture and exterior treatments of the proposed new pavilion addition directly relate to the language as established by the 2005 patient bed tower addition of the main hospital building. The primary material will be a matching cream colored brick with a grey colored architectural metal panel continuing to serve as the accent material. Curtain walls with the same strategy as they are used in the 2005 addition, at the main entrance lobby at Level 1, at each of the waiting areas for the patient floors of the tower portion of the new pavilion, and as subdividing breaks for the larger façade lengths along the two more public elevations of the building, the west and the east.

Floor-to-floor heights of the proposed new pavilion are set to match the existing levels of the 2005 addition, allowing for established datums on the existing building to carry across throughout the new building.

Core concepts of the design language for the new addition was to create a cohesive language with the 2005 addition that would establish and define an overall campus identity which is consistent with the intent of the City of Medford's guidelines.

C. Describe the proposed architecture and exterior treatments that break up large facades and give relief to the building mass. The Site Plan and Architectural Commission Design Guidelines are a helpful reference, and can be found on the City's website, and at the Planning Department.

Setbacks (in excess of 10'-0")**:**
The mass at the west and east elevations are initially relieved within the tower portion of the new pavilion with selective setbacks. The west elevation includes a setback zone at the waiting areas for the tower floors, including the point of connection between the new pavilion and the existing 2005 patient bed tower. The east elevation includes a setback zone prior to the tower corner above the lower surgical podium.

Vertical slots:
Remaining consistent with the established approach of the 2005 addition, the more public facing elevations (the west and the east) of the new pavilion tower have the overall mass subdivided with the use of vertical window slots. The slots correspond with interior corridors facilitating better daylighting and wayfinding within the building.

Rhythmic bays:
The next level of relief in scale continues to relate to the 2005 addition by utilizing a rhythm of bays with the accent material of the grey colored architectural metal panel and storefront glazing systems which relate to the patient rooms within the tower portion. At the lower surgical podium, the rhythm of the bays as established within the tower continue to be expressed with a series of clustered clerestory windows (to maintain privacy requirements).

Open corners:
The mass of corner conditions at the west and the east elevations are lightened with the use of curtain walls at the stairwells in the northwest and southeast corners. This serves the dual benefit of helping to avoid a monotonous large façade while also providing daylighting and appeal to encourage the use of the stairs as an alternative to over-reliance upon the elevator systems.

D. Describe how the placement and orientation of the proposed building(s) relate(s) to the street facilities, and how this orientation promotes a more pedestrian-friendly site design.

The new pavilion addition is oriented with the primary façade facing west, including the new main entrance, which directly faces Medical Center Drive, the primary roadway through the medical campus. The orientation increases the visibility of the main entrance for an enhanced natural wayfinding, as well as allowing the new building to take advantage of an approximately sixteen foot elevation change between the drive to the main entrance to emphasize the visibility of the front door.

As the site is a part of a larger medical complex, several accessible pathways have been included in the site design to assure full connectivity with the larger campus pedestrian network, allowing pedestrian arriving to the campus from any of the four corners to have a safe, convenient path to main entrance. The primary pathways leading to the main entrance through the new project site include a number of landscape enhancements and pedestrian amenities to further facilitate a more pedestrian-friendly design (amenities further defined in the next section).

a. If the site lies within 600-feet of an existing or planned transit stop, as designated by the Transportation System Plan (TSP), describe compliance with the standards of Section 10.808, New Commercial and Institutional Development.

The medical campus is served with multiple transit stops on all four sides. The primary hospital complex that the new pavilion will be an addition onto has multiple entrances already providing related points of access to the most relevant transit stops. Given that

existing access is already provided, it is presented that the new addition meets the criteria of Section 10.808.1 as it is an expansion of the larger existing hospital complex.

For compliance of Section 10.808.3 which limits having parking lots between the new building and a transit street (the project east side between the new pavilion and Murphy Road), we defer to Section 10.808.4.a and reference that the unique physical nature of the site as a part of an overall medical campus that is bound on all four sides with transit streets would be worthy of being granted an exception to this provision.

E. Describe the pedestrian facilities and amenities on your site (useable outdoor space, benches, etc.), and how they will function for pedestrians.

Pedestrian pathway network:
Multiple walkways connect buildings across the campus with one another and tie into the public sidewalks at the perimeter. With the proposed new pavilion additional walkways will be included to assure that the project is properly integrated into the pedestrian network of the campus. The west, north, and east sides of the project will be connected to the network, while the project's south side is directly connected with the main hospital complex.

Healing garden:
The primary landscape intervention for the project includes a new healing garden at the open space immediately west of the new pavilion. Features of the healing garden include a winding accessible walkway through the garden connecting the main entrance with Medical Center Drive, seating areas along the length of the walkway, and a series of gathering and seating areas of varying sizes at the top of the grade nearest the main entrance. The gathering areas include variation in shading, seating types, and choreographed vistas within the garden. Within the center of the healing garden is a new water feature.

Respite areas:
The walkway along the project's north side between the new pavilion and the parking structure (currently under construction) includes a series of respite areas along its length which include ease of access with semi-seclusion and varying amounts of seating. The intention of these spaces are to provide options ranging between serving as safe and comfortable rest zones as pedestrian travel from one area of the campus to another, to private areas of reflection for visitors that may need a moment.

F. Describe vehicle and pedestrian access to the site, and how it relates internally on the site, and to adjacent sites.

Vehicular access from the adjacent rights-of-way surrounding the campus remains substantially unchanged with two exceptions:

- The existing Barnett access near Murphy Road is being closed.
- The Murphy Road access will not connect to the internal campus drives.

Both exceptions are at the recommendation of Public Works.

The pedestrian access and internal pedestrian circulation both remain the same providing multiple pathways between buildings and entrances on the campus.

G. Describe if and how the proposed plan is sensitive to retaining any existing trees or significant native vegetation on the site. Should existing trees be preserved, a Tree Protection Plan shall also be included in this application.

The majority of the affected project site is currently open space serving as either parking/drive lanes or as an open landscape with a water feature. Native plants will be utilized in all landscaped areas with new trees being introduced in all relevant spaces.

H. Describe stormwater detention facilities on the site (underground storage, surface pond, etc.). If these facilities will be landscaped areas, describe how the proposed landscaping will be integrated with other landscaping on the site.

Stormwater runoff from the new pavilion addition (hospital expansion) and its associated improvements will be captured and piped to the existing pond at Medical Center Drive and Siskiyou Boulevard where it will be treated via an existing hydrodynamic separator and detained in the reserve storage of the detention pond.

I. Describe how your proposed landscaping design will enhance the building and other functions on the site.

West open space:
A new healing garden will be the primary landscape feature on the project's west side. This space will add outdoor functionality for visitors, patients, and staff directly adjacent to the main entrance of the hospital. Users will be able to use the space for activities such as physical therapy exercises to wellness breaks. The healing garden includes a meandering walkway that provides an accessible path from the sidewalk along Medical Center Drive up the significant grade change to the main entrance. The native planting selection and planting plan helps to frame the new entrance and drop-off area to assist with a natural way-finding strategy, which will help reinforce the way-finding signage that will be included.

An existing promenade along the south edge of the west open space will be continued and turn northward to transition into the new arrival zone for passenger drop-off and pick-up, shuttle bus services, and valet services. The arrival zone will continue along the new pavilion's west façade to connect with the north walkway.

Included at the west open space is an integrated fire access zone (one of two).

North open space:
The north open space is primarily defined by an accessible walkway that connects the west open spaces with the east open spaces while also serving to provide a direct path to the new parking structure. Along the length of the walkway are varying sizes of respite areas with seating and native landscaping further defining the open space.

East open space:
The east open space primarily consist of a reconfigured surface parking area that includes new trees and native plants, as well as one of two fire access zones.

J. Describe how your exterior lighting illuminates the site, and explain how the design of fixtures does not diminish a view of the night sky, or produce glare on adjacent properties, consistent with the standards of Section 10.764.

New site lighting will be consistent with the code requirements of the City of Medford Municipal Code. Full cutoff lighting will be included for all roadways and parking, and all walkways will include appropriate safety lighting. Lighting fixtures will be consistent with existing light fixtures on the medical campus.

K. Describe any proposed signage, and how it will identify the location of the occupant and serve as an attractive complement to the site.

Signage will be consistent with existing wayfinding signage on the medical campus.

L. Explain any proposed fencing, including its purpose, and how you have incorporated it as a functional, attractive component of your development. (See Sections 10.731-10.733).

No new fencing is proposed with the project.

M. Explain how any potential noise generated by future occupants will be mitigated on the proposed site, consistent with the standards of Sections 10.752-10.761.

No substantial new noise generation will result as a part of this project. The project is an addition to an existing healthcare facility and is sited within a medical campus. The use will be consistent with the existing facilities.

N. Explain anything else about your project that adds to the compatibility of the project with adjacent development and uses.

The project is compatible with the adjacent buildings as it is an expansion of existing healthcare facilities on a designated medical campus.

O. List and explain any exceptions or modifications requested and provide reasons for such.

Request to reduce the number of bicycle parking required:
The design team is working carefully and closely with Asante to not only provide the various facilities they need both now and in the future, but also to not create or exacerbate problems. Parking is one such problem we are acutely tuned to. 10.747 of the municipal code requires commercial projects to provide bike parking equal to 10% of the total vehicular parking without consideration of use of the project. With a total vehicular count of 2,456 parking spaces 10.747 requires that 246 bike parking spaces be provided and Asante finds this unfitting as it is extremely rare to have a single patient or visitor arrive on bike to a hospital, much less 200 of them.

A large number of bike racks were installed with the tower addition in 2005 and consequently a large number of bike racks removed years later as they were not being used and bringing uninvited problems. As already mentioned, parking is a problem Asante deals with constantly and while more people biking to the hospital would help, empty bike racks do not, they in fact worsen the problem by using space that would be used by other users (motorcycle parking in particular) and attract problems.

While it is known and understood that patients and visitors do not bike to the hospital, employees do and Asante wants to do all they can to encourage employees to do so. Asante currently has 43 employee bike parking spaces in lockers or secured rooms and will be providing an additional 14 more lockers to bring the total number to 57 secured spaces. In addition there are 9 covered employee only and 24 covered general public bike spaces also available for further employee use.

Even though patients and visitors have not ridden bikes to the hospital in the past, we are still proposing to provide a rack at the north and south entrances (the main public entrances) that will be apparent and obvious to any guest who may happen to ride a bike to the hospital. In addition there is a bank of 20 covered spaces at the west entrance and 4 in the parking structure for general public use.

Asante is requesting that the number of bike parking spaces be reduced to 2 per entrance for patient/visitors for a total of 8 plus 15% of employees during the largest shift (543 staff) with half being in a secured room or locker. The covered spaces requirement in 10.747 would not be negated. This number of bike parking represents double the actual need that's ever been encountered since the 2004 addition was constructed.

Required:

Public	8 spaces
Employee	81 spaces (41 to be secured)
Total	89 spaces

Provided:

Patient/visitor only	4 spaces
General	24 spaces

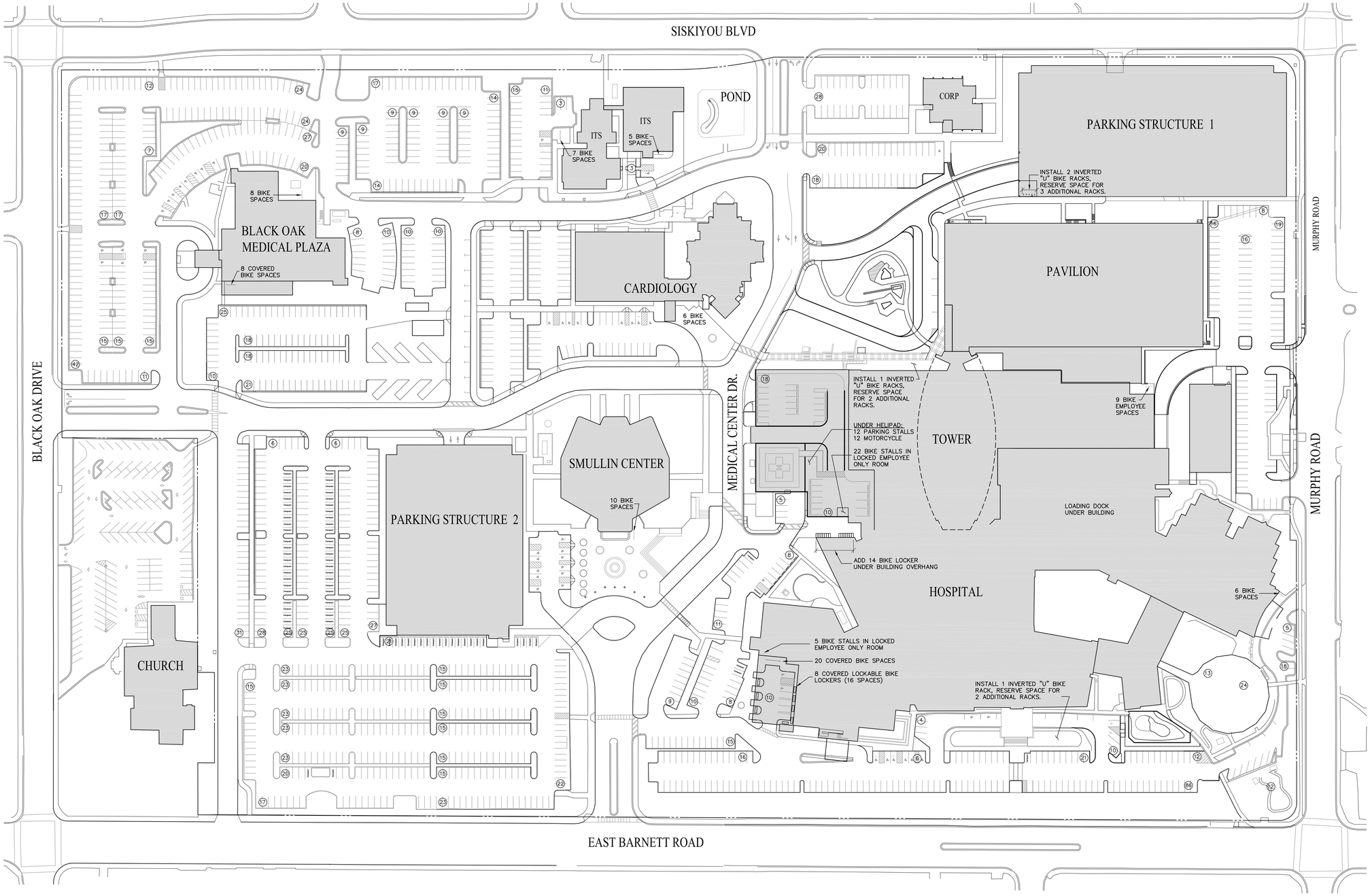
Employee only	66 spaces (57 secured)
Total	94 spaces

The attached Parking Plan further breaks down the bike parking including an additional 14 spaces to be reserved for future demand.

It is to Asante's benefit that employees ride bikes to the hospital and they will continue to provide incentives that encourage this outcome (please refer to the TDM) even as they already have. However, unused bike racks and bike rack graveyards are not that encouragement, they are in fact a detriment. Asante will incorporate an objective measure into their TDM prescribing when spaces held in reserve need to be utilized or additional spaces added to further guarantee there will always be close, convenient bike spaces available for users.

P. Section 10.780(C)(2) - List any petition for relief of landscaping standards (i.e., request an increase in turf area at a facility for active recreation; eliminate requirement for root barriers when trees are planted in structural soils). Provide rationale for requested deviation from standard.

No petition for relief of landscaping standards requested.



1 CAMPUS PARKING PLAN
SCALE: 1"=60'
60'

N

CAMPUS PARKING TABLE

	AREA	STANDARD	COMPACT	HANDICAP	MOTORCYCLE	VANPOOL	TOTAL
NON-HOSP.	BOMP	461	0	14	0	0	475
	CARDIO	102	0	8	0	0	110
	ITS	30	0	2	0	0	32
	CORP	65	0	1	0	0	66
	SUBTOTAL						683
HOSPITAL	STRUCTURE 1	676	131	30	32	4	873
	EAST LOTS	109	0	0	0	0	109
	SOUTH LOTS	159	1	10	0	0	170
	ED/DUBS	96	4	2	12	0	114
	STRUCTURE 2	494	124	2	29	4	653
	SW LOTS	448	73	0	0	0	521
	SMULLIN	1	0	11	0	0	12
	SUBTOTAL	1988	333	55	73	8	2452
	CAMPUS TOTAL						3135

CAMPUS BIKE PARKING

	USER	SECURED PROVIDED	COVERED PROVIDED	COVERED RESERVED	OPEN PROVIDED	OPEN RESERVED	TOTAL
NON-HOSP.	BOMP	0	8	0	8	0	16
	CARDIO	0	0	0	6	0	6
	ITS	0	0	0	12	0	12
	SMULLIN	0	0	0	10	0	10
	SUBTOTAL						44
HOSPITAL	EMPLOYEE ONLY	57	9	0	0	0	66
	PATIENT/VISITOR	0	0	0	4	8	12
	ANYONE	0	24	6	6	0	36
	SUBTOTAL						114
	CAMPUS TOTAL						158

EMPLOYEE ONLY – KEY REQUIRED TO ENTER STORAGE ROOM, LOCKER OR ENTRANCE DOOR.

PATIENT/VISITOR ONLY – BIKE PARKING SPACES AT PUBLIC ENTRANCES THAT ARE OBVIOUS & APPARENT.

ANYONE – BIKE PARKING SPACES AVAILABLE TO EMPLOYEES OR PATIENT/VISITORS.

EXHIBIT I

REVISIONS

DEW engineering inc
A CIVIL & STRUCTURAL ENGINEERING FIRM
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CAMPUS PARKING PLAN

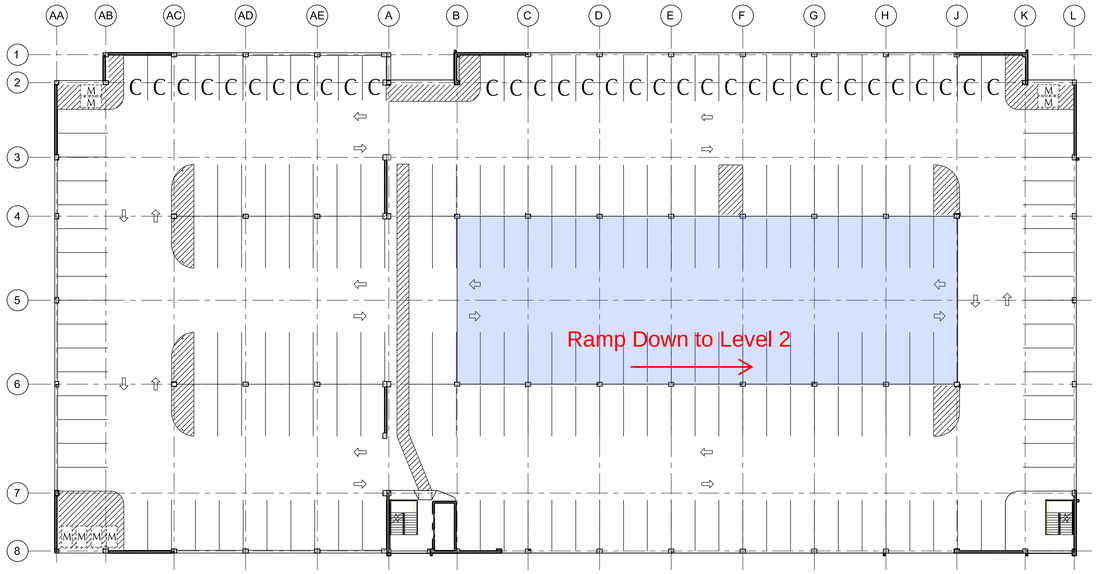
ASANTE ROGUE REGIONAL MEDICAL CENTER

DRAWN	CHECKED
MRD	MRD

DATE 4.20.20

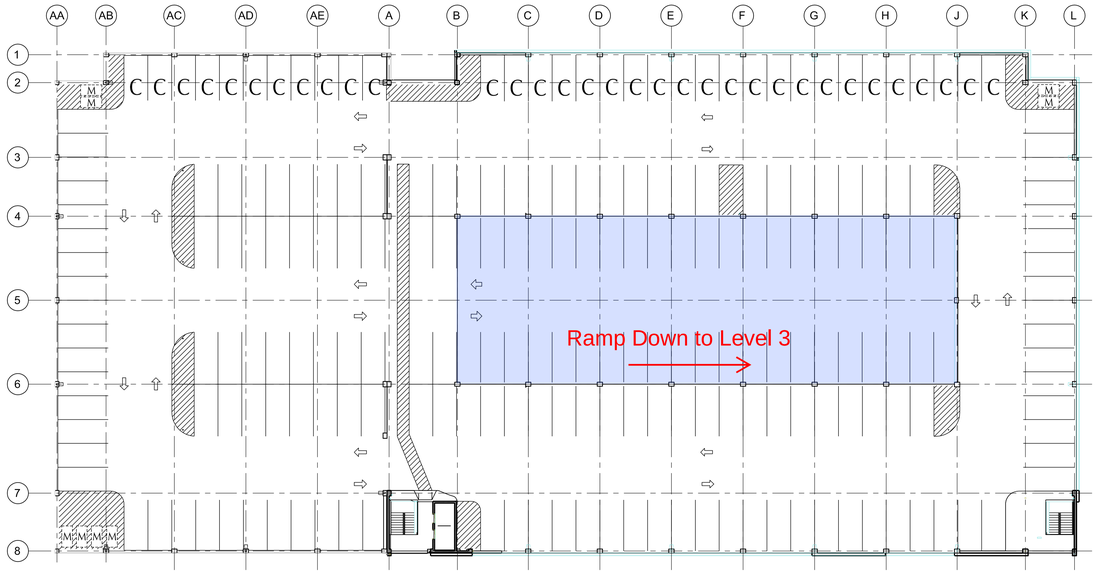
JOB NO. 19-009

SHEET PKG-1



Level 3

187 Standard Parking Stalls
8 Motorcycle Parking Stalls
33 Compact Parking Stalls
228 Total # Parking Stalls



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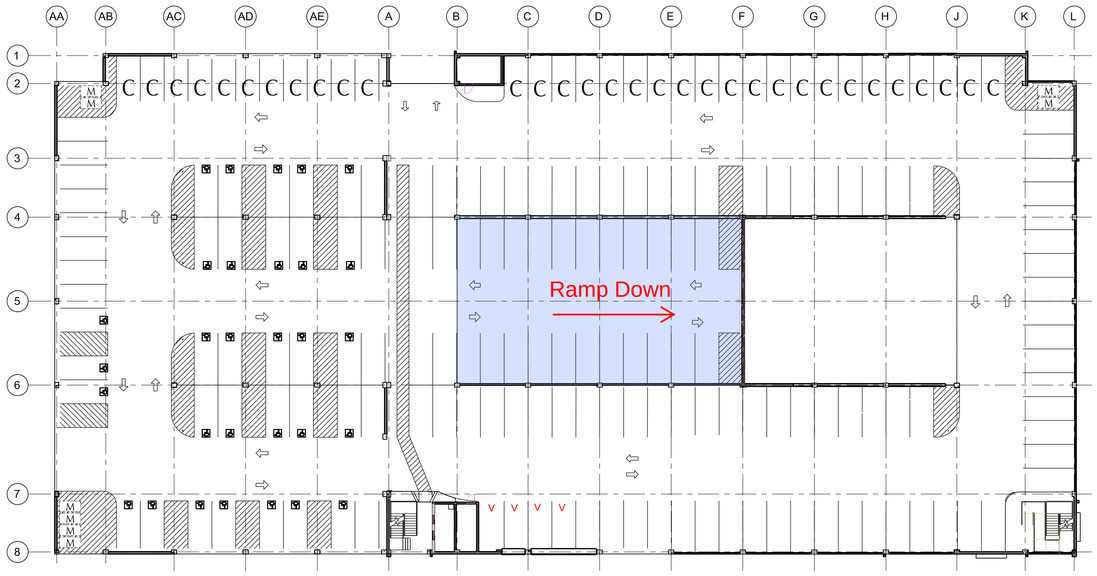

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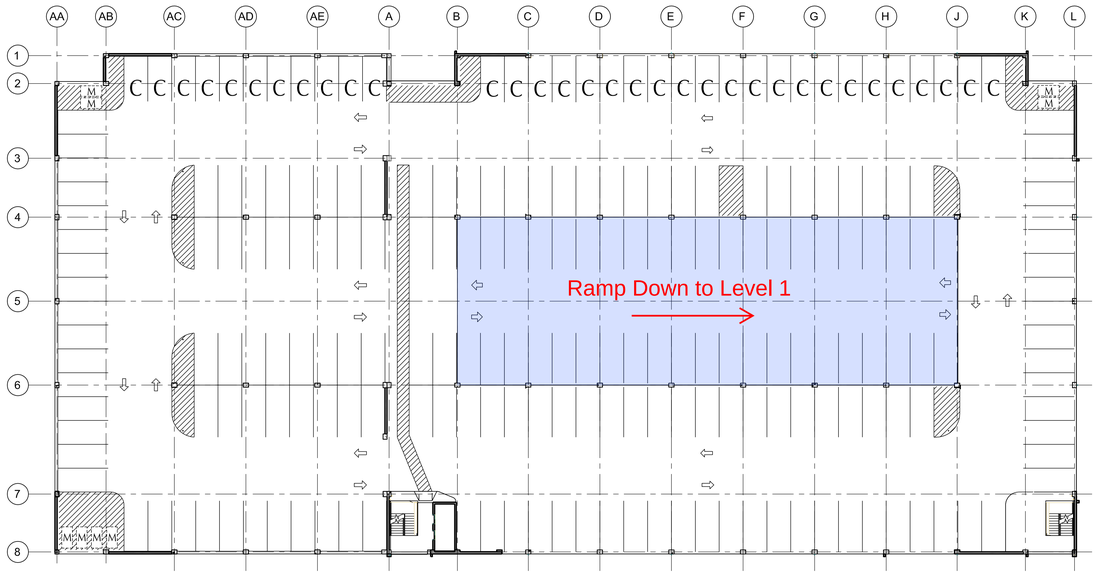

Level 2

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Overall Parking Stall Count

30 ADA Parking Stalls
680 Standard Parking Stalls
32 Motorcycle Parking Stalls
131 Compact Parking Stalls
873 Total # Parking Stalls

Asante - RRMC

Parking Stall Counts

pka ARCHITECTS

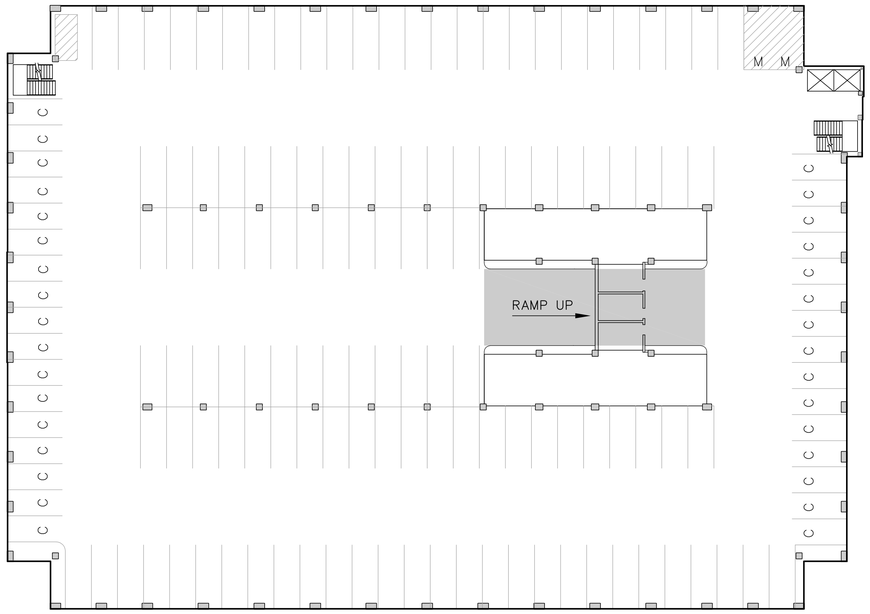
ASANTE

ARRMC Parking Structure

Date: 4/20/2020
Project Number: 191015

PKG-2

For Review Only Not for Construction



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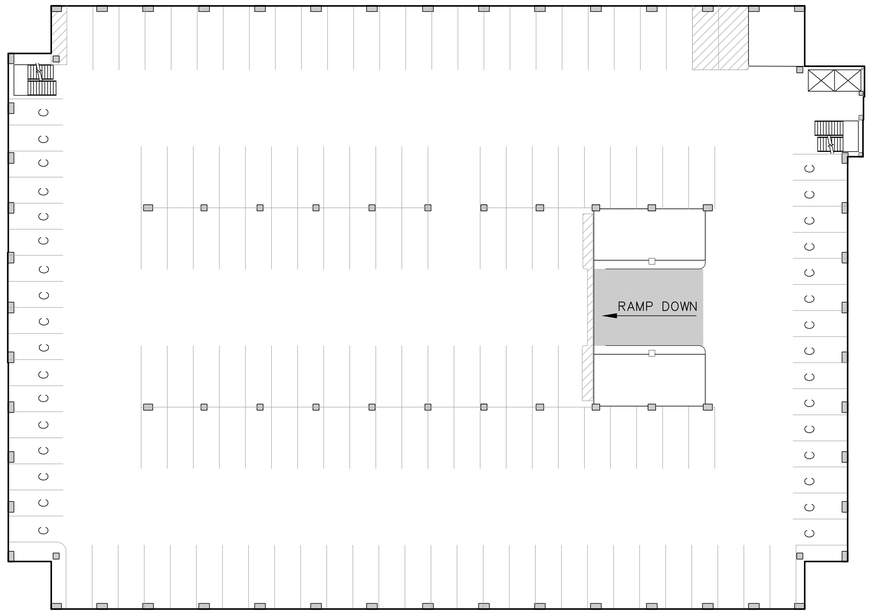

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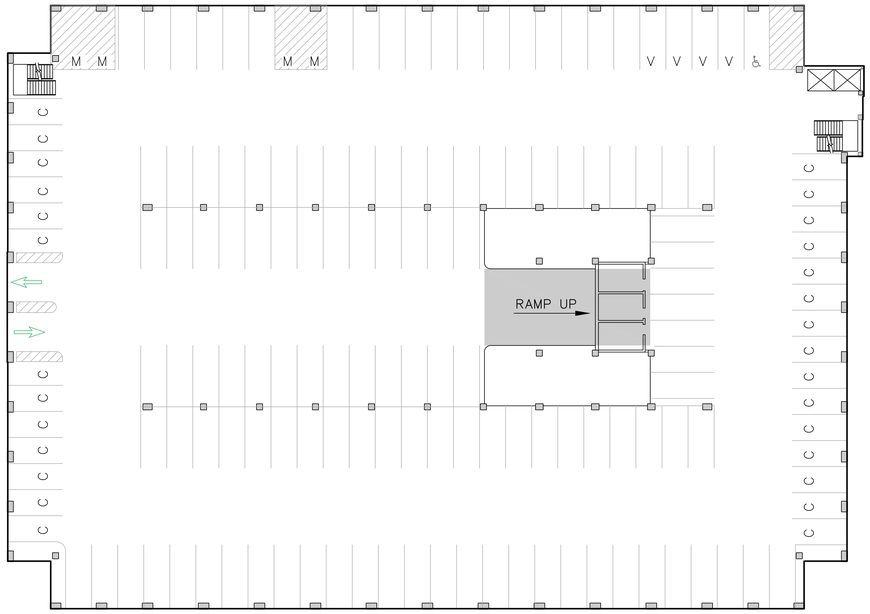

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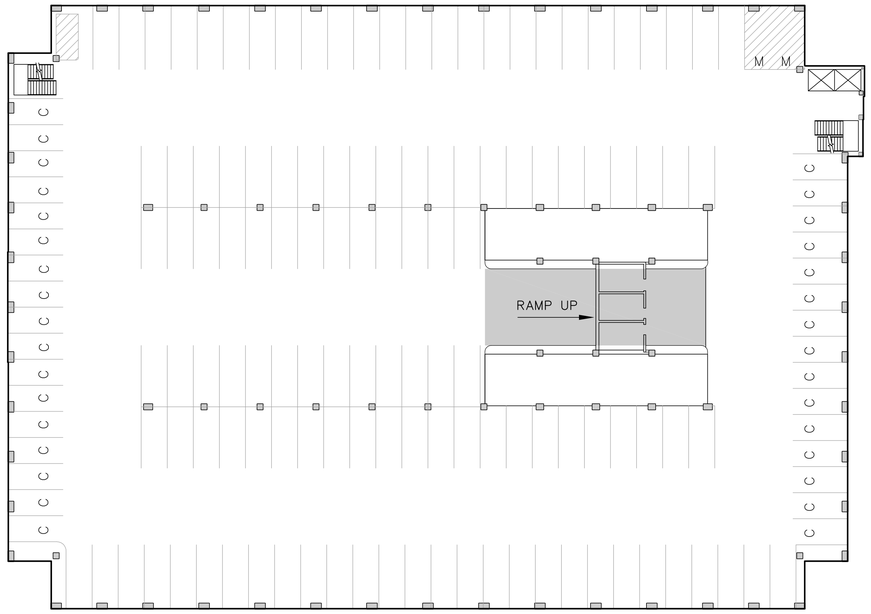

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OVERALL PARKING COUNT

2	ADA PARKING STALLS
498	STANDARD PARKING STALLS
124	COMPACT PARKING STALLS
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653	TOTAL PARKING STALLS

REVISIONS

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ASANTE ROGUE REGIONAL MEDICAL CENTER

DRAWN	CHECKED
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DATE 4.20.20	
JOB NO. 19-009	
SHEET PKG-3	

Asante Rogue Regional Medical Center Hospital Expansion
Parking Study and Analysis

As an enabling project to the ARRMC Expansion, Asante began work with a new parking structure. The project started with a parking study to determine the end-state parking requirements and those at each stage of construction. Kittelson & Associates performed the study and prepared a report dated February 12, 2018, based on detailed parking counts taken on five consecutive weekdays starting on December 8, 2017.

That report produced two main conclusions:

- peak demand was between 11:00 am and noon on Tuesdays; and
- demand in stalls per 1,000 square feet, for each type of space was:
    - hospital: 1.62;
    - medical office buildings (MOBs) (BOMP, CVI): 3.43;
    - office buildings (corporate, ITS): 2.13; and
    - campus-wide: 1.86.

Asante designed the new parking structure to ensure a maximum of 85 percent occupancy, at all times, during and after construction, resulting in a 544-stall parking structure. That conclusion was predicated on the assumption that the design of the hospital expansion would follow that in an earlier strategic plan. After more detailed analysis and design, the total square footage of the expansion and the footprint of the building were both larger than earlier contemplated. Also, in order to fit the larger building in the budget, demolition of most of the seismically noncompliant portions of the hospital was removed from the current project.

The new design calls for a 351,852-square-foot addition, including 37,566 square feet of basement shell space that is highly unlikely to ever require the same parking density as the remainder of the addition. We will also demolish the existing 11,601-square-foot Asante Imaging building, in order to make room for a new central utility plant. We have updated that parking analysis, to reflect these figures.

The revised analysis started with the above demand requirements. Because there will be a slightly higher percentage outpatient space in the addition than previously planned, we added a 5 percent safety factor to the hospital demand number. We also applied an 85 percent occupancy factor to each statistic to determine the new parking demand resulting in the following:

- hospital: 1.62 x 105% / 85% = 2.20;
- MOBs: 3.43 / 85% = 4.04; and
- office: 2.13 / 85% = 2.51.

Applying these factors to each type of space we arrived at a demand of:

- hospital: 2.20 x 1,178,651 / 1,000 = 2,358 stalls;
- MOBs: 4.04 x 123,098 = 497 stalls;
- office: 2.51 x 26,319 = 66 stalls; and
- campus-wide: 2,358 + 497 + 66 = 2,921 stalls.

EXHIBIT J

We determined the most efficient way to meet the revised demand, would be to add on to the just-completed parking structure, expanding the capacity to 873 stalls. This expansion and other site changes provide the following:

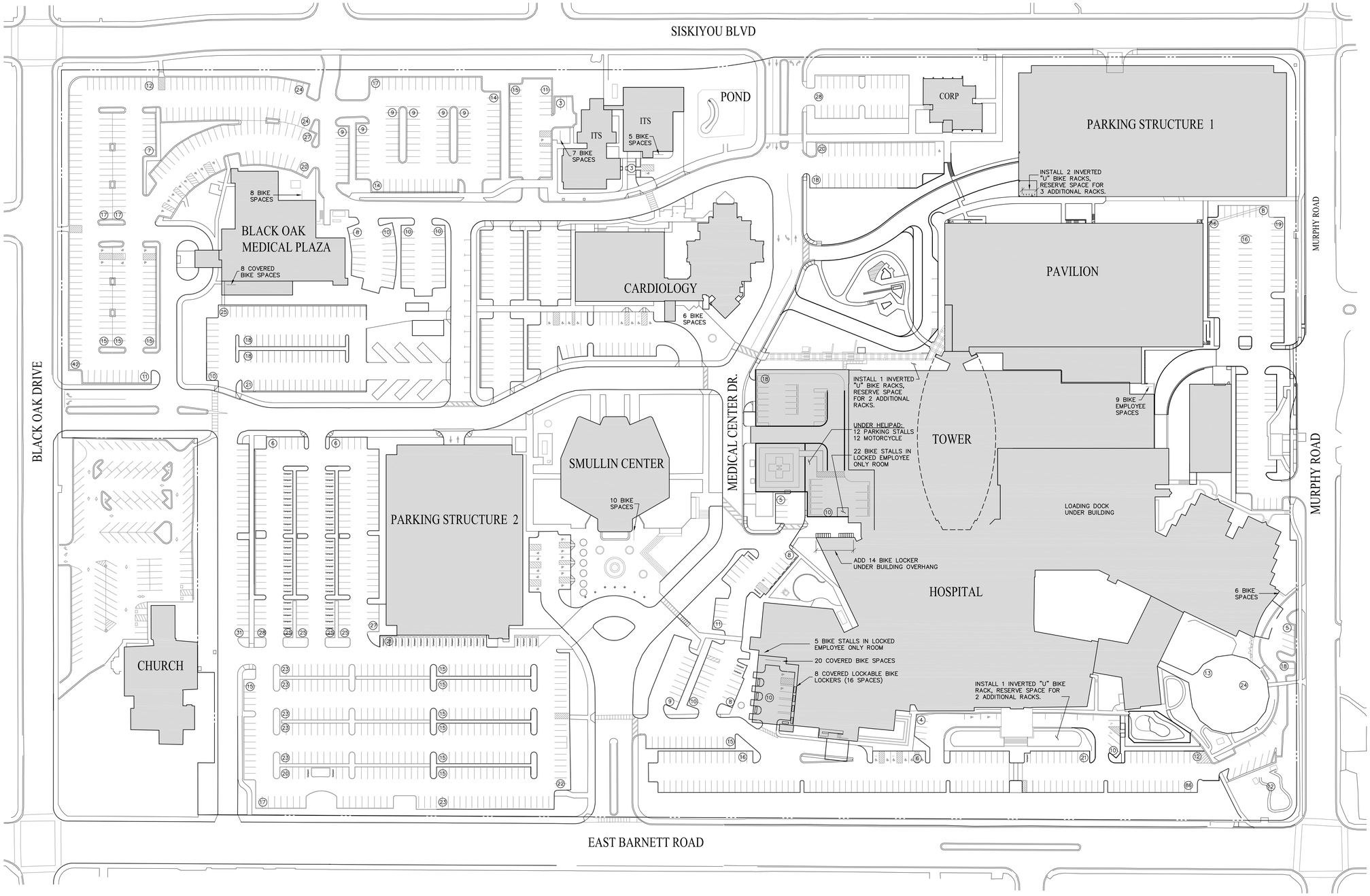
- hospital: 2,452 stalls supply - 2,358 stalls demand = 94 stalls surplus;
- MOBs: 585 stalls supply - 497 stalls demand = 88 stalls surplus;
- office: 98 stalls supply - 66 stalls demand = 32 stalls surplus; and
- campus-wide: 3,135 stalls supply - 2,921 stalls demand = 214 stalls surplus.

The new parking supply is detailed on the attached exhibit.

Asante is confident that the supply is sufficient because:

- we have a 214-stall surplus based on the parking study and subsequent analysis;
- the total square footage includes 37,566 sf of space that is unlikely to ever require the same parking density as the remainder of the addition;
- we will vacate 70,055 sf of space that we are unlikely to ever be fully occupy in the future, decompressing the facility; and
- we are moving to a much higher percentage of private patient rooms, increasing the square footage per patient and decompressing the facility.

In addition to the above parking, we have or will supply 144 bicycle parking spaces on campus. Of those, 57 are secured, 41 are covered and 46 are open. We have also immediately identified space for 14 additional bicycles and will add additional bicycle parking spaces whenever demand rises to 85 percent of supply.



1 CAMPUS PARKING PLAN
SCALE: 1"=60'
60'

N

CAMPUS PARKING TABLE

	AREA	STANDARD	COMPACT	HANDICAP	MOTORCYCLE	VANPOOL	TOTAL
NON-HOSP.	BOMP	461	0	14	0	0	475
	CARDIO	102	0	8	0	0	110
	ITS	30	0	2	0	0	32
	CORP	65	0	1	0	0	66
	SUBTOTAL						683
HOSPITAL	STRUCTURE 1	676	131	30	32	4	873
	EAST LOTS	109	0	0	0	0	109
	SOUTH LOTS	159	1	10	0	0	170
	ED/DUBS	96	4	2	12	0	114
	STRUCTURE 2	494	124	2	29	4	653
	SW LOTS	448	73	0	0	0	521
	SMULLIN	1	0	11	0	0	12
	SUBTOTAL	1988	333	55	73	8	2452
	CAMPUS TOTAL						3135

CAMPUS BIKE PARKING

	USER	SECURED PROVIDED	COVERED PROVIDED	COVERED RESERVED	OPEN PROVIDED	OPEN RESERVED	TOTAL
NON-HOSP.	BOMP	0	8	0	8	0	16
	CARDIO	0	0	0	6	0	6
	ITS	0	0	0	12	0	12
	SMULLIN	0	0	0	10	0	10
	SUBTOTAL						44
HOSPITAL	EMPLOYEE ONLY	57	9	0	0	0	66
	PATIENT/VISITOR	0	0	0	4	8	12
	ANYONE	0	24	6	6	0	36
	SUBTOTAL						114
	CAMPUS TOTAL						158

EMPLOYEE ONLY – KEY REQUIRED TO ENTER STORAGE ROOM, LOCKER OR ENTRANCE DOOR.

PATIENT/VISITOR ONLY – BIKE PARKING SPACES AT PUBLIC ENTRANCES THAT ARE OBVIOUS & APPARENT.

ANYONE – BIKE PARKING SPACES AVAILABLE TO EMPLOYEES OR PATIENT/VISITORS.

REVISIONS

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ASANTE ROGUE REGIONAL MEDICAL CENTER

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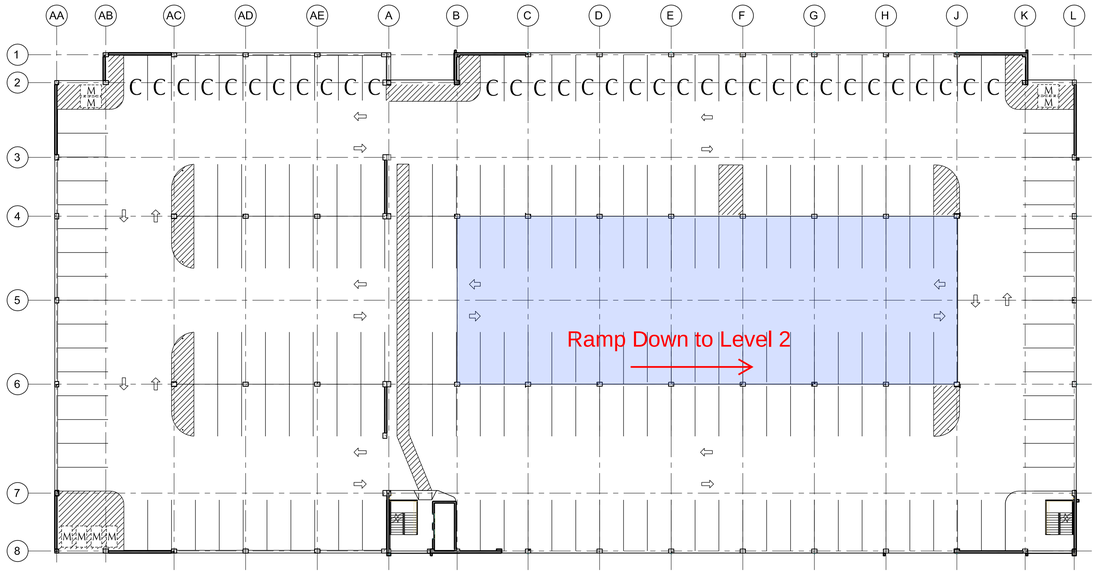
SHEET PKG-1



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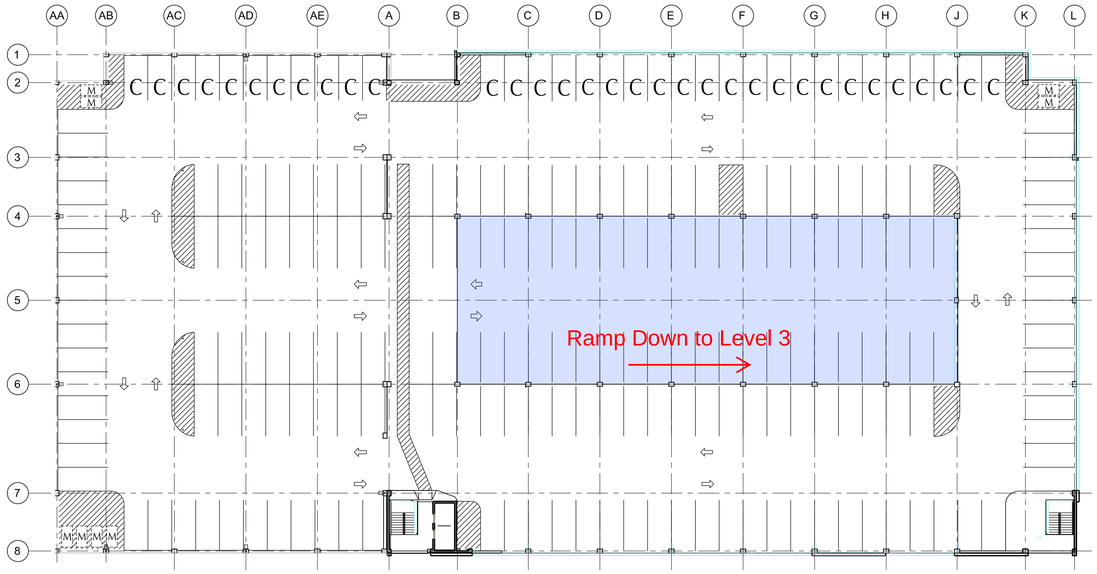

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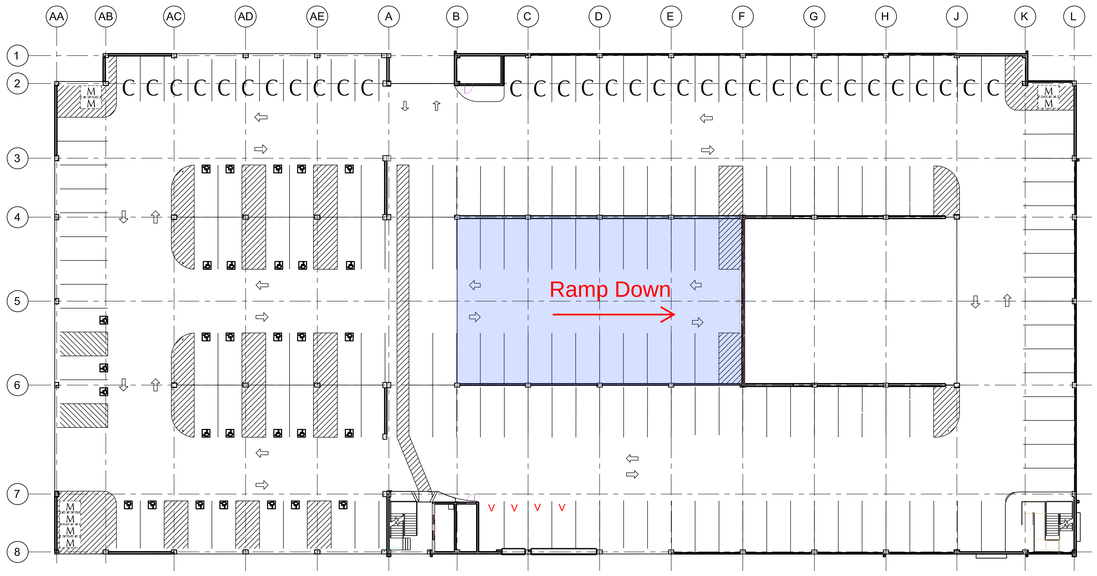

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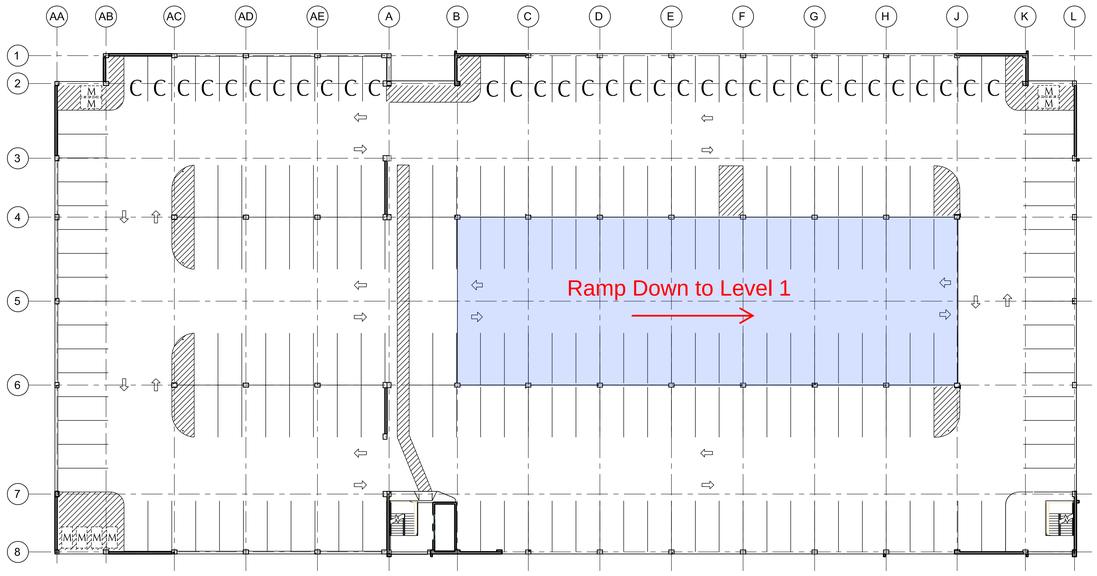

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ASANTE

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PKG-2

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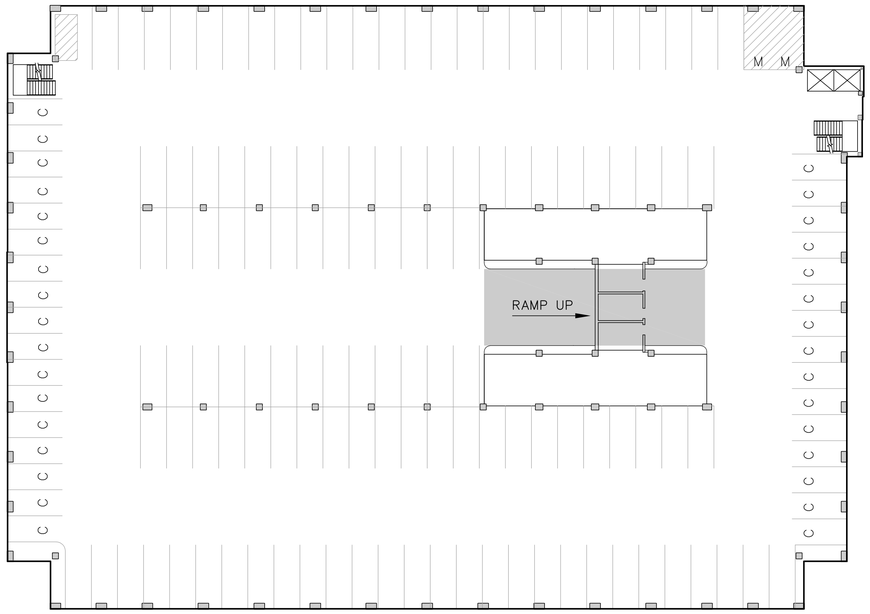

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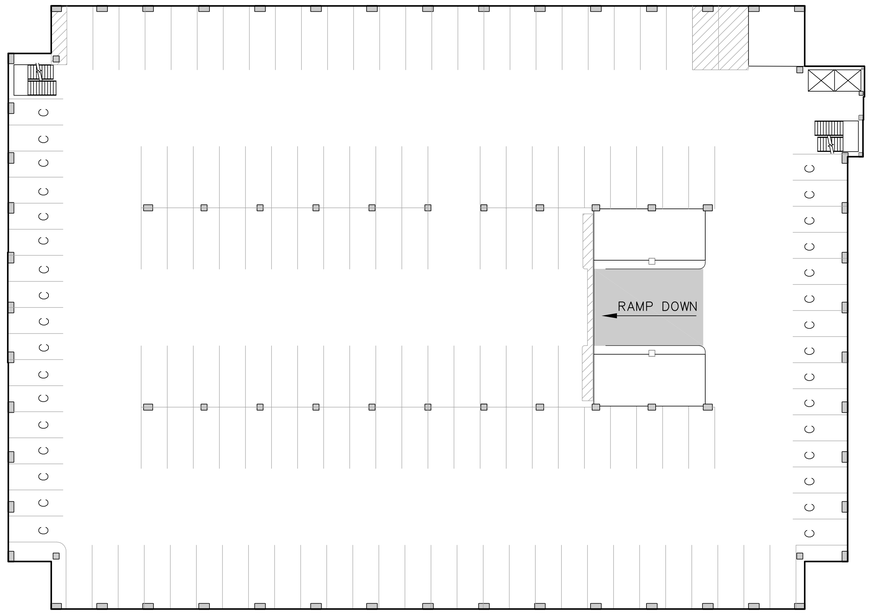

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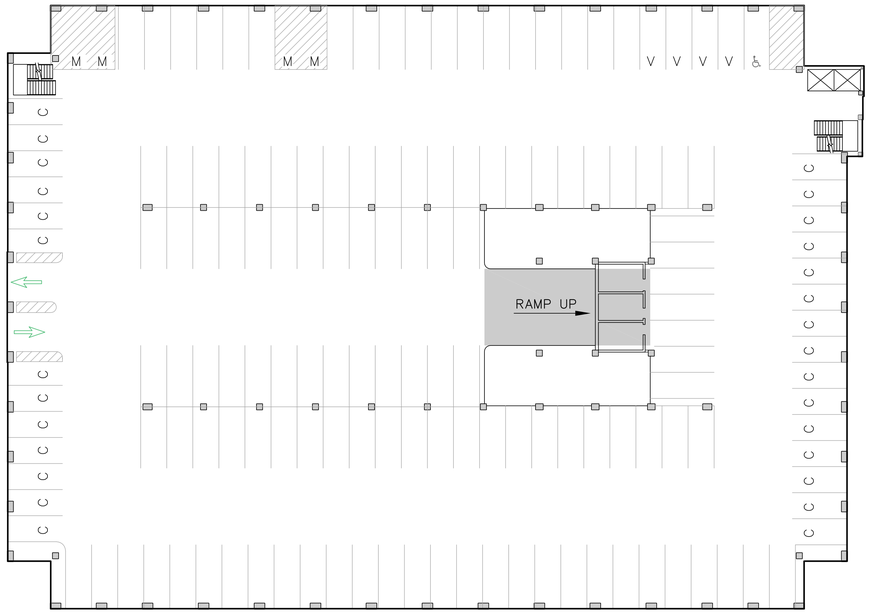

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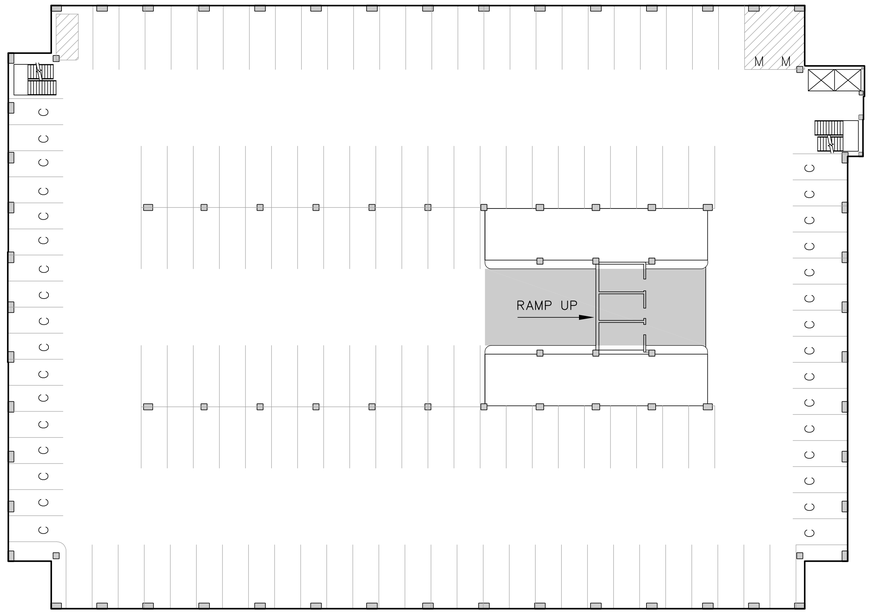

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ASANTE ROGUE REGIONAL MEDICAL CENTER

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JOB NO. 19-009

SHEET PKG-3

KITTELSON & ASSOCIATES
851 SW 6th AVENUE, SUITE 600
PORTLAND, OR 97204
P 503.228.5230 F 503.273.8169

MEMORANDUM

Date: February 12, 2018 Project #: 21909.0

To: Keith Russel and Mark Powell, Asante Rogue Valley Medical
Josh Kolberg, Steve Kolberg, Paul Borowick, PKA Architects
John Williamson, Skanska

From: Matt Bell and Marc Butorac, PE, PTOE, PMP

Project: Asante Parking Study

Subject: Parking Study

INTRODUCTION

This memorandum summarizes the results of a parking study conducted at the Asante Rogue Valley Medical Center in Medford, Oregon. The purpose of the study was to evaluate existing and projected future parking conditions within the core area of Asante's Rogue Valley campus assuming construction of a new parking structure and a new tower, and demolition of a portion of the south hospital. The study involved a detailed inventory of the parking supply, a field survey of parking demand, and analysis of the supply and demand data to determine the potential impacts of the proposed changes. In addition, the study identified potential measures that Asante could implement over time to improve parking conditions for faculty/staff and the overall hospital experience for patients and visitors.

The results of the study indicate that while the overall parking supply is sufficient to accommodate overall parking demand, there are several areas throughout the campus where parking demand exceeds the effective capacity of the parking supply. Parking in these areas can be a challenge today and will continue to be a challenge in the future. Also, while construction of the parking structure will increase the parking supply, construction of the tower will increase parking demand. The impacts associated with the construction of these facilities (prior to construction, during construction, and following construction) suggest that Asante will need to implement strategies that both increase the supply as well as improve the efficiency of the supply. This memorandum identifies several strategies for consideration by Asante.

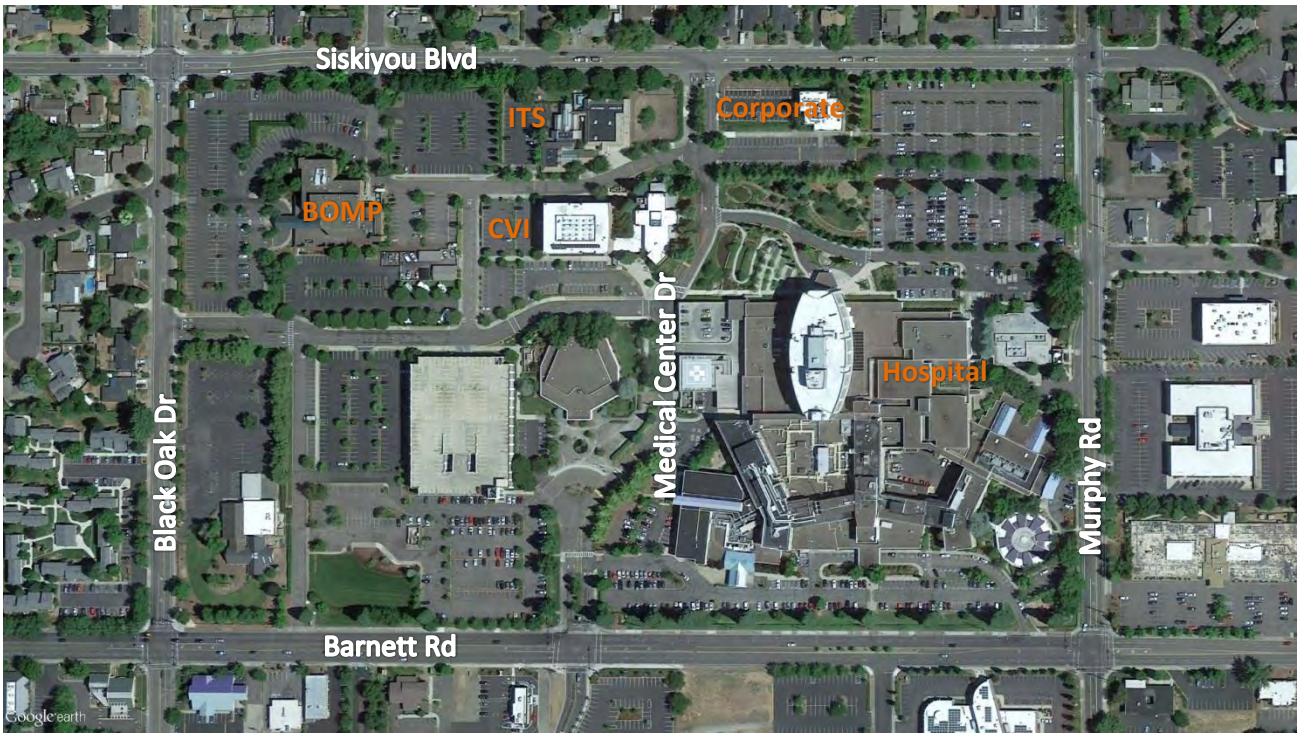
STUDY AREA

The study area includes the Asante Rogue Valley Medical Center facilities located with the core area of the campus, which is generally bounded by Siskiyou Boulevard to the north, Barnett Road to the south, Murphy Road to the east, and Black Oak Drive to the west. Figure 1 illustrates the study area. Access to the core area is provided by multiple driveways, including two driveways along Siskiyou Boulevard;

three driveways along Barnett Road; two driveways along Murphy Road, and one driveway along Black Oak Drive. Several of the driveways provide direct access to the campus surface parking lots while others provide access to the internal campus circulation network. The internal circulation network connects the driveways to the campus facilities, including the campus surface parking lots and parking garage. Medical Center Drive is the primary street that travels north-south through the campus and continues south across Barnett Road to additional medical facilities. The study includes an evaluation of all parking facilities within the core area.

There is approximately 988,973 square-feet of building space within the core area, of which 839,634 square-feet is dedicated to hospital uses (Hospital). This includes the Smullin Health Education Center, which is a 20,000 square-feet auditorium that utilizes hospital parking. The remaining uses include the Black Oak Medical Plaza (BOMP) located in the northwest corner of the campus, the Cardiovascular Institute (CVI) located in the center of the campus, and the Asante corporate offices (Corporate) and Information Technology Service (ITS) located along the northern boundary of the campus.

Figure 1: Study Area



STUDY METHODOLOGY

Parking supply and demand data was collected at the Asante Rogue Valley Medical Center over five consecutive days (Monday through Friday) in December 2018. The data was collected manually by individuals circulating throughout the campus. The supply data was collected at the start of each day, before the majority of people arrived to work – it can be difficult to collect supply data when the lots are full as some vehicles may be parked illegally (e.g., vehicles located in no parking zones or at the end of parking aisles) and some vehicles may block pavement marking or signs that indicate stall type [this

method of collecting supply data can attest to potential differences in counts conducted as part of this study and counts conducted as part of previous studies]. The demand data was collected on an hourly basis between 6:00 AM and 6:00 PM on each day of the study.

The parking supply data includes the total number and type of stalls located within the surface parking lots and the parking garage. The parking demand data includes the total number of vehicles parked within the study area by lot and by stall type during each hour of the study. The parking supply and demand data is summarized below by the overall campus and by use (i.e., Hospital, BOMP/CVI, Corporate/ITS). *Attachment A contains the parking supply and demand data collected at Asante over the five-day period.*

EXISTING PARKING CONDITIONS

This section documents existing parking conditions within Asante's core campus area. The existing parking supply and demand data described below is based on data collected at Asante in December 2017 as well as discussions with Asante staff.

Parking Supply

Parking supply data was collected within the core campus area in December 2017. The data includes total number and type of stalls located within the surface parking lots and the parking garage. The data shows that the overall parking supply consists of 18 surface parking lots and one parking garage with a total of 2,332 parking stalls, including 2,248 general use (non-ADA) parking stalls. A majority of stalls are designated for specific use (i.e., ADA, patient, doctor, staff, regular, permit, valet, etc.). The stalls located adjacent to the BOMP, CVI, Corporate, and ITS are generally considered to be dedicated to those uses, while the remaining stalls are dedicated to Hospital uses. Table 1 summarizes Asante's parking supply by use, by lot, and by stall type.

As shown in Table 1, the patient designated stalls represent the highest percentage of the overall parking supply (35.2 percent). The patient designated stalls are relatively spread out throughout the campus, which provides patients with full access to all of Asante's facilities. The non-designated regular and compact stalls also represent a relatively high percentage of the overall parking supply (29.9 percent); however, these stalls are located in only a few surface parking lots (i.e., Lots C, D, E, Q, and R) and the garage. Doctor and staff stalls represent the next highest percentage of designated stalls (22.6 percent combined). The doctor and staff designated stalls are also spread out similar to the patient stalls. Other parking observations include:

- There are several stalls designated as "apple sticker only", "permit only", "valet only", and "reserved";
- There are no specifically designated visitor stalls; visitors must share the non-designated regular and compact stalls with patients, doctors, staff, and all other users;
- There is lack of carpool stalls or other travel demand management based stalls that may serve as incentives for faculty/staff to reduce single occupancy vehicle use; and,

- There are no electric vehicle stalls/charging stations that may serve as incentives for faculty/staff to drive low emission vehicles.

Table 1: Parking Supply

Lot	Stall Type								Total
	ADA	Patient[1]	Doctor[2]	Staff[3]	Regular	Permit	Valet	Other[5]	
BOMP									
A	15	151		5		75		4	250
B					85			6	91
C			38						38
D			100						100
Total	**15**	**151**	**138**	**5**	**85**	**75**		**10**	**479**
CVI									
E	8	48	22		32				110
Corporate									
M				28					28
ITS									
O	1			28					29
Hospital									
F				108	19			10	137
G		180			17			5	202
H	12								12
I + J	13	148	10	28				5	204
K			8					1	9
L	12	204	5	16				6	243
N	4		47	14	1			13	79
P	2			10			39		51
Q		62		58					120
R	14						30		44
S	1	17							18
Garage	2	12			544			9	567
Subtotal	**60**	**623**	**70**	**234**	**581**	**0**	**69**	**49**	**1,686**
Total	**84**	**822**	**230**	**295**	**698**	**75**	**69**	**59**	**2,332**
% of Total	**3.6%**	**35.2%**	**9.9%**	**12.7%**	**29.9%**	**3.2%**	**3.0%**	**2.5%**	**100%**

1. Patient stalls include 810 patient stalls and 12 "CVI Patient Only" stalls located in the garage.
2. Doctor stalls include 222 doctor stalls and 8 doctor motorcycle stalls.
3. Staff stalls include 215 staff stalls, 42 "Apple Sticker Only" stalls, and 38 corporate stalls.
4. Regular stalls include 525 non-designated regular stalls, 155 compact stalls, 8 motorcycle stalls, and 10 street parking stalls.
5. Other stalls include 7 short-term stalls, 1 auxiliary stall, 2 carpool stalls, 10 contractor stalls, 14 courier stalls, 1 law enforcement stall, 1 maintenance stall, 4 MRI stalls, 12 reserved stalls, 6 RV stalls, and 1 sidewalk stall.

It is important to note that while parking supply and demand data was collected for the ADA designated stalls, this report is generally focused on the general use (non-ADA) parking stalls.

Parking Supply Ratio

The parking supply data was combined with building sizes to develop parking supply ratios for the campus as a whole as well as the individual uses within the core campus area. The following summarizes the parking supply ratios:

- Campus wide: 2.27 stalls per 1,000 square-feet (2,248 / 988.973 = 2.27)
- BOMP/CVI: 4.45 stalls per 1,000 square-feet (566 / 127.294 = 4.45)
- Corporate/ITS: 2.54 stalls per 1,000 square-feet (56 / 22.045 = 2.54)
- Hospital: 1.94 stalls per 1,000 square-feet (1,626 / 839.634 = 1.94)

Medford's Municipal Code does not provide parking supply ratios for hospitals, medical office buildings, or related uses per 1,000 square-feet; therefore, the parking supply ratios shown above were compared to national standards.

Standard Reference Manual

The standard reference manual, *Parking Generation, 4th Edition*, published by the Institute of Transportation Engineers (ITE), provides parking generation rates for a wide variety of land uses including hospitals, medical office buildings, and related uses, such as general office buildings. The 85th percentile rates provided by ITE are generally used to determine the appropriate number of parking stalls needed to support average peak parking demand for a given use. Table 2 summarizes the 85th percentile rates provided by ITE and compares them to the calculated rates at Asante.

Table 2: Parking Supply Ratio comparison

Land Use	ITE Code	85th Percentile Rate	Calculated Rate	Difference
Campus Wide	610	3.42	2.27	-1.14
Hospital	610	3.41	1.94	-1.47
Medical Office	720	4.27	4.45	+0.18
Office Building	701	3.45	2.54	-0.91

As shown in Table 2, the 85th percentile rates provided by ITE are higher than the calculated rates for the campus, hospital, and general office uses and lower for medical office use.

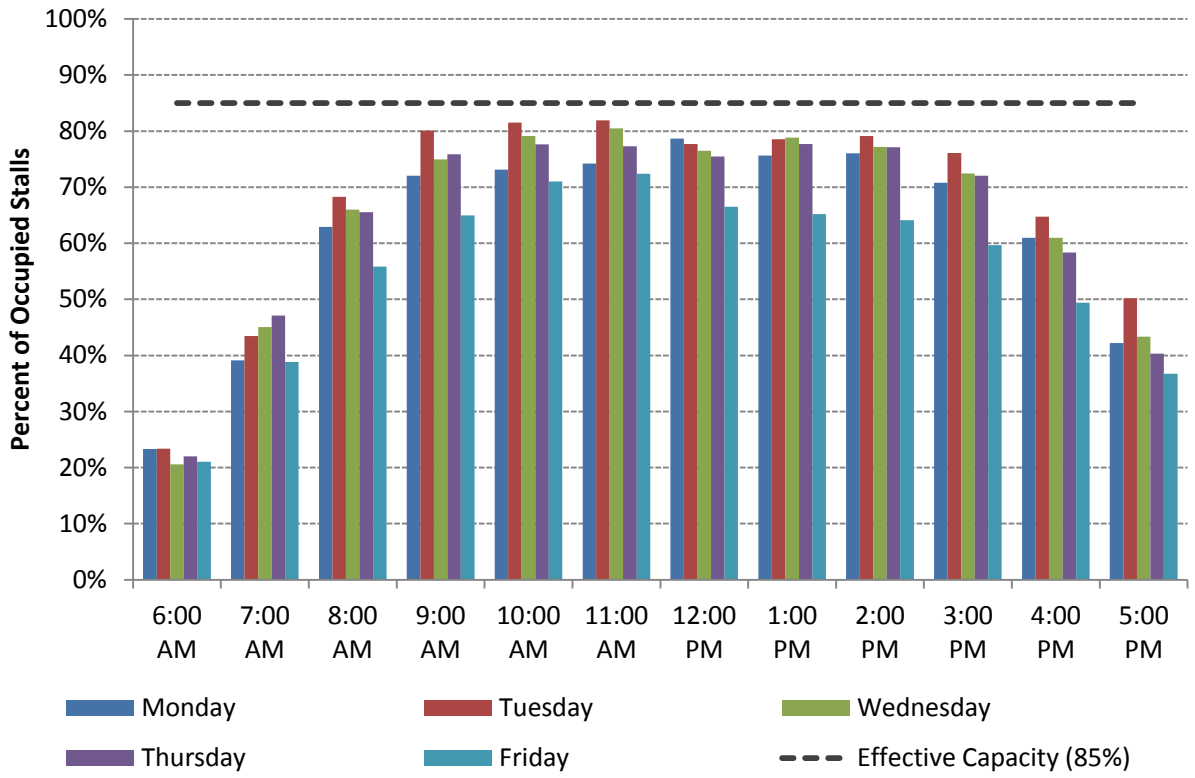
Local Standards

Per Medford Municipal Code Section 10.743 (Off-Street Parking Standards), hospitals must provide a minimum of 2.0 spaces per 3.3 patient beds, plus 1.0 space per staff doctor and each other employee on the largest shift; hospitals must provide a maximum of 2.0 spaces were 2.6 patient beds, plus 1.0 space per staff doctor and each other employee on the largest shift. Supplemental information provided by the hospital about the total number of beds (340) and the total employees during the largest shift (2,878) suggest that the hospital should provide a minimum of 3,084 stalls and a maximum of 3,140 stalls to accommodate demand. As indicated above, Asante's current parking supply is significantly below the minimum; however, as indicated in the following sections, the parking supply is sufficient to accommodate overall parking demand.

Parking Demand

Parking demand data was collected within the core campus area over five consecutive days in December 2017. The data includes the total number of vehicles parked within the surface parking lots and the parking garage between 6:00 a.m. and 6:00 p.m. during each day of the study. The data shows that parking demand is generally consistent throughout the week; however, parking demand is highest on Tuesday. Chart 1 illustrates the parking demand data collected over the five day period.

Chart 1: Daily Parking Demand



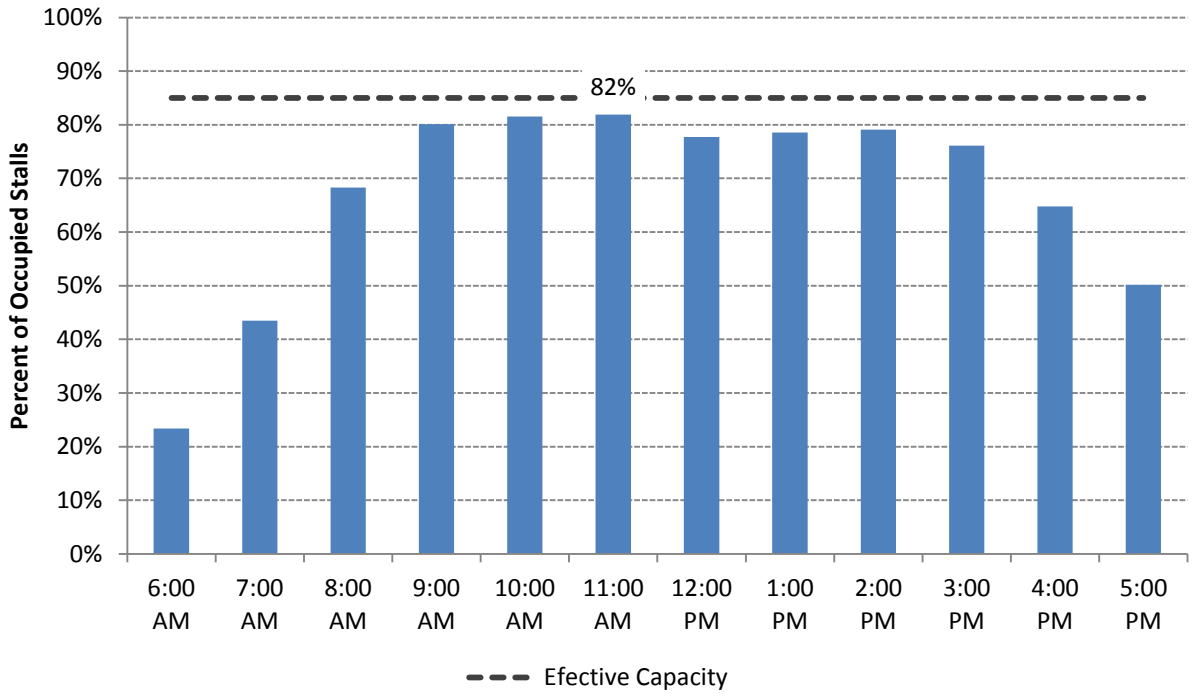
As shown in Chart 1, parking demand increases each day from approximately 20 percent at 6:00 a.m. to approximately 80 percent at 9:00 a.m.; parking demand then remains relatively flat from 9:00 a.m. to 3:00 p.m. before it drops to approximately 40 percent at 5:00 p.m. Also shown in Chart 1, peak parking demand occurs on Tuesday at 11:00 a.m. Further review of the peak parking demand data from Tuesday is summarized below.

The parking demand data summarized below is described in terms of occupancy. Occupancy refers to the total number of occupied stalls within a given area and is most commonly shown as a percentage. A parking system is generally considered to be full or at its *effective capacity* when occupancies reach or exceed 85% in the peak hour. Where more than 85% of parking stalls are occupied, patients, visitors, and others may have trouble finding the few remaining stalls.

Core Campus Area

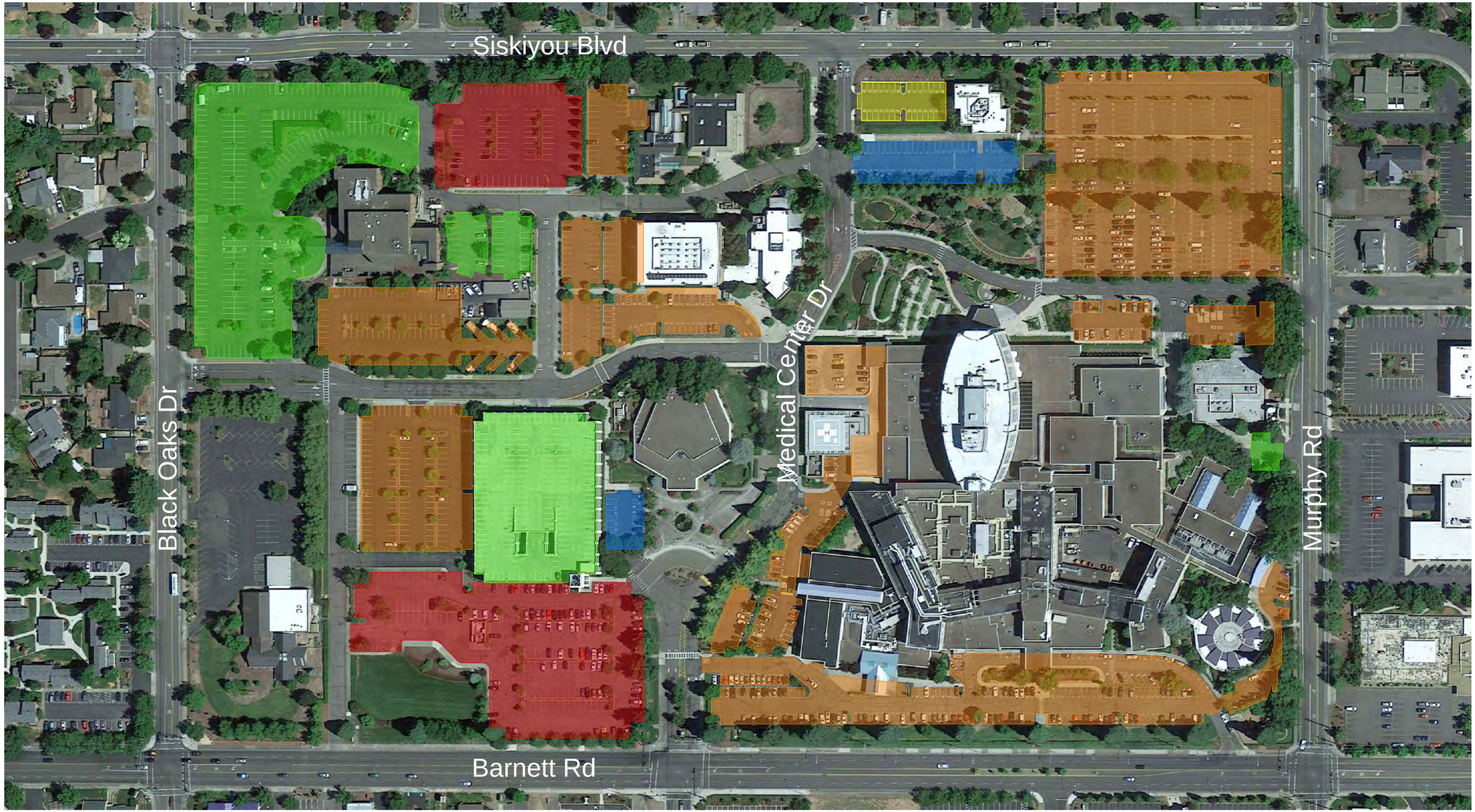
Parking demand within the core campus area is generated from a mix of uses, including the Black Oaks Medical Plaza (BOMP), the Cardiovascular Institute (CVI), the Asante corporate offices (Corporate) and Information Technology Services (ITS), and the hospital (Hospital). This section summarizes parking demand data for the core campus area. The following sections summarize parking demand data for the individual uses. Chart 2 illustrates the hourly parking occupancy rates that occurred within core campus area on Tuesday.

Chart 2: Core Campus Hourly Parking Occupancy (Tuesday)



As shown in Chart 2, peak parking occupancy occurred within the core campus area at 11:00 a.m. on a Tuesday with an overall occupancy rate of approximately 82 percent. This occupancy rate is below the *effective capacity* of the parking supply, which suggests that the overall parking supply is sufficient to accommodate overall parking demand. However, further review of the data indicates that there are several surface parking lots where parking demand exceed the *effective capacity* of the parking supply.

Figure 2 illustrates the peak parking occupancy rates within the core campus area, including each of the surface parking lots and the parking garage. As shown, several of the lots that surround the BOMP, CVI, Corporate, and ITS buildings as well as the Hospital are at or above the effective capacity of the parking supply. Further review of the lots associated with each of these uses is provided below.



- 95-100%
- 85-94%
- 75-84%
- 50-74%
- <50%

Peak Parking Demand (11:00 AM)
Asante Rogue Valley Medical Hospital - Medford, OR

Figure
2

KITTELSON & ASSOCIATES

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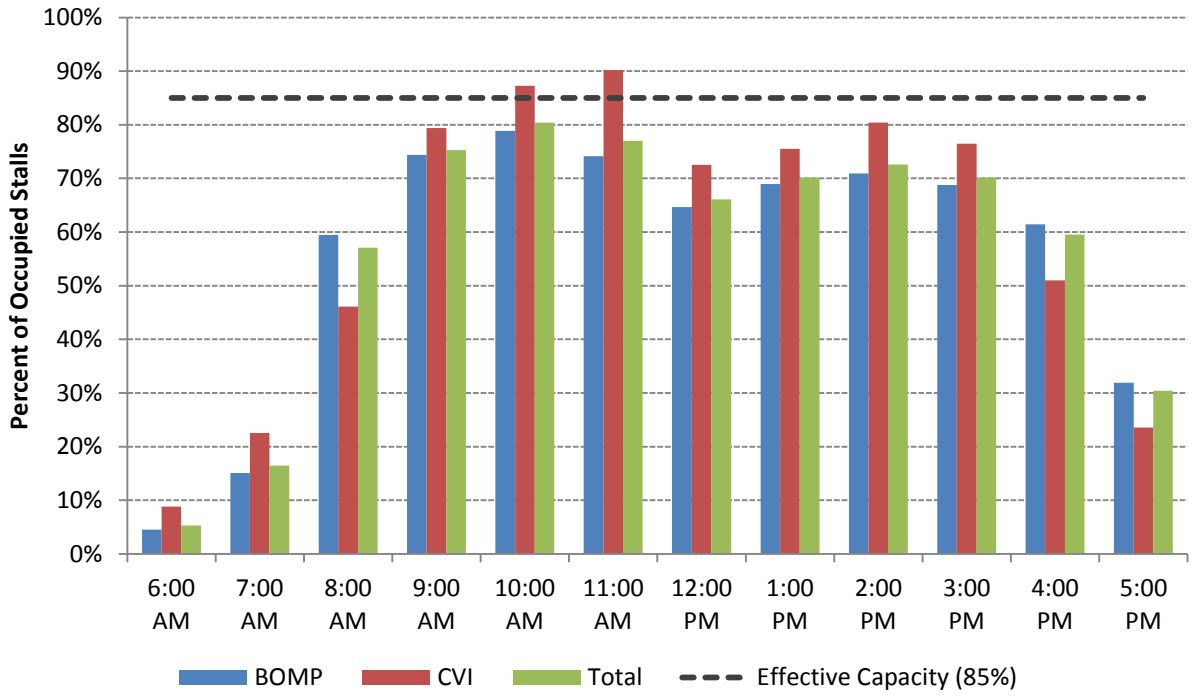
BOMP/CVI

This section summarizes parking demand data for the Black Oaks Medical Plaza (BOMP) and the Cardiovascular Institute (CVI), which are generally considered to be medical office buildings. The BOMP is supported by Lots M, N, O, and R, and the CVI is supported by Lot Q. The CVI is also supported by a small number of stalls in the parking garage that are designated as "CVI Patient Only". Chart 3 illustrates the hourly parking occupancy rates that occurred within the lots that support the BOMP and CVI on a Tuesday.

Chart 3: BOMP/CVI Hourly Parking Occupancy (Tuesday)



As shown in Chart 3, peak parking occupancy occurred within the lots that support the BOMP at 10:00 a.m. with an overall occupancy rate of approximately 79 percent. This occupancy rate is below the *effective capacity* of the parking supply. However, further review of the data indicates that Lots M and R were above the *effective capacity* of the parking supply during the peak time period; Lot M primarily includes doctor stalls and had a peak occupancy rate of 91 percent, while Lot R primarily includes non-designated stalls and had a peak occupancy rate of 86 percent. Lots N and O primarily include patient and permit stalls and had a combined occupancy rate of 69 percent. Lots N and O could provide opportunities to address future parking demand; however, they are in the far northeast corner of the campus.

Also shown in Chart 3, peak parking occupancy occurred within the lot that supports the CVI at 11:00 a.m. (consistent with the overall campus) with an occupancy rate of approximately 90 percent. This occupancy rate is above the *effective capacity* of the parking supply. During the same time period, the few stalls located in the garage that support the CVI have an occupancy rate of 75 percent.

Table 3 summarizes detailed information on parking occupancy within the lots that support the BOMP and CVI by stall type.

Table 3: BOMP/CVI Parking Occupancy by Stall Type

Type of Stall	# of Stalls	# of Vehicles	Peak Occupancy	Stalls Available
BOMP				
Overall	464	366	79%	98
Usage by stall type				
Doctor/Staff	143	130	91%	13
Patient	151	100	66%	51
Permit	75	57	76%	18
Regular	85	73	86%	12
Other[1]	10	6	60%	4
CVI				
Overall	102	92	90%	10
Usage by stall type				
Doctor	22	19	86%	3
Patient	48	46	96%	2
Regular (Non-Designated)	32	27	84%	5

1. The other stalls include courier stalls, maintenance stalls, and recreational vehicles (RV) stalls.

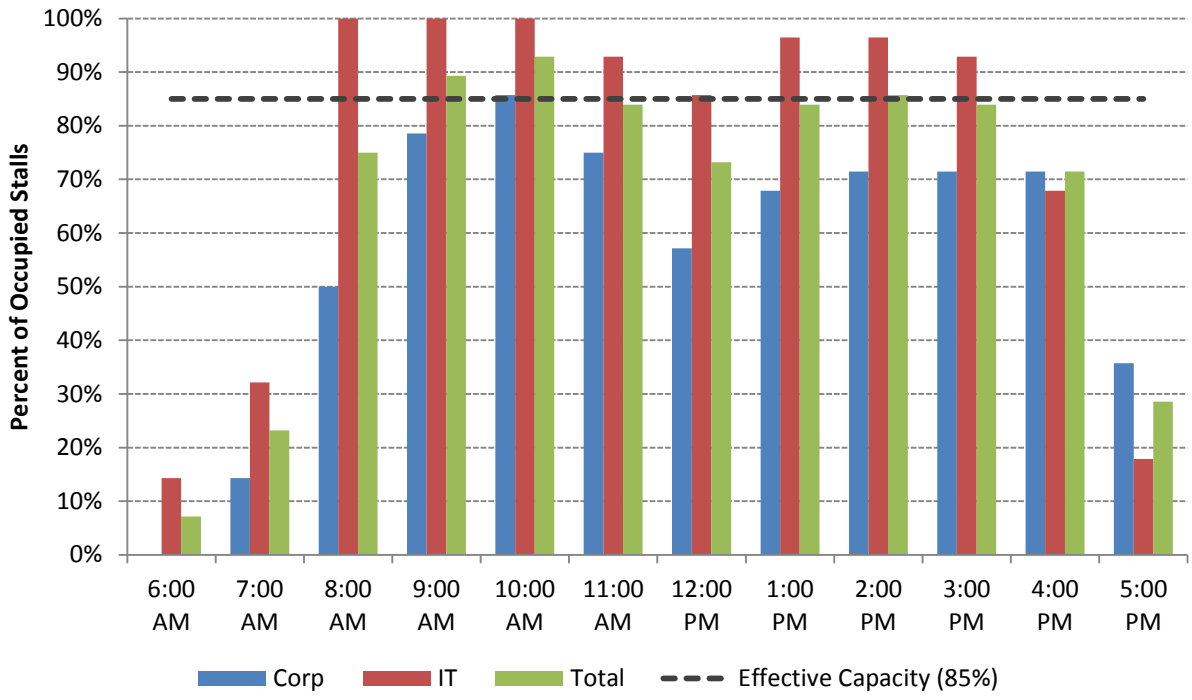
As shown in Table 3, the patient, permit, and other stalls that support the BOMP have capacity; however, the permit and other stalls are generally reserved for specific uses. Thus, only the patient stalls have capacity to support potential future uses. Also shown in Table 3, the regular (non-designated) stalls that support the CVI have capacity; however, given the relatively small number of regular (non-designated stalls), it may not support potential future uses.

Corporate/ITS

This section summarizes parking demand data for Asante's corporate office (Corporate) and Information Technology Services (ITS), which are generally considered to be general office buildings. The lot that supports Corporate is lot S while the lot that supports ITS is lot L. Corporate is also supported by a small number of stalls in lot K located to the south.

Chart 4 illustrates the hourly parking occupancy rates that occurred within the lots that support Corporate and ITS on Tuesday.

Chart 4: Corporate/ITS Hourly Parking Occupancy (Tuesday)



As shown in Chart 4, peak parking occupancy occurred within the lot that supports Corporate at 10:00 a.m. with an overall occupancy rate of approximately 86 percent. This occupancy rate is slightly above the *effective capacity* of the parking supply. During the same time period, the few stalls to the south that support Corporate had an occupancy rate of approximately 50 percent. Also shown in Chart 4, peak parking occupancy occurred within the lot that supports ITS at multiple times throughout the day, including 8:00 a.m., 9:00 a.m., and 10:00 a.m. with an occupancy rate of 100 percent. This occupancy rate is significantly above the *effective capacity* of the parking supply.

Table 4 summarizes detailed information on parking occupancy within the lots that support Corporate and ITS by stall type.

Table 4: Corp/ITS Parking Occupancy by Stall Type

Type of Stall	# of Stalls	# of Vehicles	Peak Occupancy	Stalls Available
Corporate				
Corporate	28	24	86%	4
ITS				
Staff	28	28	100%	0

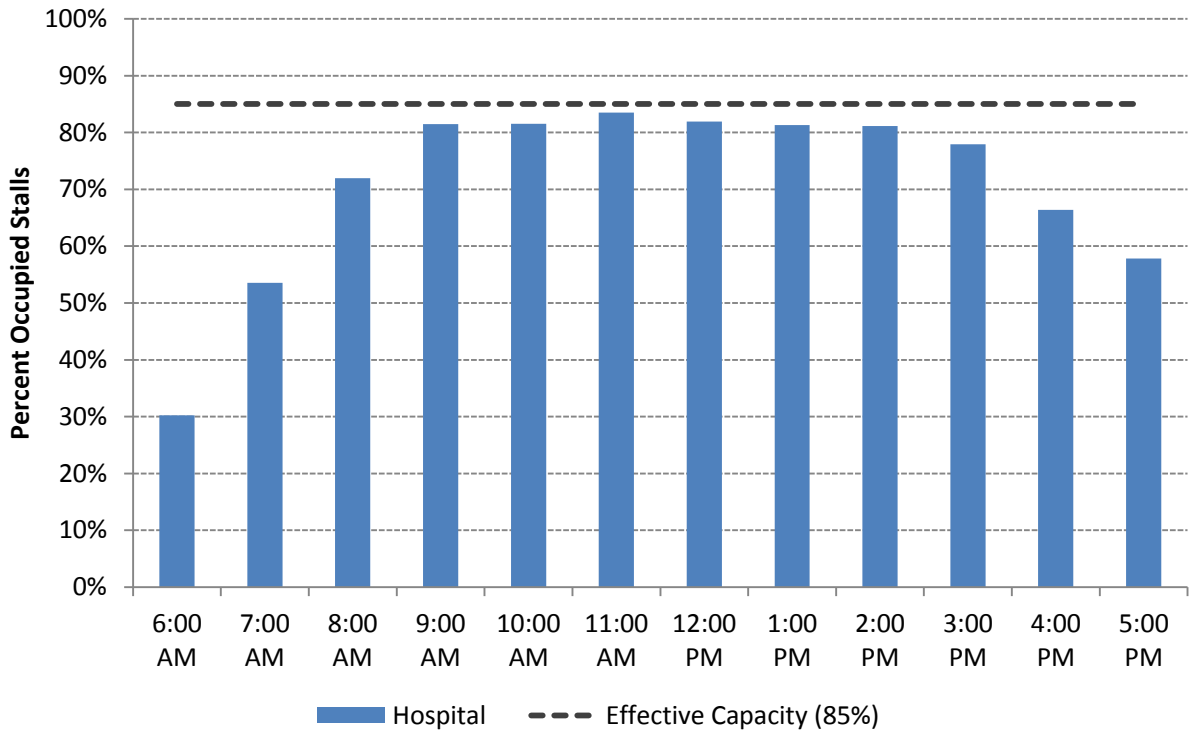
1. The other stalls include stalls designated for couriers, maintenance, and recreational vehicles (RV) of which only the RV's were occupied.

As shown in Table 4, none of the stalls that support Corporate or ITS have capacity to support potential future uses. However, the few stalls located to the south in Lot P that are designated as corporate stalls could be re-designated as regular stalls to support a wider variety of potential future uses (including corporate office).

Hospital

This section summarizes parking demand data for the Hospital. The lots that support the Hospital include Lots B, C, D, E, F (the garage), I, J, and K (lot H also supports the hospital; however, it consists of all ADA stalls, therefore it is not included in the analysis). Chart 5 illustrates the hourly parking occupancy rates that occurred within the lots that support the Hospital on a Tuesday.

Chart 5: Hospital Parking Occupancy (Tuesday)



As shown in Chart 5, peak parking occupancy occurred within the lots that support the hospital at 11:00 a.m. with an overall occupancy rate of approximately 84 percent. This occupancy rate is slightly below the *effective capacity* of the parking supply. However, further review of the data indicates that Lots B, C, D, E, H, I, and J were at or above the *effective capacity* of the parking supply during the peak time period; these lots primarily consist of doctor stalls, patient stalls, and non-designated (regular) stalls each of which were well above the *effective capacity* of the parking supply during the peak time period. The remaining lots, Lot F (the garage) and Lot K, have capacity to support potential future uses. Lot F primarily includes non-designated (regular) and compact stalls and had an occupancy rate of approximately 70 percent during the peak time period. Lot K primarily includes Valet and Corporate stalls and had an occupancy rate of 41 percent during the peak time period.

Table 5 summarizes detailed information on parking occupancy within the lots that support the hospital by stall type.

Table 5: Hospital Parking Occupancy by Stall Type

Type of Stall	# of Stalls	# of Vehicles	Peak Occupancy	Stalls Available
Hospital				
Overall	1,626	1,358	84%	268
Usage by stall type				
Regular	581	417	72%	164
Doctor/Staff	303	272	90%	31
Patient	623	587	94%	36
Valet	69	49	71%	10
Other[1]	50	33	66%	17

1. The other stalls include stalls designated for couriers, maintenance, and recreational vehicles (RV) of which only the RV's were occupied.

As shown in Table 5, the regular (non-designated) stalls, valet stalls, and other stalls that support the hospital have capacity; however, the other stalls are generally reserved for specific uses; therefore, only the regular (non-designated) stalls, valet stalls have capacity to support potential future uses.

Parking Demand Ratio

The parking demand data provided above was combined with building sizes to develop parking demand ratios for the campus as a whole as well as the individual uses within the core campus area. The following summarizes the parking demand ratios.

- Campus wide: 1.86 stalls per 1,000 square-feet (1,841 / 988.973 = 1.86).
- BOMP/CVI: 3.43 stalls per 1,000 square-feet (436 / 127.294 = 3.43)
- Corporate/ITS: 2.13 stalls per 1,000 square-feet (47 / 22.045 = 2.13)
- Hospital: 1.62 stalls per 1,000 square-feet (1,358 / 839.634 = 1.62)

The Parking demand ratios shown above were compared to national standards as described below.

Standard Reference Manual

As indicated above, ITE provides parking generation rates for a wide variety of land uses including hospitals, medical office buildings, and related uses such as general office buildings. The average parking generation rates provided by ITE are generally used to determine how many vehicles to expect during the peak time period for a given use. Table 4 summarizes the average peak parking generation rates provided by ITE and compares them to the calculated rates at Asante.

Table 4: Parking Demand Ratio comparison

Land Use	ITE Code	Average Peak Parking Generation Rate	Calculated Rate	Difference
Campus Wide	610	2.50	1.86	-0.64
Hospital	610	2.50	1.62	-0.88
Medical Office	720	3.20	3.43	+0.23
Office Bulding	701	2.84	2.13	0.71

As shown in Table 2, the average peak parking generation rates provided by ITE are higher than the calculated rates at Asante for the hospital and general office uses and lower than rate for medical office. The parking demand ratios are used below to estimate future parking conditions associated with the future development scenarios.

FUTURE PARKING CONDITIONS

This section documents future parking conditions within Asante's core campus area. This section includes a summary of future parking supply and demand and is based on an evaluation of potential future development scenarios and discussions with Asante staff.

Future Development Scenarios

Per discussions with Asante staff, three potential future development scenarios could impact parking conditions within the core campus area. The scenarios include construction of a new parking structure, construction of a new tower, and demolition of a portion of the south hospital. The following summarizes the future development scenarios and identifies the impacts to parking conditions within the core campus area and potential strategies to minimize the impacts.

New Parking Structure

Asante is proposing to construct a new 535 stall parking structure in the northeast corner of the core campus area. The parking structure will support Asante's existing operations and provide additional capacity for future expansion of the hospital. Access to the parking structure will be provided by a new driveway located along Siskiyou Boulevard approximately 400 feet west of Murphy Road as well as through the existing surface parking lots located south of the corporate office and north of the hospital. The following summarizes parking conditions prior to, during, and following construction of the new parking structure.

As indicated previously in this report, prior to construction of the parking structure, the total parking supply within the core campus area is 2,248 stalls while peak parking demand is 1,841 stalls, or an overall occupancy rate of 81.9 percent. During construction of the parking garage the total parking supply will be reduced by 262 stalls; 162 stalls for the parking structure footprint and 130 stalls for the temporary laydown for construction. During this time period, the overall occupancy rate is expected to increase to 94.1 percent, which could be a challenge given that several of Asante's existing parking facilities operate well below 94.1 percent. *Potential opportunities to increase the parking supply as well as improve the efficiency of the existing parking supply during construction of the new parking structure are described below.*

Table 5: New Parking Structure Phasing Analysis

	Change in Supply	Parking Supply	Parking Demand	Parking Occupancy	Notes
Prior to Construction					
Current parking supply	0	2,248	1,841	81.9%	Campus wide

During Construction					
Parking Structure footprint	(162)	2,086	1,841	88.3%	Removal of 162 stalls
Temporary laydown for construction	(130)	1,956	1,841	94.1%	Temporary removal of 130 stalls
Following Construction					
Removal of temporary laydown	130	2,086	1,841	88.3%	Replacement of 130 stalls
New Parking Structure Complete	535	2,621	1,841	70.2%	Net increase to campus of 373 stalls

As shown in Table 1, following construction of the parking structure, removal of the temporary laydown, and activation of the parking structure, the total parking supply within the core campus area will be 2,621 stalls (a net increase of 373 stalls), while peak parking demand will remain the same at 1,841 stalls, or an overall occupancy rate of 70.2 percent (substantially within the maximum 85th percentile occupancy threshold).

New Tower

Asante is proposing to construct a new 294,000 square-foot tower in the northeast corner of the hospital. The following summarizes parking conditions prior to, during, and following construction of the new tower.

As indicated above, prior to construction of the new tower, the total parking supply within the core campus area will be 2,621 stalls, while peak parking demand will continue to be 1,841 stalls, or an overall occupancy rate of 70.2 percent. During construction of the tower the total parking supply will be reduced by 189 stalls; 19 stalls for the tower footprint and 170 stalls for the temporary laydown for construction. During this time period, the overall occupancy rate is expected to increase to 71.6 percent.

Table 6: New Tower Phasing Analysis

	Change in Supply	Parking Supply	Parking Demand	Parking Occupancy	Notes
Prior to Construction					
Future parking supply (with structure)	0	2,621	1,841	70.2%	Campus wide
During Construction					
Tower Footprint	(19)	2,602	1,841	70.8%	Removal of 19 stalls (12 ADA)
Temporary laydown for construction	(170)	2,432	1,841	71.6%	Temporary removal of 170 stalls
Following Construction					
Removal of temporary laydown with new access road	140	2,572	1,841	71.6%	Replacement of 140 stalls after building back new access road
New Tower Complete	0	2,572	2,388	92.8%	Net increase in peak parking demand associated with new tower

As shown in Table 2, following construction of the tower, removal of the temporary laydown, and activation of the tower, the total parking supply within the core campus area will be 2,572 stalls (a net decrease of 49 stalls), while peak parking demand will be 2,388 stalls (a net increase of 547 stalls), or an overall occupancy rate of 92.8 percent of the parking supply. This increase reflects the net increase in

parking demand associated with the new tower, which was determined by multiplying the parking demand ratio discussed previously in this report (1.86 stalls per 1,000 square-feet) by the 294,000 square-feet of new space, or 1.86 x 294 = 547.

Per discussions with hospital staff, the new space will be occupied, at least in part, by existing uses within the hospital. Therefore, the overall occupancy rate of 92.8 percent may not provide an accurate representation of future parking demand. If, for example, 25 percent of the south hospital were vacated, the overall occupancy rate would drop to 88.9 percent; if 50 percent of the south hospital were vacated, the overall occupancy rate would drop to 81.1 percent. Therefore, the need for potential strategies to address demand associated with the new tower depends on the amount of space (if any) that is vacated from the south hospital. The following section describes the impacts associated with vacating and demolishing the south hospital.

South Hospital

Asante is proposing to demolish 216,065 square-feet of the existing south hospital and reconfigure the adjacent surface parking lot. The following summarizes parking conditions prior to, during, and following demolition of the south hospital.

As indicated above, prior to demolition of the south hospital, the total parking supply within the core campus area will be 2,572 stalls, while peak parking demand will be 2,388 stalls (assuming full utilization of the hospital), or an overall occupancy rate of 92.8 percent. During demolition of the south hospital the total parking supply will decrease by 125 stalls for the temporary laydown for construction; however, peak parking demand will decrease by 402 stalls. This decrease reflects the net decrease in parking demand associated with demolition of the south hospital, which was determined by multiplying the parking demand ratio discussed previously in this report (1.86 stalls per 1,000 square-feet) to the 216,065 square-feet of space to be demolished, or 1.86 x 216.065 = 402. During this time period the overall occupancy rate is expected to be 81.2 percent.

Table 7: South Hospital Phasing Analysis

	Change in Supply	Parking Supply	Parking Demand	Parking Occupancy	Notes
Prior to Demolition					
Future parking supply (with tower)	0	2,572	2,388	92.8%	Campus wide
During Demolition					
Temporary laydown for construction	(125)	2,447	2,388	97.6%	Temporary removal of 125 stalls
Demolition of south hospital	0	2,447	1,986	81.2%	Net decrease in parking demand associated with demolition
Following Demolition					
Removal of temporary laydown with redevelopment of adjacent parking lot	175	2,622	1,986	75.7%	Replacement of 140 stalls after building back new access road

As shown in Table 3, following demolition of the south hospital, removal of the temporary laydown, and redevelopment of the adjacent parking lot, the total parking supply within the core campus area

will be 2,622 stalls (an increase of 175 stalls) while peak parking demand will be 1,986 stalls, or an overall occupancy rate of 75.7 percent (substantially within the maximum 85th percentile occupancy threshold).

POTENTIAL PARKING MANAGEMENT STRATEGIES

As indicated above, there are several times throughout the construction of the new parking garage, the new tower, and demolition of the south hospital when parking demand is expected to exceed the *effective capacity* of the parking supply (85 percent occupancy). During these time periods, it may be necessary for Asante to increase the parking supply or implement strategies to better manage the parking supply. The following provides a summary of several potential parking management strategies that could be implemented by Asante.

Lease off-site parking

Asante could consider leasing a portion of the Ascension Lutheran Church parking lot during construction to increase the parking supply. The church is located in the southwest corner of the core campus area and has up to 118 stalls available for lease (Monday through Friday). If the stalls were available during construction of the parking structure, the overall occupancy rate would decrease from 94.1 percent to 88.8 percent. Similarly, if the stalls were available during demolition of the south tower, the overall occupancy rate would decrease from 97.6 percent to 93.1 percent, in which case additional management strategies would be needed to further reduce parking demand. To fully leverage these off-site parking spaces, Asante would need to likely assign doctors and staff to these spaces as visitors and patients may not be aware of the ability to utilize this parking area.

Develop a new surface parking lot

Asante could consider development of a new surface parking lot within the southwest corner of the core campus area to increase the parking supply. Preliminary estimates of the new surface parking lot indicate that it could provide up to an additional 110 parking stalls. If the stalls were available during construction of the parking structure, the overall occupancy rate would decrease from 94.1 percent to 89.1 percent. Similarly, if the stalls were available during demolition of the south tower, the overall occupancy rate would decrease from 97.6 percent to 93.4 percent, in which case additional management strategies would be needed to further reduce parking demand.

Reallocate space to different user groups

Asante could consider reallocating space within the existing surface parking lots and garage as well as the new parking structure to increase the efficiency of the parking supply. Based on the parking supply and demand data there are several lots that currently exceed the effective capacity of the parking supply and several others that are well below. The lots that are below capacity include the following:

- Lot F (the garage) has an occupancy rate of 70 percent during the peak time period. The majority of the stalls that are available within Lot F are non-designated (regular) and compact stalls. Combined, there are 158 stalls available during the peak time period, the

majority of which area available on the top two floors. Therefore, the first two floors could be re-designated as patient stalls while the top two floor could remain as non-designated (regular) and compact stalls or as visitor stalls.

- Lot H currently has an occupancy rate of 42 percent during the peak time period. While this lot is small and consists of 12 ADA stalls, half of the stalls could be re-designated as reserved or other stalls that are designated for a specific use (i.e. carpool, vanpool, electric vehicle).
- Lot K has an occupancy rate of approximately 41 percent during the peak time period. The majority of stalls that are available within Lot K are designated as valet and corporate stalls. Combined, there are 28 stalls available within Lot K. A significant portion of the valet stalls and all of the corporate stalls could be re-designated as non-designated stalls to support other uses.
- Lots N and O have a combined occupancy rate of 62 percent during the peak time period. The majority of stalls that area available within Lot N and O are patient stalls and permit stalls; however, the permit stalls are designated for specific uses. Therefore, there are 73 patient stalls available during the peak time period. This is one of the only locations within the core campus area where the patient stalls are below the *effective capacity* of the parking supply. Given the proximity of these stalls to other uses within the core campus area, these stalls will likely need to be re-designated as staff stalls.
- Lot S has an occupancy rate of 75 percent during the peak time period. However, if the demand associated with the corporate stalls in Lot K were relocated to Lot S, the occupancy rate would be 82 percent.

Asante could also consider reconfiguring several of its existing parking facilities to increase the number of stalls that area available. Reconfiguring parking facilities can provide incremental improvements to parking capacity. Many times, a designer can find inefficiencies in parking layouts, either in aisle width, turning radii, or landscaping, that can be minimized to create additional supply. Similarly, Asante could consider reconfiguring the east-west roadway that connects Black Oaks Drive to Medical Center Drive to provide on-street parking.

Implement Transportation Demand Management Strategies

Asante could consider implementation of any number of Transportation Demand Management Strategies to reduce the number of people commuting by single occupancy vehicle. The strategies include:

- Parking cash out means that commuters who are offered subsidized parking are also offered the cash equivalent if they use alternative travel modes.
- Travel allowance are a financial payment to employees to cover commuting costs instead of unpriced parking. Commuters can use this money to pay for a parking space or for another travel mode.
- Transit and rideshare benefits are free or discounted transit fares provided by employers. The Rogue Valley Transit District (RVTD) offers two bus pass programs for employers: U-Pass program and Fare Share program. Both programs offer substantial discounts for employers that provide passes for employees (http://www.rvtd.org/Page.asp?NavID=14).

- Provide preferential parking for carpool and vanpool vehicles. Placing the stalls in highly desired parking areas (i.e. closest to building entrances) serve to encourage users to "pool" passengers rather than driving alone.
- Providing enhanced bicycle parking facilities (i.e. bike lockers) near business entrances and in any parking structure or lot will encourage bicycle use as a daily form of transportation. Other end of trip facilities (i.e. locker rooms, showers) can also encourage bicycle use.

FINDINGS AND RECOMMENDATIONS

The results of this analysis indicate that Asante's existing parking supply is sufficient to accommodate existing parking demand; however, there are several areas were parking demand exceeds the effective capacity of the parking supply. In addition, any future development will require changes to the existing parking supply in order to accommodate construction activities as well as the demand associated with the new facilities. The following provides a summary of the findings and recommendations:

Parking Supply

- The overall parking supply consists of 18 surface parking lots and one parking garage with a total of 2,332 parking stalls, including 2,248 general use (non-ADA) parking stalls.
- A majority of stalls are designated for specific use (i.e., ADA, patient, doctor, staff, regular, permit, valet, etc.).
- The campus wide parking supply ratio is 2.27 stalls per 1,000 square-feet; this ratio is well below the national standard rate provided by ITE for suburban hospitals (3.42).

Parking Demand

- Parking demand is generally consistent throughout the week; however, parking demand is highest on Tuesday.

The overall parking supply is sufficient to accommodate overall parking demand; however, there are several areas where parking demand exceeds the *effective capacity* of the parking supply.

  - Parking occupancy within the majority of lots that support the BOMP and CVI are at or above the *effective capacity* of the parking supply; however, Lots N and O operate well below capacity.
  - Parking occupancy with the lots that support Corporate and ITS are above the *effective capacity* of the parking supply; however, the corporate stalls in Lot K operate well below capacity.
  - Parking occupancy within the majority of lots that support the Hospital are at or above the *effective capacity* of the parking supply; however, lots F (the garage) and Lot K operate well below capacity

- The campus wide parking demand ratio is 1.86 stalls per 1,000 square-feet; this ratio is well below the rate found in ITE for a suburban hospital (2.50 stalls per 1,000 square-feet).

Future Parking Conditions

- Development of a new parking structure will increase the parking supply within the core campus area. The resulting occupancy rate will be 70.2 percent. However, during construction of the garage, overall occupancy will increase to 94.1 percent.
    - Potential strategies to address parking demand during construction of the new parking structure are described below
- Development of a new 294,100 square-feet tower will increase parking demand within the core area. The resulting occupancy rate will be 92.8 percent (with the new parking structure completed)
    - Potential strategies to address parking demand following construction of the new tower are described below.
- Demolition of the south hospital will decrease parking demand within the core campus area. The resulting occupancy rate will be 75.7 percent (with the new parking structure and tower completed). However, during demolition of the south hospital, overall occupancy will increase to 97.6 percent.
    - Potential strategies to address parking demand during demolition of the south hospital are described below.

Recommendations

The following recommendations area organized into two categories: strategies to address existing parking conditions and strategies to address parking conditions during construction.

Strategies to address existing parking conditions

As indicated above, the existing parking supply is sufficient to accommodate existing parking demand; however, there are some areas where parking demand exceed the effective capacity of the parking supply. Therefore, one strategy is to reallocate space within the existing surface parking lots to different user groups to increase the efficiency of the parking supply. Asante could consider the following changes to its existing parking lots:

- Re-designate half of the stalls in Lot H to reserved or other stalls that are designated for a specific use (i.e. carpool, vanpool, electric vehicle.
    - Re-designating the stalls to carpool or vanpool stalls could correspond to increased efforts to promote reductions in single occupancy vehicle trips to the campus.
    - Re-designating the stalls to electric vehicle stalls and installing charging station could correspond to increased efforts to provide low emission vehicles
- Re-designate the stalls in Lot K to non-designated (regular) stalls. The stalls could continue to be used by Corporate and/or Valet; however, they could also be used by other as well.
- Re-designate a portion of the stalls within Lots N and O to non-designated (regular stalls)
    - Lots N and O are two of the only lots where occupancy within the patient stalls is below the effective capacity of the parking supply and the non-designated (regular stalls) is above.

- Re-designate the first two floor of the parking garage to patient parking and the top two floors to non-designated (regular) or visitor parking
- Identify opportunities to reconfigure the existing surface parking lots to increase the number of stalls available.
- Reconfigure the east-west connector between Black Oaks Drive and Medical Center Way to provide on-street parking.
- Increase way-finding and signage throughout the campus to direct motorists to available parking by user group.

In addition to these strategies, Asante could consider implementation of any number of Transportation Demand Management Strategies to reduce the number of people commuting by single occupancy vehicle. The strategies include:

- Establish a parking cash out program that offers faculty/staff the cash equivalent to parking on campus if they use alternative travel modes.
- Provide travel allowances to employees to cover the cost of commuting costs if they use alternative travel modes.
- Provide transit and rideshare benefits to faculty/staff. The benefits could include free or discounted transit fares on RVTD (http://www.rvtd.org/Page.asp?NavID=14).
- Provide preferential parking for carpool and vanpool vehicles to reduce the number of single occupancy vehicle trips to the campus.
- Provide electric vehicle charging station to encourage the use of low emission vehicles.
- Providing enhanced bicycle parking facilities and end of trip facilities to encourage bicycle use.

Strategies to address parking conditions during construction

The strategies identified above should increase the efficiency of the parking supply to accommodate some fluctuations in parking demand during construction of the new parking structure and the new tower as well as demolition of the south hospital. However, based on the analysis additional measures may be needed. Asante could consider the following strategies to address parking conditions during construction:

- Lease off-site parking at the Ascension Lutheran Church during. To fully leverage these off-site parking spaces, Asante would need to likely assign doctors and staff to these spaces as visitors and patients may not be aware of the ability to utilize this parking area.
- Develop a new surface parking lot within the southwest corner of the core campus area. Given the location of the new surface parking lot, Asante would need to likely designate the lot as staff parking.
- Implement several of the Transportation Demand Management strategies recommended above.

Attachment A Parking Data

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

7409 SW Tech Center Dr, Ste B150
Tigard, OR 97223
(503) 620-4242

Day

- Friday, 12/8/17
- Monday, 12/4/17
- Thursday, 12/7/17
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Row Labels	Sum of Inventory	Sum of 6:00	Sum of 7:00	Sum of 8:00	Sum of 9:00	Sum of 10:00	Sum of 11:00	Sum of 12:00	Sum of 13:00	Sum of 14:00	Sum of 15:00	Sum of 16:00	Sum of 17:00
A													
ADA	15	1	0	5	7	9	13	9	12	13	13	7	1
Courier	3	0	0	0	2	0	0	0	1	0	0	1	1
Maintenance	1	0	0	0	0	0	0	0	1	1	1	0	0
Patient	151	4	5	58	81	87	84	70	78	75	78	62	29
Permit	75	5	14	48	54	51	59	63	54	52	49	45	27
Staff	5	2	5	5	5	4	4	4	5	5	5	5	3
A Total	**250**	**12**	**24**	**116**	**149**	**151**	**160**	**146**	**151**	**146**	**146**	**120**	**61**
B													
Regular	85	11	17	46	63	62	64	60	67	62	60	49	28
RV	6	4	4	4	4	4	4	5	5	5	5	5	5
Illegal	0	0	0	1	1	0	2	0	0	0	0	0	0
B Total	**91**	**15**	**21**	**51**	**68**	**66**	**70**	**65**	**72**	**67**	**65**	**54**	**33**
C													
Doctor	38	1	4	17	24	27	24	23	25	26	26	23	15
C Total	**38**	**1**	**4**	**17**	**24**	**27**	**24**	**23**	**25**	**26**	**26**	**23**	**15**
D													
Doctor	100	6	14	88	100	100	100	91	98	98	98	86	29
Illegal	0	0	0	0	0	0	1	0	0	0	0	0	0
D Total	**100**	**6**	**14**	**88**	**100**	**100**	**101**	**91**	**98**	**98**	**98**	**86**	**29**
E													
ADA	8	0	1	3	7	8	7	5	8	8	7	3	2
Doctor	22	2	6	12	14	16	15	15	13	14	14	13	12
Patient	48	4	6	12	33	46	41	22	30	32	32	18	4
Regular	22	0	2	5	17	18	20	10	14	16	13	12	6
Street Parking	10	3	10	10	9	10	10	9	9	7	7	7	4
E Total	**110**	**9**	**25**	**42**	**80**	**98**	**93**	**61**	**74**	**77**	**73**	**53**	**28**
F													
Compact	19	3	4	12	14	15	16	15	18	17	15	14	7
Contractor	10	0	0	1	4	4	4	4	4	4	4	4	3
Staff	108	9	25	66	63	69	74	73	70	67	57	48	44
F Total	**137**	**12**	**29**	**79**	**81**	**88**	**94**	**92**	**92**	**88**	**76**	**66**	**54**
G													
Compact	17	3	13	17	17	17	17	16	16	16	15	15	14
Courier	5	4	5	5	5	3	3	4	4	3	2	3	2
Patient	180	45	118	164	172	171	174	175	178	172	172	140	99
Illegal	0	0	0	0	1	1	2	0	0	0	0	0	0
G Total	**202**	**52**	**136**	**186**	**195**	**192**	**196**	**195**	**198**	**191**	**189**	**158**	**115**
Garage													
ADA	2	0	0	0	0	1	0	1	2	0	0	1	0
Compact	118	50	64	64	43	40	41	114	75	64	77	84	45
CVI Patient Only	12	3	3	6	5	6	7	9	9	7	7	8	8
Motorcycle	8	2	2	2	2	2	2	5	6	6	5	6	4
Regular	418	149	173	278	264	236	254	330	240	270	220	167	99
Reserved	9	3	7	4	6	5	6	9	9	9	6	6	7
Garage Total	**567**	**207**	**249**	**354**	**320**	**290**	**310**	**468**	**341**	**356**	**315**	**272**	**163**
H													
ADA	12	0	0	3	4	8	9	5	8	6	5	3	0
H Total	**12**	**0**	**0**	**3**	**4**	**8**	**9**	**5**	**8**	**6**	**5**	**3**	**0**
I + J													
15 Min	2	0	2	2	2	1	2	2	2	2	2	2	0
ADA	13	1	2	2	4	7	10	9	9	10	7	4	8
Apple Sticker	28	9	11	9	19	24	23	25	25	27	26	24	24
Doctor	10	8	6	10	10	10	10	10	10	10	10	10	8
Patient	148	45	107	125	146	147	141	145	147	144	140	118	111
Reserved	3	3	3	2	3	2	2	2	1	2	1	1	2
I + J Total	**204**	**66**	**131**	**150**	**184**	**191**	**188**	**193**	**194**	**195**	**186**	**159**	**153**
K													
Doctor	7	7	3	7	5	5	4	5	5	5	6	5	5
Dumpster	1	0	0	0	1	1	1	1	1	1	1	1	1
Sidewalk space	1	0	0	0	1	1	0	1	1	1	1	1	1
K Total	**9**	**7**	**3**	**7**	**7**	**7**	**5**	**7**	**7**	**7**	**8**	**7**	**7**

L													
ADA	12	4	5	8	8	9	11	8	9	12	9	10	7
Auxiliary	1	0	0	1	1	1	1	1	1	1	1	1	1
Car Pool	2	1	2	2	2	2	2	2	2	1	1	1	1
Doctor	5	0	4	4	5	5	5	3	5	5	5	5	4
Patient	204	48	98	129	184	187	183	187	191	200	176	164	127
Short Term	2	0	0	0	0	0	0	0	0	0	0	0	0
Staff	16	12	16	16	16	16	16	15	15	16	13	8	6
Law Enforcement	1	0	0	0	0	0	0	1	1	1	1	0	0
L Total	**243**	**65**	**125**	**160**	**216**	**220**	**218**	**217**	**224**	**236**	**206**	**189**	**146**
M													
Corporate	28	1	8	16	22	23	22	12	16	22	22	19	6
M Total	**28**	**1**	**8**	**16**	**22**	**23**	**22**	**12**	**16**	**22**	**22**	**19**	**6**
N													
ADA	4	4	1	3	3	3	2	4	4	4	2	3	2
Apple Sticker	14	7	2	7	10	12	12	10	9	10	12	9	5
Compact	1	1	1	1	1	1	1	1	1	1	1	1	1
Courier	6	6	5	4	5	2	4	5	4	6	3	3	5
Doctor	39	16	26	32	33	33	36	33	37	38	36	34	30
Doctor Motorcycle	8	1	3	1	1	1	1	2	2	2	2	2	4
MRI	4	2	3	2	3	1	3	3	2	4	4	4	4
Short Term	3	1	2	1	1	2	1	3	2	1	2	2	2
N Total	**79**	**38**	**43**	**51**	**57**	**55**	**60**	**61**	**61**	**66**	**62**	**58**	**53**
O													
ADA	1	0	0	0	0	0	0	0	0	0	0	1	0
Staff	28	3	9	25	28	28	25	23	28	28	26	25	3
O Total	**29**	**3**	**9**	**25**	**28**	**28**	**25**	**23**	**28**	**28**	**26**	**26**	**3**
P													
ADA	2	0	0	0	0	0	0	0	0	0	0	0	0
Corporate	10	0	0	1	1	4	2	0	3	1	0	0	0
Valet	39	5	5	2	3	6	8	12	20	16	14	10	7
P Total	**51**	**5**	**5**	**3**	**4**	**10**	**10**	**12**	**23**	**17**	**14**	**10**	**7**
Q													
Patient	62	7	12	19	26	37	40	42	46	46	38	29	32
Staff	58	14	39	51	57	54	54	52	50	50	46	37	29
Q Total	**120**	**21**	**51**	**70**	**83**	**91**	**94**	**94**	**96**	**96**	**84**	**66**	**61**
R													
ADA	14	1	2	7	8	12	13	13	12	10	10	7	8
Valet	30	5	4	10	19	29	26	28	29	24	16	18	18
R Total	**44**	**6**	**6**	**17**	**27**	**41**	**39**	**41**	**41**	**34**	**26**	**25**	**26**
S													
ADA	1	1	1	1	1	1	1	1	1	1	1	1	1
Patient	17	9	7	10	11	15	15	17	16	16	17	16	17
S Total	**18**	**10**	**8**	**11**	**12**	**16**	**16**	**18**	**17**	**17**	**18**	**17**	**18**
Grand Total	**2332**	**536**	**891**	**1446**	**1661**	**1702**	**1734**	**1824**	**1766**	**1773**	**1645**	**1411**	**978**

Quality Counts
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A													
ADA	15	2	1	8	12	14	14	8	11	12	14	9	1
Courier	3	0	0	0	2	1	0	0	0	0	0	1	2
Maintenance	1	0	0	0	0	0	0	0	0	1	1	0	0
Patient	151	2	4	66	85	100	78	51	57	73	70	53	26
Permit	75	1	13	40	54	57	58	51	59	52	51	46	26
Staff	5	1	5	5	5	5	5	5	5	5	5	5	3
A Total	**250**	**6**	**23**	**119**	**158**	**177**	**155**	**115**	**132**	**143**	**141**	**114**	**58**
B													
Regular	85	5	15	52	69	73	73	68	70	70	67	61	32
RV	6	5	5	5	5	5	5	5	5	5	5	5	5
B Total	**91**	**10**	**20**	**57**	**74**	**78**	**78**	**73**	**75**	**75**	**72**	**66**	**37**
C													
Doctor	38	2	5	15	25	27	26	24	25	26	25	23	22
C Total	**38**	**2**	**5**	**15**	**25**	**27**	**26**	**24**	**25**	**26**	**25**	**23**	**22**
D													
Doctor	100	5	23	93	100	98	99	96	99	97	95	91	32
D Total	**100**	**5**	**23**	**93**	**100**	**98**	**99**	**96**	**99**	**97**	**95**	**91**	**32**
E													
ADA	8	0	3	3	6	8	8	5	4	7	5	2	0
Doctor	22	1	6	14	18	19	19	18	17	17	17	15	9
Patient	48	6	6	17	39	44	46	28	30	39	36	19	8
Regular	22	0	2	6	14	16	17	18	21	16	16	11	3
Street Parking	10	2	9	10	10	10	10	10	9	10	9	7	4
E Total	**110**	**9**	**26**	**50**	**87**	**97**	**100**	**79**	**81**	**89**	**83**	**54**	**24**
F													
Compact	19	2	7	19	19	19	19	16	18	17	16	13	8
Contractor	10	0	0	1	2	3	2	2	3	3	3	3	2
Staff	108	6	29	99	95	96	100	95	87	89	82	65	48
F Total	**137**	**8**	**36**	**119**	**116**	**118**	**121**	**113**	**108**	**109**	**101**	**81**	**58**
G													
Compact	17	6	17	17	17	17	17	17	17	17	16	12	9
Courier	5	1	4	5	5	4	4	3	3	2	2	4	3
Patient	180	64	141	176	178	178	176	178	176	179	171	132	116
Illegal	0	0	0	5	7	3	3	0	0	0	0	0	0
G Total	**202**	**71**	**162**	**203**	**207**	**202**	**200**	**198**	**196**	**198**	**189**	**148**	**128**
Garage													
ADA	2	0	0	0	0	0	0	0	0	0	0	1	0
Compact	118	32	43	72	82	88	89	87	91	88	82	72	51
CVI Patient Only	12	5	1	6	7	9	10	10	7	12	9	9	6
Motorcycle	8	2	2	2	2	1	2	6	6	6	6	4	4
Regular	418	161	250	296	336	280	289	277	272	271	258	207	235
Reserved	9	4	5	5	5	3	7	7	7	8	7	5	4
Garage Total	**567**	**204**	**301**	**381**	**432**	**381**	**397**	**387**	**383**	**385**	**362**	**298**	**300**
H													
ADA	12	0	1	6	6	6	5	3	3	3	2	2	1
H Total	**12**	**0**	**1**	**6**	**6**	**6**	**5**	**3**	**3**	**3**	**2**	**2**	**1**
I + J													
15 Min	2	2	2	2	2	1	2	2	2	2	2	2	2
ADA	13	2	2	5	6	6	8	4	7	11	7	7	6
Apple Sticker	28	12	15	15	23	25	26	27	27	25	25	23	19
Doctor	10	1	3	9	10	10	10	0	10	9	10	9	8
Patient	148	55	95	99	108	134	141	141	142	148	142	127	110
Reserved	3	1	3	1	0	2	0	0	1	2	2	2	1
I + J Total	**204**	**73**	**120**	**131**	**149**	**178**	**187**	**174**	**189**	**197**	**188**	**170**	**146**
K													
Doctor	7	0	1	7	3	5	5	5	4	7	6	6	4
Dumpster	1	0	0	0	0	0	0	1	1	1	1	1	1
Sidewalk space	1	0	0	0	0	0	0	0	0	0	0	0	0
K Total	**9**	**0**	**1**	**7**	**3**	**5**	**5**	**6**	**5**	**8**	**7**	**7**	**5**
L													
ADA	12	4	5	5	12	12	11	10	11	11	10	7	6

Auxiliary	1	0	0	1	1	1	1	1	1	0	0	0	1
Car Pool	2	2	2	2	2	2	2	2	2	2	2	0	0
Doctor	5	1	3	5	4	3	3	3	5	5	5	3	3
Patient	204	45	102	153	193	190	188	196	192	186	182	161	128
Short Term	2	0	0	2	1	0	1	0	0	0	1	0	0
Staff	16	15	16	16	16	16	16	16	16	15	12	10	2
Law Enforcement	1	1	1	1	1	0	0	0	1	1	1	1	0
L Total	**243**	**68**	**129**	**185**	**230**	**224**	**222**	**228**	**228**	**220**	**213**	**182**	**140**
M													
Corporate	28	0	4	14	22	24	21	16	19	20	20	20	10
M Total	**28**	**0**	**4**	**14**	**22**	**24**	**21**	**16**	**19**	**20**	**20**	**20**	**10**
N													
ADA	4	1	1	3	3	3	4	4	4	4	2	1	3
Apple Sticker	14	1	1	6	11	13	13	11	12	13	13	12	9
Compact	1	1	1	1	0	1	1	1	1	0	0	1	1
Courier	6	4	5	4	5	2	4	5	4	5	4	4	6
Doctor	39	20	26	30	37	39	39	36	37	38	39	34	31
Doctor Motorcycle	8	2	2	0	0	0	0	2	2	2	2	2	2
MRI	4	3	2	3	3	4	4	4	4	4	4	4	3
Short Term	3	2	2	2	1	2	1	3	3	2	2	3	1
Illegal	0	0	0	0	0	2	2	0	0	0	0	0	0
N Total	**79**	**34**	**40**	**49**	**60**	**66**	**68**	**66**	**67**	**68**	**66**	**61**	**56**
O													
ADA	1	0	0	0	0	0	0	0	0	0	0	0	0
Staff	28	4	9	28	28	28	26	24	27	27	26	19	5
Illegal	0	0	0	0	0	0	0	1	1	1	1	1	1
O Total	**29**	**4**	**9**	**28**	**28**	**28**	**26**	**25**	**28**	**28**	**27**	**20**	**6**
P													
ADA	2	0	0	0	0	1	0	0	0	0	0	0	0
Corporate	10	0	0	0	0	5	2	2	1	3	2	1	1
Valet	39	5	5	1	3	8	19	18	14	12	12	9	8
P Total	**51**	**5**	**5**	**1**	**3**	**14**	**21**	**20**	**15**	**15**	**14**	**10**	**9**
Q													
Patient	62	6	17	28	54	59	56	60	55	52	56	52	43
Staff	58	16	54	57	58	56	58	57	58	55	54	48	38
Q Total	**120**	**22**	**71**	**85**	**112**	**115**	**114**	**117**	**113**	**107**	**110**	**100**	**81**
R													
ADA	14	3	5	5	9	11	11	11	10	13	11	9	7
Valet	30	5	5	12	22	29	30	25	23	22	22	21	17
R Total	**44**	**8**	**10**	**17**	**31**	**40**	**41**	**36**	**33**	**35**	**33**	**30**	**24**
S													
ADA	1	1	1	1	1	1	1	1	1	1	1	1	1
Patient	17	9	9	10	12	16	16	16	17	16	14	17	15
S Total	**18**	**10**	**10**	**11**	**13**	**17**	**17**	**17**	**18**	**17**	**15**	**18**	**16**
Grand Total	**2332**	**539**	**996**	**1571**	**1856**	**1895**	**1903**	**1793**	**1817**	**1840**	**1763**	**1495**	**1153**

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Row Labels	Sum of Inventory	Sum of 6:00	Sum of 7:00	Sum of 8:00	Sum of 9:00	Sum of 10:00	Sum of 11:00	Sum of 12:00	Sum of 13:00	Sum of 14:00	Sum of 15:00	Sum of 16:00	Sum of 17:00
A													
ADA	15	2	1	6	8	11	13	10	7	12	6	3	1
Courier	3	0	0	1	1	1	0	0	1	1	1	0	0
Maintenance	1	0	0	0	0	0	0	0	0	0	0	0	0
Patient	151	8	16	57	65	62	60	48	49	70	63	45	18
Permit	75	4	23	36	48	47	52	47	52	47	41	28	9
Staff	5	2	5	5	5	4	5	5	5	5	5	3	1
A Total	**250**	**16**	**45**	**105**	**127**	**125**	**130**	**110**	**114**	**135**	**116**	**79**	**29**
B													
Regular	85	11	27	65	67	66	71	64	63	64	57	56	30
RV	6	5	5	5	5	5	5	5	5	6	6	6	6
Illegal	0	0	0	0	0	0	0	0	2	1	0	0	0
B Total	**91**	**16**	**32**	**70**	**72**	**71**	**76**	**69**	**70**	**71**	**63**	**62**	**36**
C													
Doctor	38	2	6	17	23	25	25	20	20	18	20	18	8
C Total	**38**	**2**	**6**	**17**	**23**	**25**	**25**	**20**	**20**	**18**	**20**	**18**	**8**
D													
Doctor	100	8	39	99	100	100	98	90	97	95	95	80	26
D Total	**100**	**8**	**39**	**99**	**100**	**100**	**98**	**90**	**97**	**95**	**95**	**80**	**26**
E													
ADA	8	0	0	2	8	8	7	7	8	6	6	1	1
Doctor	22	3	13	22	19	18	19	16	19	19	18	12	7
Patient	48	6	6	16	36	44	48	36	45	37	31	14	7
Regular	22	0	4	18	21	22	21	17	21	20	12	8	4
Street Parking	10	8	10	10	10	9	10	10	9	8	8	6	4
E Total	**110**	**17**	**33**	**68**	**94**	**101**	**105**	**86**	**102**	**90**	**75**	**41**	**23**
F													
Compact	19	0	3	15	18	19	19	19	19	17	15	14	5
Contractor	10	0	0	1	1	2	1	1	1	1	2	2	1
Staff	108	4	24	48	75	85	94	84	91	91	77	68	56
F Total	**137**	**4**	**27**	**64**	**94**	**106**	**114**	**104**	**111**	**109**	**94**	**84**	**62**
G													
Compact	17	3	15	17	17	17	17	17	17	17	17	16	12
Courier	5	4	4	5	5	5	5	4	4	5	5	4	3
Patient	180	53	129	176	179	179	174	177	178	180	173	135	85
Illegal	0	0	0	4	5	5	5	5	5	5	4	4	0
G Total	**202**	**60**	**148**	**202**	**206**	**206**	**201**	**203**	**204**	**207**	**199**	**159**	**100**
Garage													
ADA	2	0	0	0	0	0	0	0	0	0	0	0	0
Compact	118	21	45	72	78	81	87	85	87	86	82	70	46
CVI Patient Only	12	3	3	10	10	11	10	8	8	8	8	5	3
Motorcycle	8	0	0	0	0	0	0	0	0	2	2	1	1
Regular	418	97	197	252	250	269	277	265	273	268	256	210	183
Reserved	9	6	7	7	7	7	7	6	6	6	5	3	3
Garage Total	**567**	**127**	**252**	**341**	**345**	**368**	**381**	**364**	**374**	**370**	**353**	**289**	**236**
H													
ADA	12	0	0	4	5	5	5	6	5	5	3	3	1
H Total	**12**	**0**	**0**	**4**	**5**	**5**	**5**	**6**	**5**	**5**	**3**	**3**	**1**
I + J													
15 Min	2	1	1	0	2	2	2	2	2	1	1	0	0
ADA	13	1	2	1	9	8	8	10	10	10	7	5	6
Apple Sticker	28	9	13	12	24	27	26	25	26	23	22	23	24
Doctor	10	0	5	8	10	10	10	10	9	10	10	7	7
Patient	148	34	107	111	139	141	145	142	135	142	129	121	113
Reserved	3	1	1	0	1	2	3	2	2	2	3	3	2
Illegal	0	0	0	0	0	0	1	3	2	1	1	1	1
I + J Total	**204**	**46**	**129**	**132**	**185**	**190**	**195**	**194**	**186**	**189**	**173**	**160**	**153**
K													
Doctor	7	0	5	7	5	7	5	5	3	5	4	5	7
Dumpster	1	1	1	1	1	1	1	1	1	1	1	1	0
Sidewalk space	1	0	0	1	1	1	1	1	1	1	1	1	1
K Total	**9**	**1**	**6**	**9**	**7**	**9**	**7**	**7**	**5**	**7**	**6**	**7**	**8**

L													
ADA	12	2	3	5	6	12	10	8	8	5	7	7	8
Auxiliary	1	0	0	1	1	1	1	0	0	1	1	1	1
Car Pool	2	2	2	2	2	2	2	2	2	2	2	0	0
Doctor	5	1	2	2	3	2	2	4	4	3	4	2	2
Patient	204	61	124	154	181	199	191	195	199	169	172	152	115
Short Term	2	0	0	1	1	1	1	1	0	0	0	0	0
Staff	16	13	16	16	16	16	15	16	16	13	13	12	7
Law Enforcement	1	1	1	0	0	0	0	1	1	1	1	0	0
L Total	**243**	**80**	**148**	**181**	**210**	**233**	**222**	**227**	**230**	**194**	**200**	**174**	**133**
M													
Corporate	28	0	5	18	18	22	19	16	20	23	23	17	1
M Total	**28**	**0**	**5**	**18**	**18**	**22**	**19**	**16**	**20**	**23**	**23**	**17**	**1**
N													
ADA	4	1	2	1	4	3	3	4	3	3	0	1	2
Apple Sticker	14	3	3	2	5	9	12	10	11	14	11	11	7
Compact	1	1	1	1	1	1	1	1	1	1	1	1	1
Courier	6	4	4	4	4	3	4	5	6	5	2	5	3
Doctor	39	19	21	33	36	35	33	31	36	37	38	36	30
Doctor Motorcycle	8	2	2	2	0	0	0	0	0	0	0	0	0
MRI	4	3	4	1	4	4	4	4	4	3	4	3	4
Short Term	3	2	1	0	2	2	2	1	3	1	1	0	2
Illegal	0	0	0	0	1	0	0	0	2	1	2	1	0
N Total	**79**	**35**	**38**	**44**	**57**	**57**	**59**	**56**	**66**	**65**	**59**	**58**	**49**
O													
ADA	1	0	0	0	0	0	0	0	0	0	0	0	0
Staff	28	5	14	28	28	27	22	23	27	28	26	17	4
O Total	**29**	**5**	**14**	**28**	**28**	**27**	**22**	**23**	**27**	**28**	**26**	**17**	**4**
P													
ADA	2	0	0	0	0	1	1	1	0	0	0	0	0
Corporate	10	0	0	1	1	3	3	1	1	5	7	7	1
Valet	39	9	3	3	4	11	30	28	22	19	16	10	9
P Total	**51**	**9**	**3**	**4**	**5**	**15**	**34**	**30**	**23**	**24**	**23**	**17**	**10**
Q													
Patient	62	12	31	30	50	61	61	62	60	52	47	44	42
Staff	58	18	49	58	58	58	58	57	57	56	49	44	33
Q Total	**120**	**30**	**80**	**88**	**108**	**119**	**119**	**119**	**117**	**108**	**96**	**88**	**75**
R													
ADA	14	3	3	6	13	12	10	13	13	12	10	8	6
Valet	30	4	6	15	24	30	29	29	25	22	21	21	22
R Total	**44**	**7**	**9**	**21**	**37**	**42**	**39**	**42**	**38**	**34**	**31**	**29**	**28**
S													
ADA	1	0	0	0	1	1	1	1	1	1	1	1	1
Patient	17	9	10	13	17	16	15	12	17	16	13	17	17
Illegal	0	0	0	0	0	1	0	0	0	0	0	0	0

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

7409 SW Tech Center Dr, Ste B150
Tigard, OR 97223
(503) 620-4242

Day

- Friday, 12/8/17
- Monday, 12/4/17
- Thursday, 12/7/17
- Tuesday, 12/5/17
- Wednesday, 12/6/17

Row Labels	Sum of Inventory	Sum of 6:00	Sum of 7:00	Sum of 8:00	Sum of 9:00	Sum of 10:00	Sum of 11:00	Sum of 12:00	Sum of 13:00	Sum of 14:00	Sum of 15:00	Sum of 16:00	Sum of 17:00
A													
ADA	15	1	1	6	7	12	8	9	11	12	8	4	3
Courier	3	0	0	1	1	1	1	1	1	1	1	0	1
Maintenance	1	0	0	0	0	0	0	0	0	1	0	0	0
Patient	151	4	12	61	74	85	61	50	64	78	75	48	16
Permit	75	1	21	62	54	53	50	43	48	49	47	33	15
Staff	5	2	5	5	5	5	5	5	5	5	5	3	1
A Total	**250**	**8**	**39**	**135**	**141**	**156**	**125**	**108**	**129**	**146**	**136**	**88**	**36**
B													
Regular	85	12	28	60	70	69	66	66	66	66	58	49	29
RV	6	6	6	6	6	6	6	6	6	6	6	6	5
Illegal	0	0	0	0	0	0	0	1	2	1	0	1	0
B Total	**91**	**18**	**34**	**66**	**76**	**75**	**72**	**73**	**74**	**73**	**64**	**56**	**34**
C													
Doctor	38	1	7	17	21	21	22	19	20	20	19	17	14
C Total	**38**	**1**	**7**	**17**	**21**	**21**	**22**	**19**	**20**	**20**	**19**	**17**	**14**
D													
Doctor	100	6	42	99	99	99	97	98	99	99	91	71	30
D Total	**100**	**6**	**42**	**99**	**99**	**99**	**97**	**98**	**99**	**99**	**91**	**71**	**30**
E													
ADA	8	0	3	5	7	7	8	5	7	7	2	1	1
Doctor	22	3	8	16	18	18	19	16	17	18	16	13	9
Patient	48	3	5	12	36	39	41	24	34	43	36	27	17
Regular	22	0	5	15	17	20	16	16	17	15	15	6	4
Street Parking	10	5	10	10	9	9	9	8	7	8	7	6	3
E Total	**110**	**11**	**31**	**58**	**87**	**93**	**93**	**69**	**82**	**91**	**76**	**53**	**34**
F													
Compact	19	0	4	14	19	17	17	16	16	15	15	12	4
Contractor	10	0	0	1	3	3	2	2	3	6	5	5	3
Staff	108	4	27	51	91	72	73	76	78	75	67	56	48
F Total	**137**	**4**	**31**	**66**	**113**	**92**	**92**	**94**	**97**	**96**	**87**	**73**	**55**
G													
Compact	17	8	17	17	17	16	16	16	16	16	16	13	9
Courier	5	2	3	5	5	4	5	5	5	5	4	5	4
Patient	180	54	128	180	178	172	171	172	176	174	168	127	85
Illegal	0	0	0	5	7	4	5	4	5	5	5	4	0
G Total	**202**	**64**	**148**	**207**	**207**	**196**	**197**	**197**	**202**	**200**	**193**	**149**	**98**
Garage													
ADA	2	0	0	0	0	0	0	0	0	0	0	0	0
Compact	118	25	41	62	75	81	84	81	83	82	78	77	42
CVI Patient Only	12	8	4	9	1	4	8	6	7	6	5	4	1
Motorcycle	8	0	0	0	0	0	0	0	0	0	0	0	0
Regular	418	120	207	213	243	260	261	263	266	260	238	189	162
Reserved	9	7	5	5	7	9	8	8	8	8	7	3	2
Garage Total	**567**	**160**	**257**	**289**	**326**	**354**	**361**	**358**	**364**	**356**	**328**	**273**	**207**
H													
ADA	12	0	1	5	5	2	3	4	5	5	3	3	1
H Total	**12**	**0**	**1**	**5**	**5**	**2**	**3**	**4**	**5**	**5**	**3**	**3**	**1**
I + J													
15 Min	2	2	2	0	2	1	0	0	0	2	0	0	1
ADA	13	1	2	2	5	8	8	9	10	10	9	6	4
Apple Sticker	28	7	10	12	21	23	24	26	27	24	25	22	21
Doctor	10	2	6	7	10	10	10	10	9	9	10	8	6
Patient	148	61	98	107	139	138	145	144	142	138	139	117	101
Reserved	3	2	3	3	3	3	3	3	3	3	3	1	2
Illegal	0	0	0	0	0	1	1	2	2	2	2	2	2
I + J Total	**204**	**75**	**121**	**131**	**180**	**184**	**191**	**194**	**193**	**188**	**188**	**156**	**137**
K													
Doctor	7	0	0	4	6	4	4	3	4	4	2	4	4
Dumpster	1	0	1	1	1	1	1	1	1	1	1	1	1
Sidewalk space	1	0	0	1	1	1	1	1	1	1	1	1	1
K Total	**9**	**0**	**1**	**6**	**8**	**6**	**6**	**5**	**6**	**6**	**4**	**6**	**6**

L													
ADA	12	1	6	7	10	8	10	10	11	10	10	7	9
Auxiliary	1	0	0	1	1	1	1	0	0	0	0	0	0
Car Pool	2	2	2	2	2	2	2	2	2	2	2	2	2
Doctor	5	1	3	4	5	4	5	5	3	3	3	2	1
Patient	204	48	164	164	184	191	200	200	196	188	177	144	109
Short Term	2	0	0	0	0	0	1	0	0	0	0	0	0
Staff	16	14	15	16	15	16	15	16	16	13	16	10	9
Law Enforcement	1	0	0	0	0	0	0	1	1	0	0	0	0
L Total	**243**	**66**	**190**	**194**	**217**	**222**	**234**	**234**	**229**	**216**	**208**	**165**	**130**
M													
Corporate	28	1	7	18	20	21	21	16	22	21	23	16	2
M Total	**28**	**1**	**7**	**18**	**20**	**21**	**21**	**16**	**22**	**21**	**23**	**16**	**2**
N													
ADA	4	1	2	3	4	4	4	4	4	4	3	4	3
Apple Sticker	14	5	6	4	6	12	12	10	10	9	6	8	4
Compact	1	1	1	1	1	0	0	1	1	1	1	1	1
Courier	6	6	5	5	3	3	4	5	5	5	4	5	4
Doctor	39	17	30	30	35	34	36	39	38	36	34	31	25
Doctor Motorcycle	8	2	2	2	0	0	0	0	1	1	1	1	1
MRI	4	3	4	2	2	3	4	3	2	3	4	4	3
Short Term	3	2	2	3	2	2	3	2	1	3	2	3	2
Illegal	0	0	0	1	2	1	1	1	1	1	1	2	1
N Total	**79**	**37**	**52**	**51**	**55**	**59**	**64**	**65**	**63**	**63**	**56**	**59**	**44**
O													
ADA	1	0	0	0	0	0	0	0	0	0	0	0	0
Staff	28	4	15	28	25	28	23	26	28	24	25	15	5
Illegal	0	0	0	1	1	1	1	1	1	1	0	0	0
O Total	**29**	**4**	**15**	**29**	**26**	**29**	**24**	**27**	**29**	**25**	**25**	**15**	**5**
P													
ADA	2	0	0	0	0	0	0	0	0	0	0	0	0
Corporate	10	1	1	2	3	4	4	2	5	6	2	3	1
Valet	39	5	1	3	6	9	10	14	18	22	15	12	5
P Total	**51**	**6**	**2**	**5**	**9**	**13**	**14**	**16**	**23**	**28**	**17**	**15**	**6**
Q													
Patient	62	10	26	36	57	59	61	60	57	52	47	45	26
Staff	58	11	52	58	58	58	58	58	58	58	51	43	29
Q Total	**120**	**21**	**78**	**94**	**115**	**117**	**119**	**118**	**115**	**110**	**98**	**88**	**55**
R													
ADA	14	4	4	5	13	11	9	13	11	12	11	9	11
Valet	30	6	7	17	24	30	27	28	29	25	22	18	17
R Total	**44**	**10**	**11**	**22**	**37**	**41**	**36**	**41**	**40**	**37**	**33**	**27**	**28**
S													
ADA	1	0	1	1	1	1	1	1	1	0	1	0	1
Patient	17	11	11	14	15	17	16	14	14	14	17	16	17

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

7409 SW Tech Center Dr, Ste B150
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Day

- Friday, 12/8/17
- Monday, 12/4/17
- Thursday, 12/7/17
- Tuesday, 12/5/17
- Wednesday, 12/6/17

Row Labels	Sum of Inventory	Sum of 6:00	Sum of 7:00	Sum of 8:00	Sum of 9:00	Sum of 10:00	Sum of 11:00	Sum of 12:00	Sum of 13:00	Sum of 14:00	Sum of 15:00	Sum of 16:00	Sum of 17:00
A													
ADA	15	0	0	3	10	8	8	4	9	8	5	4	2
Courier	3	0	0	1	1	3	0	0	1	1	0	1	0
Maintenance	1	0	0	0	0	0	0	0	0	0	0	0	0
Patient	151	5	5	46	57	55	55	44	49	51	47	27	13
Permit	75	1	12	24	24	31	32	22	23	28	24	17	7
Staff	5	1	5	5	4	5	5	5	4	5	4	3	1
A Total	**250**	**7**	**22**	**79**	**96**	**102**	**100**	**75**	**86**	**93**	**80**	**52**	**23**
B													
Regular	85	11	19	42	40	45	56	44	41	42	35	29	12
RV	6	5	5	5	5	5	5	5	5	4	4	4	5
Illegal	0	0	0	1	1	1	1	1	1	1	1	1	0
B Total	**91**	**16**	**24**	**48**	**46**	**51**	**62**	**50**	**47**	**47**	**40**	**34**	**17**
C													
Doctor	38	0	2	7	14	15	15	20	14	14	11	7	9
C Total	**38**	**0**	**2**	**7**	**14**	**15**	**15**	**20**	**14**	**14**	**11**	**7**	**9**
D													
Doctor	100	5	17	86	88	92	94	83	88	84	75	66	24
D Total	**100**	**5**	**17**	**86**	**88**	**92**	**94**	**83**	**88**	**84**	**75**	**66**	**24**
E													
ADA	8	0	0	4	6	8	8	4	6	3	3	3	0
Doctor	22	1	6	13	16	17	17	16	15	13	12	11	10
Patient	48	4	3	14	34	44	40	27	32	26	29	23	8
Regular	22	1	3	7	10	17	17	13	14	8	8	5	2
Street Parking	10	4	9	10	10	10	10	9	9	8	8	5	3
E Total	**110**	**10**	**21**	**48**	**76**	**96**	**92**	**69**	**76**	**58**	**60**	**47**	**23**
F													
Compact	19	1	4	10	11	12	12	11	14	14	12	11	4
Contractor	10	0	0	1	1	1	1	1	1	1	1	1	0
Staff	108	3	25	23	38	47	55	48	49	46	44	40	45
F Total	**137**	**4**	**29**	**34**	**50**	**60**	**68**	**60**	**64**	**61**	**57**	**52**	**49**
G													
Compact	17	5	14	17	17	17	17	17	17	17	15	12	10
Courier	5	4	5	5	5	4	3	3	3	2	2	1	1
Patient	180	44	98	139	150	155	158	153	158	160	145	110	80
G Total	**202**	**53**	**117**	**161**	**172**	**176**	**178**	**173**	**178**	**179**	**162**	**123**	**91**
Garage													
ADA	2	0	0	0	0	0	0	0	0	0	0	0	0
Compact	118	27	40	55	71	72	75	70	71	72	67	64	46
CVI Patient Only	12	8	3	4	6	7	8	7	7	6	7	4	1
Motorcycle	8	1	1	0	0	0	1	1	1	1	1	1	1
Regular	418	114	185	230	263	274	277	268	213	203	179	139	114
Reserved	9	5	6	5	9	8	9	8	8	7	6	4	5
Garage Total	**567**	**155**	**235**	**294**	**349**	**361**	**370**	**354**	**300**	**289**	**260**	**212**	**167**
H													
ADA	12	0	0	4	4	4	5	6	5	4	2	2	0
H Total	**12**	**0**	**0**	**4**	**4**	**4**	**5**	**6**	**5**	**4**	**2**	**2**	**0**
I + J													
15 Min	2	0	1	1	1	0	0	0	1	1	1	1	1
ADA	13	0	2	7	9	10	10	9	9	8	8	4	3
Apple Sticker	28	15	20	18	21	27	25	23	24	23	25	21	21
Doctor	10	1	4	5	8	9	8	8	9	10	10	9	4
Patient	148	67	101	109	129	140	146	136	137	143	129	122	116
Reserved	3	1	1	0	2	2	2	3	3	3	2	2	2
Illegal	0	0	0	0	0	0	0	1	2	1	1	1	1
I + J Total	**204**	**84**	**129**	**140**	**170**	**188**	**191**	**180**	**185**	**189**	**176**	**160**	**148**
K													
Doctor	7	1	1	5	6	6	5	4	4	3	4	3	4
Dumpster	1	0	1	1	1	1	1	1	1	1	1	1	0
Sidewalk space	1	0	0	0	0	0	1	0	0	0	0	0	0
K Total	**9**	**1**	**2**	**6**	**7**	**7**	**7**	**5**	**5**	**4**	**5**	**4**	**4**
L													

ADA	12	5	9	11	9	10	9	9	9	8	8	9	8
Auxiliary	1	0	0	1	1	1	1	1	0	0	0	0	0
Car Pool	2	2	2	2	2	2	2	2	2	1	1	0	0
Doctor	5	0	3	4	4	5	4	5	4	4	5	4	2
Patient	204	45	105	151	166	183	187	178	187	168	177	154	115
Short Term	2	0	0	0	0	1	0	1	0	0	1	0	0
Staff	16	9	16	16	16	16	16	16	15	14	16	11	11
Law Enforcement	1	0	0	0	0	1	1	0	0	0	0	0	0
L Total	**243**	**61**	**135**	**185**	**198**	**219**	**220**	**212**	**217**	**195**	**208**	**178**	**136**
M													
Corporate	28	0	4	16	21	20	19	11	18	17	19	18	1
M Total	**28**	**0**	**4**	**16**	**21**	**20**	**19**	**11**	**18**	**17**	**19**	**18**	**1**
N													
ADA	4	1	1	3	4	4	4	4	4	4	4	4	3
Apple Sticker	14	6	8	5	9	14	13	7	10	10	12	13	6
Compact	1	0	1	1	1	1	1	1	1	1	0	0	0
Courier	6	5	5	5	4	3	4	4	4	5	4	3	5
Doctor	39	19	23	28	34	33	33	32	34	36	35	33	25
Doctor Motorcycle	8	2	2	2	0	0	0	1	1	1	1	1	1
MRI	4	3	3	2	1	4	2	3	4	4	2	4	2
Short Term	3	2	1	2	1	2	0	1	0	3	2	2	1
Illegal	0	0	0	1	1	1	3	1	1	1	1	1	2
N Total	**79**	**38**	**44**	**49**	**55**	**62**	**60**	**54**	**59**	**65**	**61**	**61**	**45**
O													
ADA	1	0	0	0	0	0	0	0	0	0	0	0	0
Staff	28	4	11	25	28	26	24	16	20	24	20	11	3
O Total	**29**	**4**	**11**	**25**	**28**	**26**	**24**	**16**	**20**	**24**	**20**	**11**	**3**
P													
ADA	2	0	0	0	0	0	0	0	0	0	0	0	0
Corporate	10	0	1	0	1	1	2	0	0	1	0	0	0
Valet	39	3	1	2	4	8	9	12	12	11	10	8	7
P Total	**51**	**3**	**2**	**2**	**5**	**9**	**11**	**12**	**12**	**12**	**10**	**8**	**7**
Q													
Patient	62	10	27	28	37	49	56	49	48	48	45	37	28
Staff	58	14	46	56	56	57	56	57	55	55	45	38	29
Q Total	**120**	**24**	**73**	**84**	**93**	**106**	**112**	**106**	**103**	**103**	**90**	**75**	**57**
R													
ADA	14	0	4	9	9	13	12	14	12	12	12	13	10
Valet	30	9	10	13	23	30	27	29	20	22	21	14	22
R Total	**44**	**9**	**14**	**22**	**32**	**43**	**39**	**43**	**32**	**34**	**33**	**27**	**32**
S													
ADA	1	0	0	0	1	1	1	0	1	0	0	1	1
Patient	17	5	8	6	8	16	16	16	11	15	14	12	16
Illegal	0	0	0	0	0	0	0	0	0	1	0	0	0
S Total	**18**	**5**	**8**	**6**	**9**	**17**	**17**	**16**	**12**	**16**	**14**	**13**	**17**

Rendering: Aerial View of New Pavilion

Rendering: Exterior View of New Pavilion

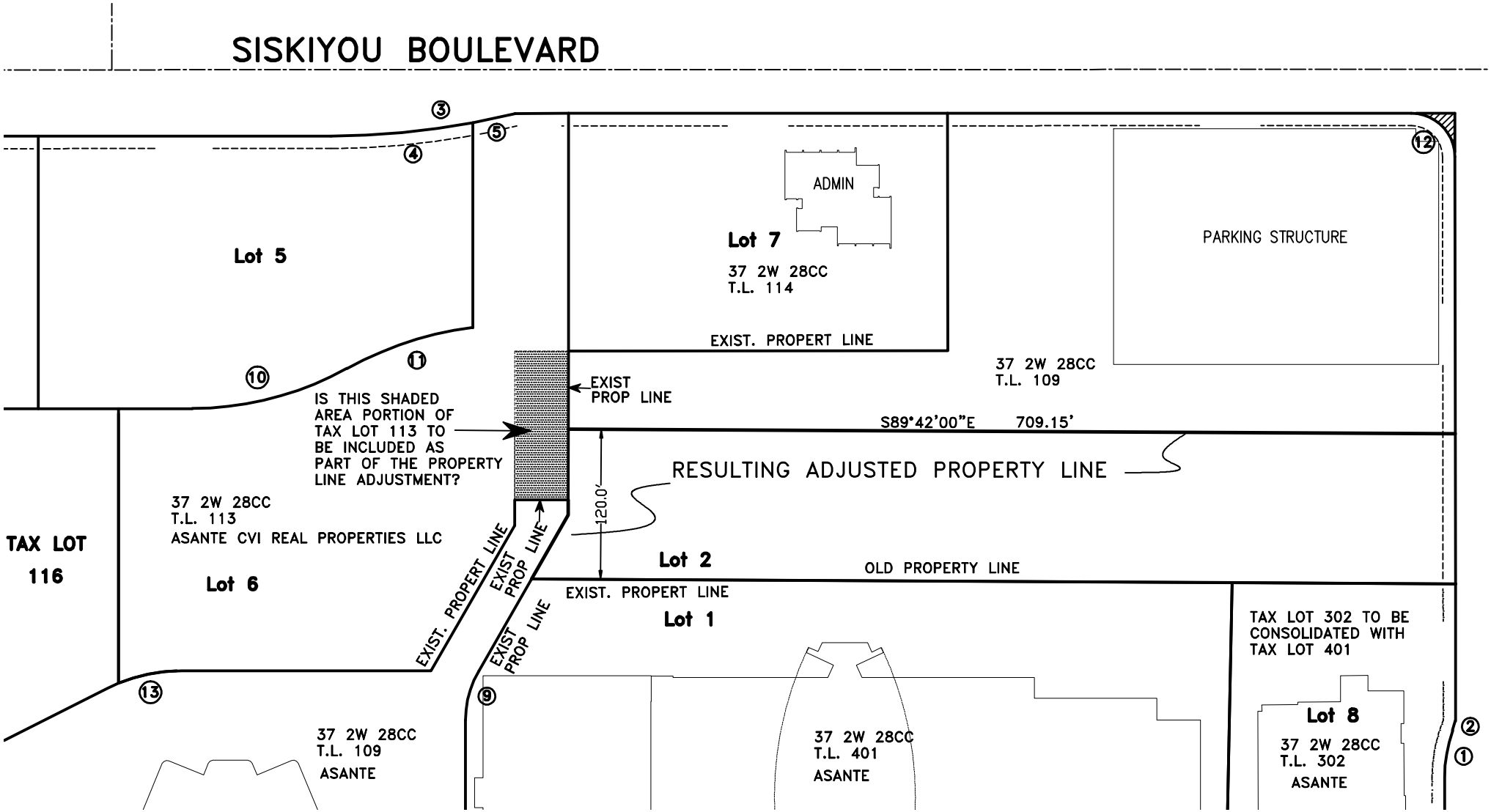
SISKIYOU BOULEVARD
Lot 5
Lot 7
ADMIN
37 2W 28CC
T.L. 114
EXIST. PROPERT LINE
PARKING STRUCTURE
37 2W 28CC
T.L. 109
EXIST
PROP LINE
IS THIS SHADED AREA PORTION OF TAX LOT 113 TO BE INCLUDED AS PART OF THE PROPERTY LINE ADJUSTMENT?
S89°42'00"E 709.15'
RESULTING ADJUSTED PROPERTY LINE
120.0'
37 2W 28CC
T.L. 113
ASANTE CVI REAL PROPERTIES LLC
TAX LOT
116
Lot 6
EXIST. PROPERT LINE
EXIST PROP LINE
Lot 2
OLD PROPERTY LINE
EXIST. PROPERT LINE
Lot 1
TAX LOT 302 TO BE CONSOLIDATED WITH TAX LOT 401
37 2W 28CC
T.L. 109
ASANTE
37 2W 28CC
T.L. 401
ASANTE
Lot 8
37 2W 28CC
T.L. 302
ASANTE

EXHIBIT L

ASANTE®
Rogue Regional Medical Center

Transportation Demand Management Plan

April 2020

EXHIBIT M

Acknowledgements

Asante Focus Committee

Keith Russell
Barbara McClung
Robert Begg

Civil Engineer

Mark Dew

Asante Leads

Dennie Conrad
Mick Zdeblick

Kittelson & Associates

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RVTD

City of Medford

Karl H. MacNair

Transportation Demand Management Plan (TDM)

April 2020

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1. Introduction
   a. Asante Overview
   b. Community Values / Goals
   c. Commitment to Sustainability
   d. Specific Mitigation Plan for Barnett Corridor
2. TDM Planning
3. TDM Strategy for Area
4. Survey & Assessment
5. Management & Reporting

1 INTRODUCTION

a. Asante Overview

Locally-owned, Asante is a not-for-profit health organization that serves Southern Oregon and Northern California. In the 1950s, the Medford community raised funding for the three-story, 80-bed hospital. Asante Rogue Regional Medical Center now serves nine counties in Southern Oregon, with patients coming from over 200 miles away and is rapidly expanding its provider network and capacity to serve this community. Below is a list of our facilities:

Asante Rogue Regional Medical Center
Medford, Oregon
Number of beds: 378

Asante Three Rivers Medical Center
Grants Pass, Oregon
Number of beds: 125

Asante Ashland Community Hospital
Ashland, Oregon
Number of beds: 48

Asante Physician Partners/Hospital Departments in Outbuildings
26 locations in Medford, Ashland, Talent, White City and Grants Pass, Oregon

Asante Work Health
Medford and Grants Pass

Asante Rogue Regional Medical Center is currently planning the construction of a new patient bed pavilion, with a series of renovations and departmental moves focused on enhancing clinical capabilities and improving overall campus flow.

b. Community Values and Goals

Asante's current work and long-term vision prioritizes further innovation and transformation of our health system and the communities that we serve. In addition to providing industry-leading health care services, Asante is the region's largest employer with roughly 6,000 employees.

The Asante Transportation Demand Management (TDM) Plan builds on Asante's 10-year Strategic Plan to reinforce and enhance the vision, values, and culture of the institution. Recommendations in the TDM Plan align with the overall Asante Mission, Vision and Values.

c. Commitment to Sustainability

Our Mission, Vision and Values are the key elements that define Asante. These principles guide the decisions we make about who to hire, what technology to invest in, how to design our facilities and what kind of care we ultimately provide.

Our employees embrace these statements every day.

Our Mission - Asante exists to provide quality health care services in a compassionate manner, valued by the communities we serve.

Our Vision - To be your trusted health partner for life — every person, every time.

To support this vision, the TDM Plan will improve access for employees, patients, students, contracted healthcare professionals, and visitors. The TDM Plan also reflects and upholds the institution's core values:

Excellence, in everything we do

Respect, for all

Honesty, in all our relationships

Service, to the community and each other

Teamwork, always.

The TDM Plan sets ambitious, yet realistic targets that will require all Asante affiliates to work together. Leveraging the Asante culture—the power of **Teamwork**—will allow the institution to have a long-standing positive impact on local and regional mobility.

d. Specific Mitigation Plan for Barnett Corridor

In a 2019 Case Study – Exit 27: Reboot Your Commute - The Oregon Department of Transportation (ODOT) and Rogue Valley Transportation District (RVTD) partnered to provide outreach, education, and encouragement about the suite of transportation options already available in the area.

The project team partnered with three major employers and one school in the rapidly growing East Barnett Road area: Asante Rogue Regional Medical Center, the Medical Eye Center, Rogue Valley Manor, and St. Mary's School. Analysis showed that the peak of the Exit 27 backup was largely due to employees commuting to work between 7:45 am and 8 am. Initial interviews with employers identified administrative staff as the primary target for outreach, as their work schedules generally correlated with the peak commute hour. Interviews also indicated that there was a large supply of free parking in the area, little knowledge of carpooling or vanpooling among employees, and a lack of awareness of RVTD service levels, which combined to reinforce a workplace culture where driving alone to work in a single-occupancy vehicle (SOV) is an accepted norm. For the project team, this was an opportunity to promote transportation options, including RVTD's recent service enhancements and the City of Medford's recent bicycle path investments.

From September 2018 to January 2019, the team worked with designated program liaisons at each partner employer to reach administrative staff. Key program strategies included:

- Providing ready-to-use resources to employer program liaisons to help them reach their colleagues (e.g. newsletter content, posters, and event flyers)
- Hosting outreach events (e.g. benefit fairs, lunch-time outreach, and food truck events)
- Launching an encouragement program website at RebootYourCommute.org, which included transportation options information, personalized trip-planning, and opt-in resources for anyone who lived or worked in the area (i.e. free transit passes, a bi-weekly e-newsletter, monthly prizes, and prizes for sharing a personal transportation options story).
- Integrating the Reboot Your Commute campaign into regional outreach for ODOT's annual Get-There Challenge and RVTD's social media posts.

Communications from the campaign included two core message types:

- Education-focused messages which emphasized “avoiding the morning back-up” (e.g. “Did you know traffic on I-5 southbound at Exit 27 backs up onto the freeway from 7:45 am – 8:00 am nearly every morning? Arrive to work early or try an alternate route to lower your stress and avoid the hassle.”)
- Encouragement-focused messages that emphasized “starting your day in a better way” (e.g. “Save time and money while adding some fun and activity to your commute by biking, carpooling, or taking transit.”)

The program reached an estimated 19,000 people via digital communications (including monthly employer emails to over 8,000 people, and bi-weekly program emails to 163 participants), 36,000 people via print communications (including 300 print materials in the project area and 35,800 via the statewide ODOT Moving Ahead publication), and 700 people at program events.

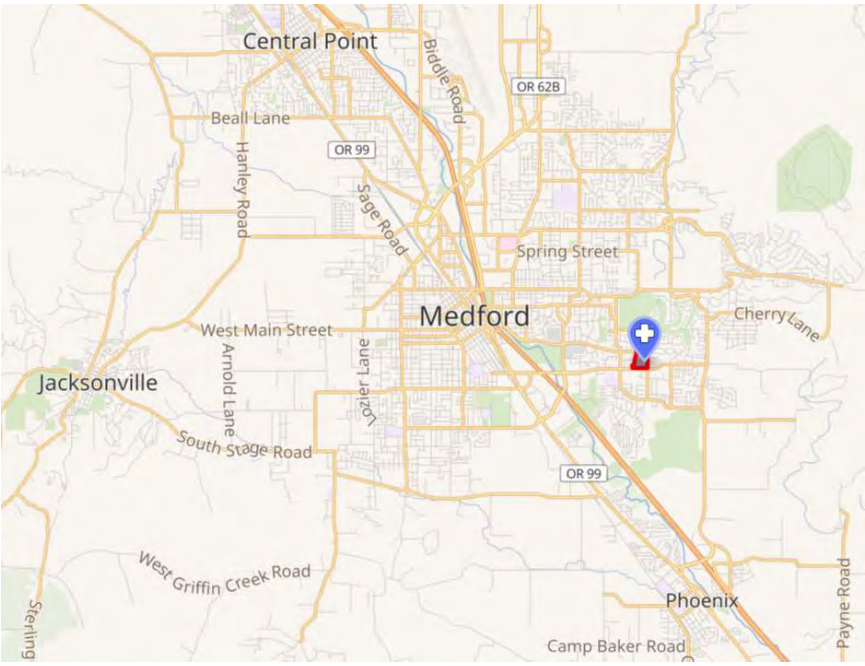
The program helped build positive and ongoing relationships between the major employers in the project area and RVTD, paving the way for a longer-term collaboration to reduce SOV travel. Since the end of the program Asante Rogue Regional Medical Center, the target area’s largest employer, assigned an employee with employee transportation coordinator duties to help increase awareness of transportation options among employees.

2. Transportation Demand Management Planning

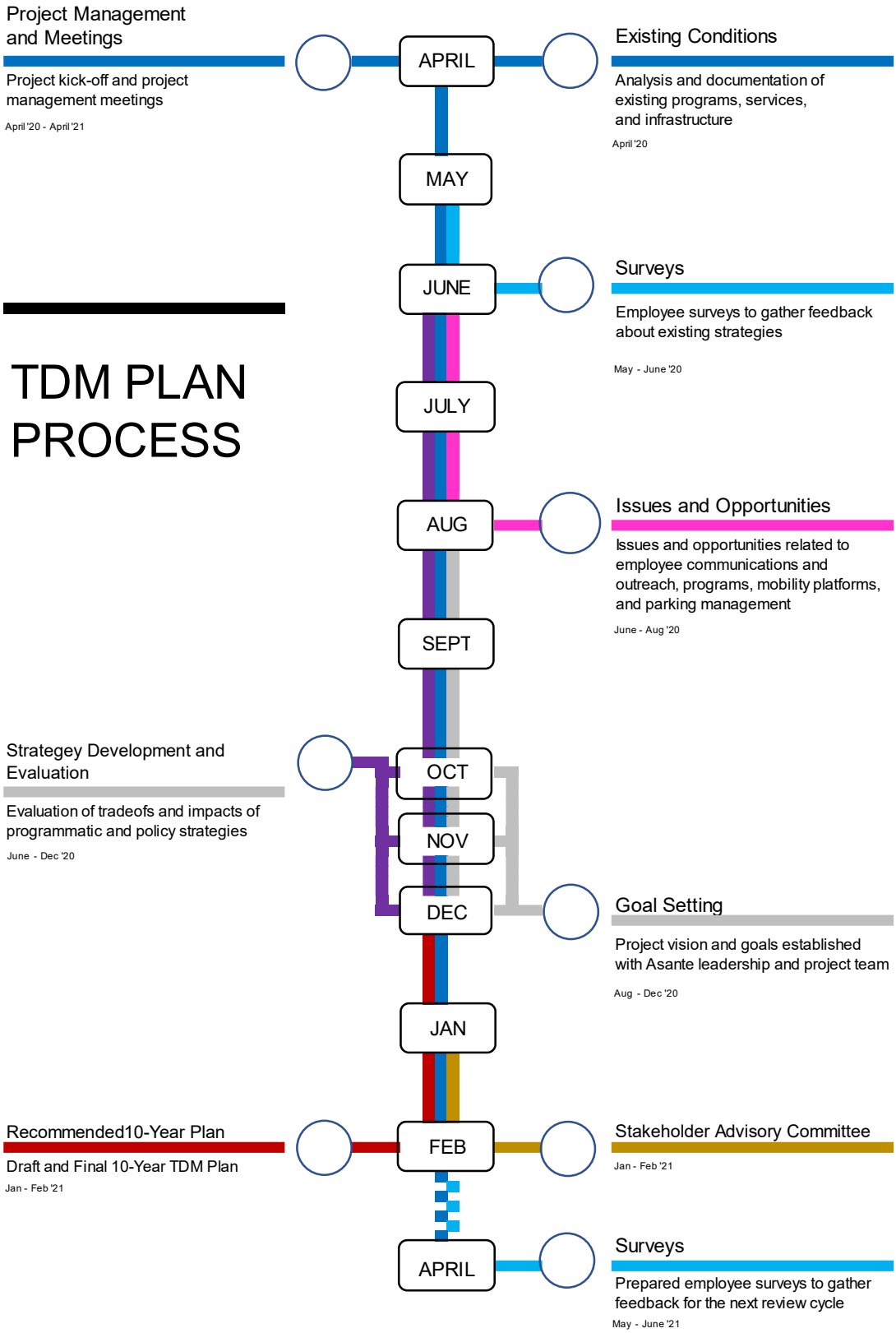
The TDM Plan is Asante's mobility roadmap for the next decade. It comes at a pivotal moment for Asante. Asante's comprehensive study will address its current and future transportation and parking challenges head-on, knowing that it must innovate if it wants to continue to grow, provide high-quality medical care, attract and retain the best talent, and ensure a positive and rewarding work environment for its valued employees.

Using a data-driven approach, informed by input from a diverse group of Asante leaders, employees, and stakeholders, this Plan provides a strategic, flexible, and actionable framework that will help Asante:

- support campus development and allow Asante to meet growing demands;
- manage a complex transportation system with tools that are dynamic, user-friendly, and cost-effective;
- satisfy the unique needs of employees, students, contracted healthcare professionals, patients, visitors, and nearby neighborhoods;
- exceed mobility expectations of employees, students, contracted healthcare professionals, patients, and visitors;
- offer convenient travel options for employees throughout the region;
- support Asante's values - **Excellence, Respect, Honesty, Service, Teamwork**; and
- recognizes that the time for action is now. The Plan provides recommended strategies and includes actionable next steps that sets Asante up for immediate progress and long-term success.



Following is a timeline for implementation.



3. TDM Strategy for Area

Transit Service Improvements

Work with RVTD to provide more express and frequent bus service to the Asante Rogue Regional Medical Center campus.

More direct and frequent service could capture some of the existing Asante employees who still find driving to be the most convenient commute mode. A new Express RVTD service and operating plan will be essential during construction, yet should include a long-term vision to respond to Asante growth. Ways to encourage use of RVTD:

- make bus route information more available; and
- offer free or discount bus passes.

Pedestrian Access Improvements

Work with local and regional agencies and partners to complete pedestrian network gaps to, from, and within campus. Continue to invest in a connected street network and roadway improvements that prioritize safety, comfort, and access for all pedestrians.

Priorities should include high-collision corridors and existing walking paths on and off campus, such as the Bear Creek Corridor and pedestrian bridge over Barnett Road. Such improvements will greatly improve pedestrian flow and safety on campus, as well as set the stage for increased walking activity. Ways to encourage employees to walk to work:

- include walking to/from work as an employee health promotion.

Bike Access Improvements

Work with local and regional agencies and partners to complete gaps in the bicycle network to, from, and within campus where feasible. Continue to invest in a connected network of bike facilities that is comfortable and accessible for a range of bike riders.

Emphasize to staff the designated secure bike parking in the employee garage off Siskiyou Blvd. as a way to encourage use of Siskiyou Blvd., which provides continuous bike lanes to campus. Other ways to encourage employee to bike to work:

- participate in nationwide bike commute challenges;
- provide an on-campus bicycle tune-up program and/or self-service bike repair area.

Bike Parking Improvements

Continue to invest in a diverse and high-quality bike parking program at Asante. Prioritize expansion of bike parking to meet increasing demand. Plan for and invest in new facilities, such as expanded bike valet and a bike station. New facilities should provide a safe, secure space for parking, and provide access to showers and locker rooms. Specifically:

- initially, provide 144 bike spaces on campus, including 57 secured spaces, 41 covered spaces and 46 open spaces;

- monitor demand for bike parking. Whenever demand consistently reaches 85 percent, add additional bike parking spaces; and
- provide access to showers for all employees that wish to bike to work.

Employee and Patient Uber/Lyft Program

Explore a partnership with Uber and Lyft to implement an employee rideshare solution that partially subsidizes certain trip types. Enhance the patient experience by partnering with Uber and Lyft to subsidize a portion of non-emergency medical trips. Streamline rideshare loading on campus by designating and developing pick-up, drop-off, and vehicle staging policies and locations throughout the campus.

Internal and Dynamic Carpooling Program

In September 2019, RVTD initiated programs specific to Asante on the website "GetThereOregon.org". Employees who sign-up using their @asante.org email will automatically be registered to the Asante employee network. There is also a link that can automatically register them as well: https://getthere.rideamigos.com/s/asante.

4. Survey & Assessment

Asante is committed to process to include periodic feedback and assessment thru surveys. Surveys will focus on employee use of alternate travel programs including:

- bike to work;
- subsidized bus passes or van pools;
- cash or other rewards programs;
- education programs used to promote and inform staff and visitors of alternate travel options;
- the possible implementation of staggered Shifts; and
- the possible implementation of telecommuting for limited staff.

A draft annual survey form is attached as Appendix A.

MODE	2020 SURVEY		2030 - TARGET
Drive Alone	%	#	%
Carpool	%	#	%
Bike	%	#	%
Walk	%	#	%
Transit	%	#	%
Dropped off	%	#	%
Rideshare	%	#	%
Telecommute	%	#	%

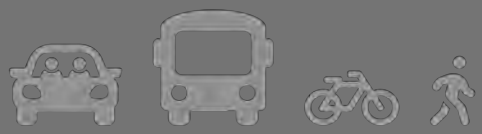
This process will start with an initial survey to determine the current state, which will be documented in this table. From which Asante will establish the 2030 target.

5. Management & Reporting

The Asante TDM Plan proposes a comprehensive package of strategies to reduce SOV rates and parking demand and improve the overall travel experience to, from, and within Asante. Ultimately, the TDM should be viewed as a useful and ongoing tool, building on the “Exit 27: Reboot Your Commute” case study to evaluate the “goal posts” and tradeoffs to arrive at the preferred path forward. The TDM Plan is a “living” document, geared for ongoing revision and recalibration annually.

Asante is committed to maintaining and growing our partnerships with RVTD and the City of Medford to enhance service to this community, including travel. Annual surveys will be employed to consistently monitor the TDM impact on the campus and the surrounding infrastructure. Asante will continue to innovate to meet the challenges during construction and throughout the next decade.

Asante Employee Transportation Needs Survey



Asante Employee Transportation Needs Survey

This survey has been designed to assess your transportation choices, needs, and barriers. Information may be used to develop a commuter transportation program for Asante employees. Responses are kept strictly confidential and will be reviewed in aggregate only, answer honestly. Please take a few minutes to answer the following questions. Thank You! At the end of the survey you will have the opportunity to enter a raffle for a $100 REI Gift Card!

1. What city do you reside in?

* 2. What is your work address? (Your primary Asante Worksite, please be specific)

3. What time do you usually begin work?

Shift Start Time

hh mm -

4. What time do you usually finish your work shift for the day?

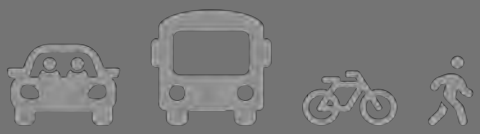
Shift End Time

hh mm -

* 5. What days are usually your days off?
(Mark all that apply)

- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Saturday
- ☐ Sunday

Asante Employee Transportation Needs Survey



Commute Choice

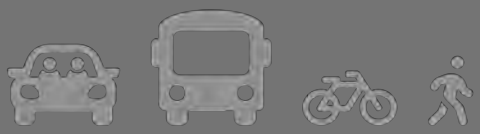
* 6. How do you commute to work during a typical week?

- ◯ Drive Alone
- ◯ Bus (RVTD, JCT)
- ◯ Carpool (with coworkers)
- ◯ Carpool (with family + other)
- ◯ Bike
- ◯ Walk
- ◯ Other (please specify)

* 7. How many miles do you travel one way to work?
(Estimate. Answer in miles)

* 8. How many minutes does it usually take you to get to work?

Asante Employee Transportation Needs Survey



Commute Choice

* 9. What would motivate you to choose an alternative mode of transportation to work? *(Mark up to 3 choices)*

- ☐ To Save Money
- ☐ Time Savings
- ☐ Free Emergency Ride Home (Taxi) in case of personal emergency
- ☐ Access to Low Cost Bus Pass
- ☐ Convenience + Avoid Traffic
- ☐ Improve Air Quality or Environmental Reasons
- ☐ Save wear and tear on personal vehicle
- ☐ Health Reasons/Increase in physical activity
- ☐ Stress Reduction
- ☐ Other (please specify)

* 10. Have you considered Carpooling, Vanpooling (shuttle), or taking Transit to work? *(Mark all that apply)*

- ☐ Vanpool
- ☐ Transit (RVTD)
- ☐ Carpooling
- ☐ Have not considered these travel modes for my commute

* 11. If you were to choose an alternative mode of transportation for your commute, what modes would you consider? *(Check all that apply)*

- [ ] Transit (RVTD): with a discounted bus pass
- [ ] Carpool
- [ ] Vanpool
- [ ] Bike
- [ ] Walk
- [ ] Other (please specify)

12. How aware are you of the following transportation options in the Rogue Valley?

	Very Aware	Neutral	Not Aware at All
RVTD Bus Service	○	○	○
Carpooling Network: Get There Oregon (GetThereOregon.org)	○	○	○
Rogue Bikeshare	○	○	○
Ashland Connector Service	○	○	○

Asante Employee Transportation Needs Survey

Commute Choice

* 13. What are your main reasons for not carpooling, taking transit, or biking to work? *(Mark up to 3 choices)*

- [ ] Need my car in case of personal emergency
- [ ] Don't have anyone with whom to share a ride (carpool)
- [ ] Don't like to depend on others for a ride
- [ ] Irregular Work Schedule
- [ ] I have a disability
- [ ] Live too far from work
- [ ] Bus does not travel near my worksite
- [ ] No safe bike routes to get to work
- [ ] Other (please specify)

* 14. What would encourage you to carpool to work? *(Check all that apply)*

- [ ] Help finding people with whom to share a ride (carpool matching help)
- [ ] Free Guaranteed Ride Home in case of emergency (Taxi)
- [ ] Prizes, Contests, and Drawings for ride sharers
- [ ] Other (please specify)

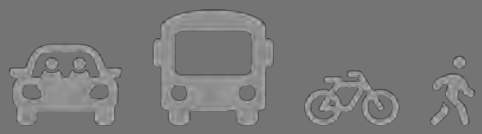
* 15. What would encourage you to use public transit for your commute? *(Check up to 3 choices)*

- [ ] Discounted Monthly RVTD Bus Pass
- [ ] Free Guaranteed Ride Home in case of emergency (Taxi)
- [ ] Help finding bus to meet my schedule
- [ ] Prizes and contests for transit riders
- [ ] More frequent service, expanded hours, or larger coverage area
- [ ] Sale of transit pass at the worksite
- [ ] Other (please specify)

16. What would encourage you to ride a bicycle to work? (Check up to 2 choices)

- [ ] Bicycle Route Maps + Local Bike Travel Information
- [ ] Free Guaranteed Ride Home in case of emergency
- [ ] Secure, Convenient bicycle parking racks
- [ ] Workshop on riding safely in traffic
- [ ] Showers and clothing lockers

Asante Employee Transportation Needs Survey



Final Page! Thank You for Participating!

All responses will be kept strictly confidential and will be reviewed in aggregate only. If you enter your name for the Prize Raffle your name will only be used to determine prize winners and will NOT be tied to your responses. Prize Raffle will award a $100 Gift Card to REI. Thank you for your participation!

* 17. What would you consider your biggest transportation barrier to get to work? (*Mark One)*

- ◯ Access to a vehicle
- ◯ Cost of transportation
- ◯ Lack of transportation options
- ◯ Long Travel distance to work
- ◯ Irregular work schedule or work hours
- ◯ Lack of information regarding available travel options
- ◯ Other (please specify)

* 18. If your employer offered you a discounted monthly bus pass, how interested would you be in participating? *(Mark One)*

- ◯ Very Interested
- ◯ Somewhat Interested
- ◯ Not Interested at all

19. Does the cost of transportation create a financial burden for you/your family?

- ◯ Yes
- ◯ No
- ◯ Prefer not to answer

20. Other transportation barriers? Additional Comments?

21. Optional: If you would like to be entered into a Prize Drawing for a $100 REI Gift Card please enter your Name and Phone Number/Emaill address . The Gift card will be randomly awarded to an Asante survey respondent. *(All your responses will be kept strictly confidential and your name will ONLY be used for the prize raffle and not identified with any of your responses)*

Name

Email Address

Phone Number

MEMORANDUM

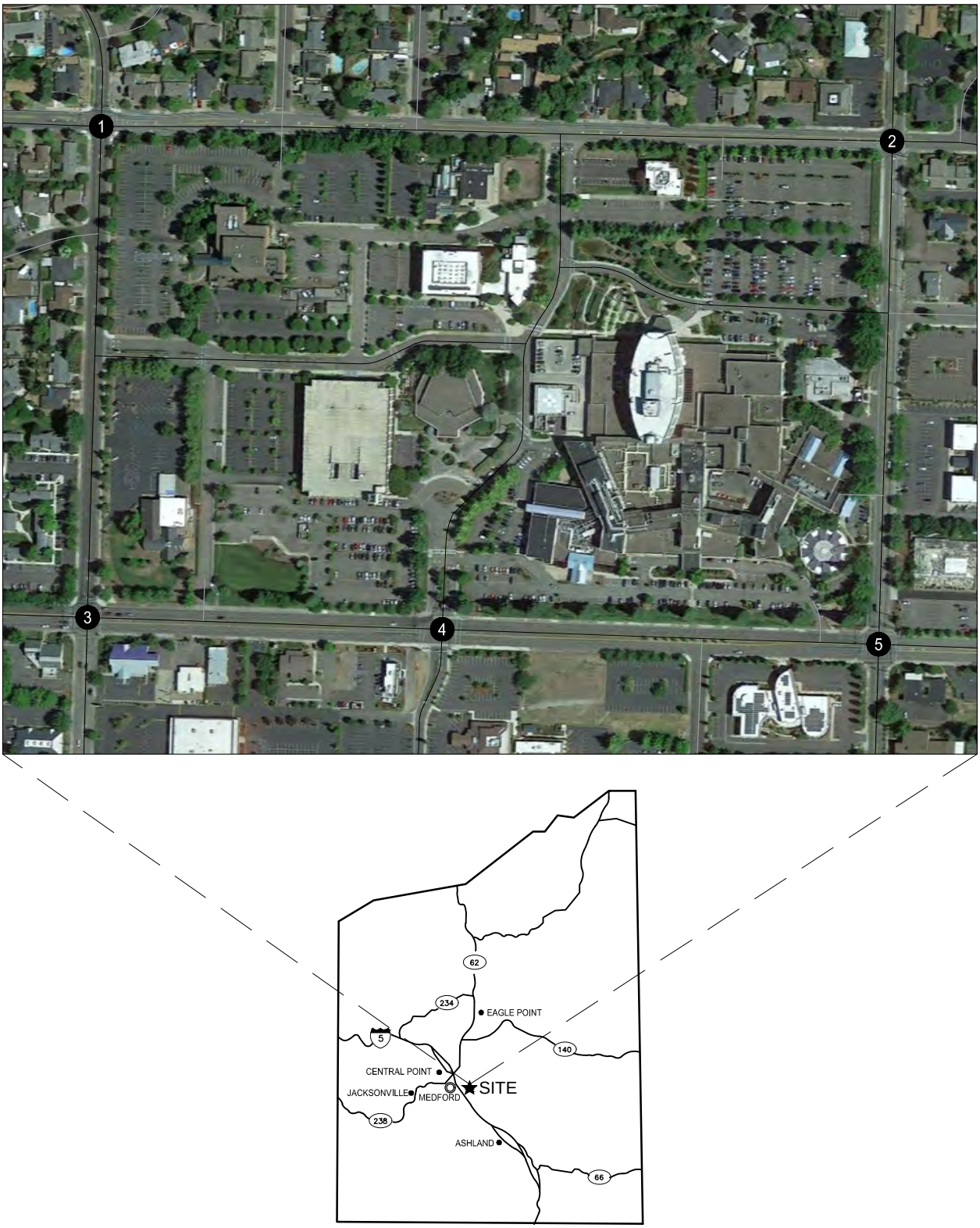
Date:	May 4, 2020	Project #: 25031.0
To:	Peter Mackprang & Karl McNair, City of Medford Keith Russell, Asante	
From:	Matt Bell & Julia Kuhn, PE	
Project:	Asante Forward Pavilion and Renovations Conditional Use Permit	
Subject:	Transportation Impact Analysis	

Asante Rogue Regional Medical Center (ARRMC) is pursuing revision to or replacement of their existing Conditional Use Permit to enable changes to their campus. The AARMC campus is located at 2825 E Barnett Road and is generally bounded by Siskiyou Boulevard, E Barnett Road, Murphy Road and Black Oak Drive in Medford. Figure 1 provides the project vicinity map. As proposed, the campus modifications would include construction of the Pavilion on the northside of the hospital and demolition of the existing Imaging building. Figure 2 provides the campus plan.

The proposed expansion of the Conditional Use Permit and the campus changes trigger the preparation of a Transportation Impact Analysis (TIA) per Sections 10.184 and 10.461 of the Medford Land Development Code (MLDC). Per scoping direction provided by agency staff, this memorandum presents the findings of a TIA that addresses MLDC policy guidance. As will be discussed herein, no capacity-based needs were identified at the study intersections. Per the enclosed findings:

- The proposed conditional use would generate fewer trips than a permitted use. Therefore, the proposed expansion of the Conditional Use Permit is not anticipated to create transportation-related impacts on the surrounding area when compared to the impacts of permitted uses.
- ARRMC should consider implementation of a variety of TDM strategies to reduce single-occupancy vehicle trips to the campus.
- Site landscaping, above-ground utilities, and site signage should be maintained at the existing vehicular access points as well as all internal intersections within the campus such that they provide minimum required sight lines per MLDC requirements.

EXHIBIT N



★ - SITE LOCATION

- STUDY INTERSECTION

Site Vicinity Map
Medford, Oregon

Figure
1

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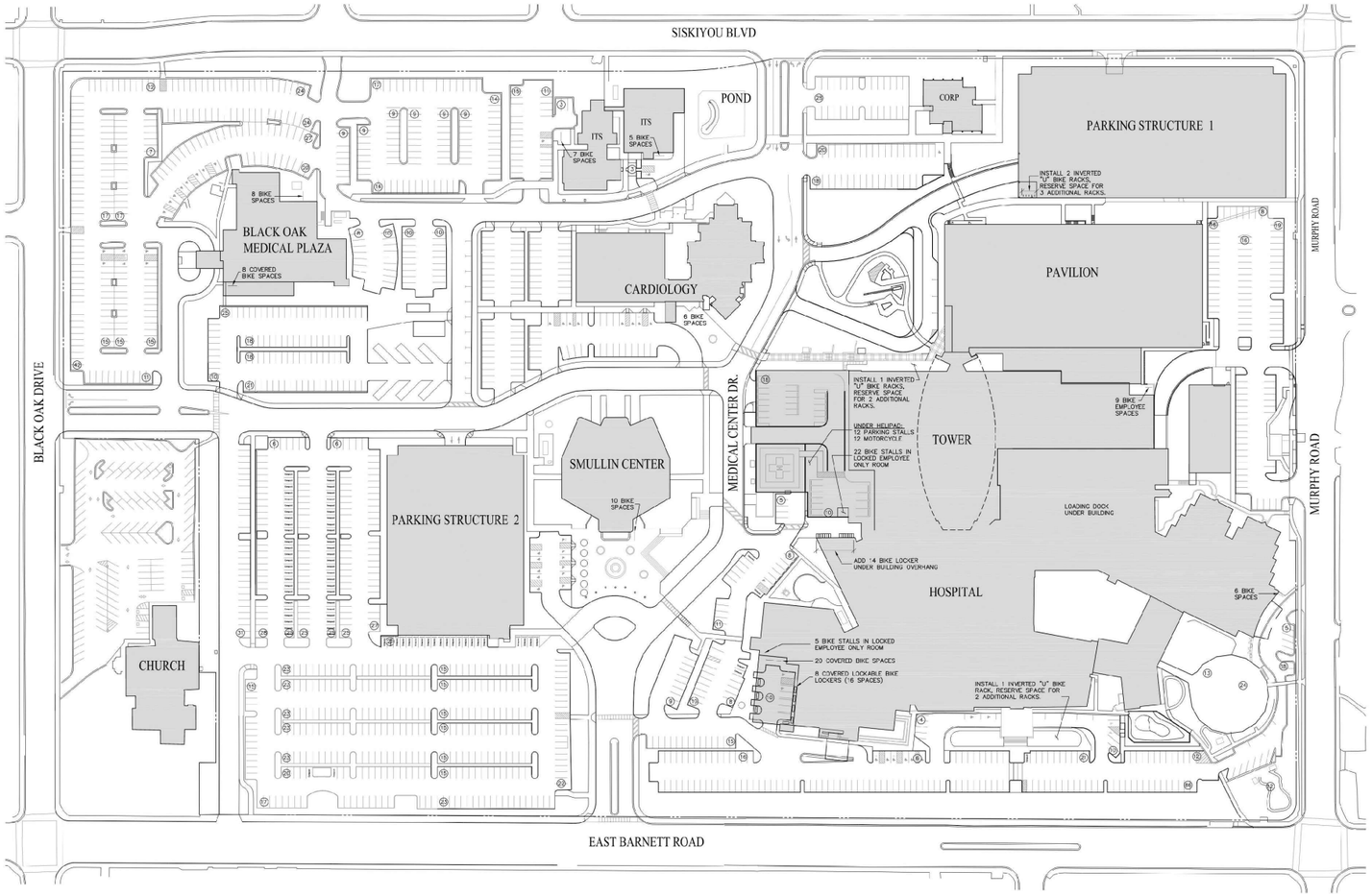

1 CAMPUS PARKING PLAN
SCALE: 1"=60'
60'

CAMPUS PARKING TABLE

	AREA	STANDARD	COMPACT	HANDICAP	MOTORCYCLE	VANPOOL	TOTAL
NON-HOSP.	BOMP	461	0	14	0	0	475
	CARDIO	102	0	8	0	0	110
	ITS	30	0	2	0	0	32
	CORP	65	0	1	0	0	66
	SUBTOTAL						683
HOSPITAL	STRUCTURE 1	676	131	30	32	4	873
	EAST LOTS	109	0	0	0	0	109
	SOUTH LOTS	159	1	10	0	0	170
	ED/CUBES	96	4	2	12	0	114
	STRUCTURE 2	494	124	2	29	4	653
	SW LOTS	448	73	0	0	0	521
	SMULLIN	1	0	11	0	0	12
	SUBTOTAL	1988	333	55	73	8	2452
	CAMPUS TOTAL						3135

CAMPUS BIKE PARKING

	USER	SECURED PROVIDED	COVERED PROVIDED	OPEN PROVIDED	SECURED RESERVED	OPEN RESERVED	TOTAL
NON-HOSP.	BOMP	0	8	0	8	0	16
	CARDIC	0	0	0	6	0	6
	ITS	0	0	0	12	0	12
	SMULLIN	0	0	0	10	0	10
	SUBTOTAL						44
HOSPITAL	EMPLOYEE ONLY	57	9	0	0	0	66
	PATIENT/VISITOR	0	0	0	4	8	12
	ANYONE	0	24	6	6	0	36
	SUBTOTAL						114
	CAMPUS TOTAL						158

EMPLOYEE ONLY – KEY REQUIRED TO ENTER STORAGE ROOM, LOCKER OR ENTRANCE DOOR.

PATIENT/VISITOR ONLY – BIKE PARKING SPACES AT PUBLIC ENTRANCES THAT ARE OBVIOUS & APPARENT.

ANYONE – BIKE PARKING SPACES AVAILABLE TO EMPLOYEES OR PATIENT/VISITORS.

REVISIONS

DEW engineering INC
CIVIL & STRUCTURAL ENGINEERING FIRM
101 BERNETT AVENUE
MEDFORD, OREGON 97504
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CAMPUS PARKING PLAN
ASANTE ROGUE REGIONAL MEDICAL CENTER

DRAWN MRD
CHECKED MRD
DATE 4.20.20
JOB NO. 19-009
SHEET PKG-1

Received 05/01/2020

Conceptual Site Plan
Medford, Oregon

Figure
2

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CONDITIONAL USE PERMIT

The ARRMC campus is currently comprised of approximately 999,418 gross square feet of building space, which includes the main hospital located in the southeast corner of the campus, the Smullin Health Education Center, the Black Oak Medical Plaza (BOMP), the Cardiovascular Institute (CVI), Asante Imaging and Pediatrics, the Asante corporate office (Corporate), and the Information Technology Service (ITS) building. The campus area proposed for modifications is 41.60 acres in size and is zoned Service Commercial Professional Offices (C-S/P). Per Section 10.337 of the MLDC, hospitals are considered a conditional use under this zoning. The ARRMC currently operates under a conditional use permit that has been re-approved by the City over the years to accommodate various campus modifications. Section 10.184.C of the MLDC identifies the following approval criteria for conditional use applications:

(C) Conditional Use Permit Approval Criteria.

> *(1) The Planning Commission must determine that the development proposal complies with either of the following criteria before approval can be granted.*
>
> > *(a) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.*
> >
> > *(b) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the Planning Commission to produce a balance between the conflicting interests.*

Further, the City's September 2019 Development Policy Statement provides a trip rate of 500 daily vehicular trips per acre for C-S/P zoning to assess the impacts of conditional uses.

Per the Conditional Use Permit (CUP) criteria and City Policy statements, Table 1 provides a trip generation comparison of the permitted uses within the C-S/P zoning (using a rate of 500 trips per day with peak hour rates assumed to be 10 percent of the average daily trips) and the proposed conditional use. The trip generation estimate for the proposed conditional use is based on information provided in the standard reference, *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE, Reference 1).

Table 1. Trip Generation Comparison

Zoning/Land Use	ITE Code	Size	Daily Trips	AM			PM		
				Total	In	Out	Total	In	Out
Permitted Use									
C-S/P	N/A	41.60 Acres	20,800	2,080	1,414	666	2,080	666	1,414
Proposed Conditional Use									
Hospital	610	1,339,669 Square-feet	14,362	1,192	811	381	1,299	416	883
Net Difference (Proposed Conditional Use – Permitted Use)			***-6,438***	***-888***	***-603***	***-285***	***-781***	***-250***	***-531***

As shown in Table 1, the proposed conditional use would generate fewer trips than a permitted use per the City's policy direction. Therefore, the proposed expansion of the CUP is not anticipated to create transportation-related impacts on the surrounding area when compared to the impacts of permitted uses. As such, the remainder of the TIA address the transportation-related impacts associated with the proposed campus modifications at the intersections located adjacent to the campus and the campus driveways.

DESCRIPTION OF THE PROPOSED CAMPUS MODIFICATIONS

As proposed, a 351,852 square-foot Pavilion will be constructed on the north side of the existing hospital within the ARRMC campus boundary. The Pavilion will include a Women and Children Center, an Intensive Care Unit, operating rooms, and support services. Of the 351,852 square-feet, 52,059 square-feet will be shelled space, including 14,439 square-feet on the third floor of the Pavilion and 37,566 square-feet in the basement. At the same time, the 11,601 square-foot Asante Imaging building will be demolished. In addition, the northernmost campus driveway on Murphy Road will be relocated to the south and the easternmost campus driveway on E Barnett Road will be closed. Upon completion of the campus modifications, there will be a net increase of 340,251 square-feet and the total campus will include 1,339,669 square feet, including 52,059 square feet of shelled space in the Pavilion. Construction of the Pavilion is expected to occur by 2023; ARRMC does not have foreseeable plans to occupy the shelled space in the basement of the Pavilion.

SCOPE OF THE REPORT

This report identifies the transportation-related impacts associated with the proposed campus modifications. The study intersections and scope were selected per the requirements outlined in Section 10.461 of the MLDC as well as guidance provided by City and Oregon Department of Transportation (ODOT) staff. A copy of the scoping letter and City response are included in *Appendix A.* Per the policy and staff direction, weekday PM peak hour operations were evaluated at the following off-campus intersections (numerical identification refers to figures in this report):

1. Black Oak Drive/Siskiyou Boulevard;
2. Murphy Road/Siskiyou Boulevard;
3. Black Oak Drive/Barnett Road;
4. Barnett Road/Medical Center Drive; and,
5. Barnett Road/Murphy Road.

This report evaluates the following transportation issues:

- Existing land use and transportation system conditions within the site vicinity during the weekday PM peak period;
- Crash data analysis for a recent five-year period;
- Forecast year 2023 background traffic conditions during the weekday PM peak period, considering developments and transportation improvements planned in the study area;

- Trip generation and distribution estimates for the proposed campus modifications;
- Forecast year 2023 total traffic conditions during the weekday PM peak period, assuming the proposed campus modifications are complete;
- On-site access and circulation;
- Transportation Demand Management strategies; and
- Conclusions and recommendations.

ANALYSIS METHODOLOGY

Per MLDC, all intersection operational analyses were conducted using the procedures outlined in the *Highway Capacity Manual, 6th Edition* (Reference 2).

City Intersection Operational Standards

Per MLDC 10.462.A, the applicable intersection peak hour mobility targets are level-of-service "D" for all study intersections. MLDC 10.462.B provides guidance if transportation facilities do not comply with the mobility targets under existing or background conditions.

EXISTING CONDITIONS

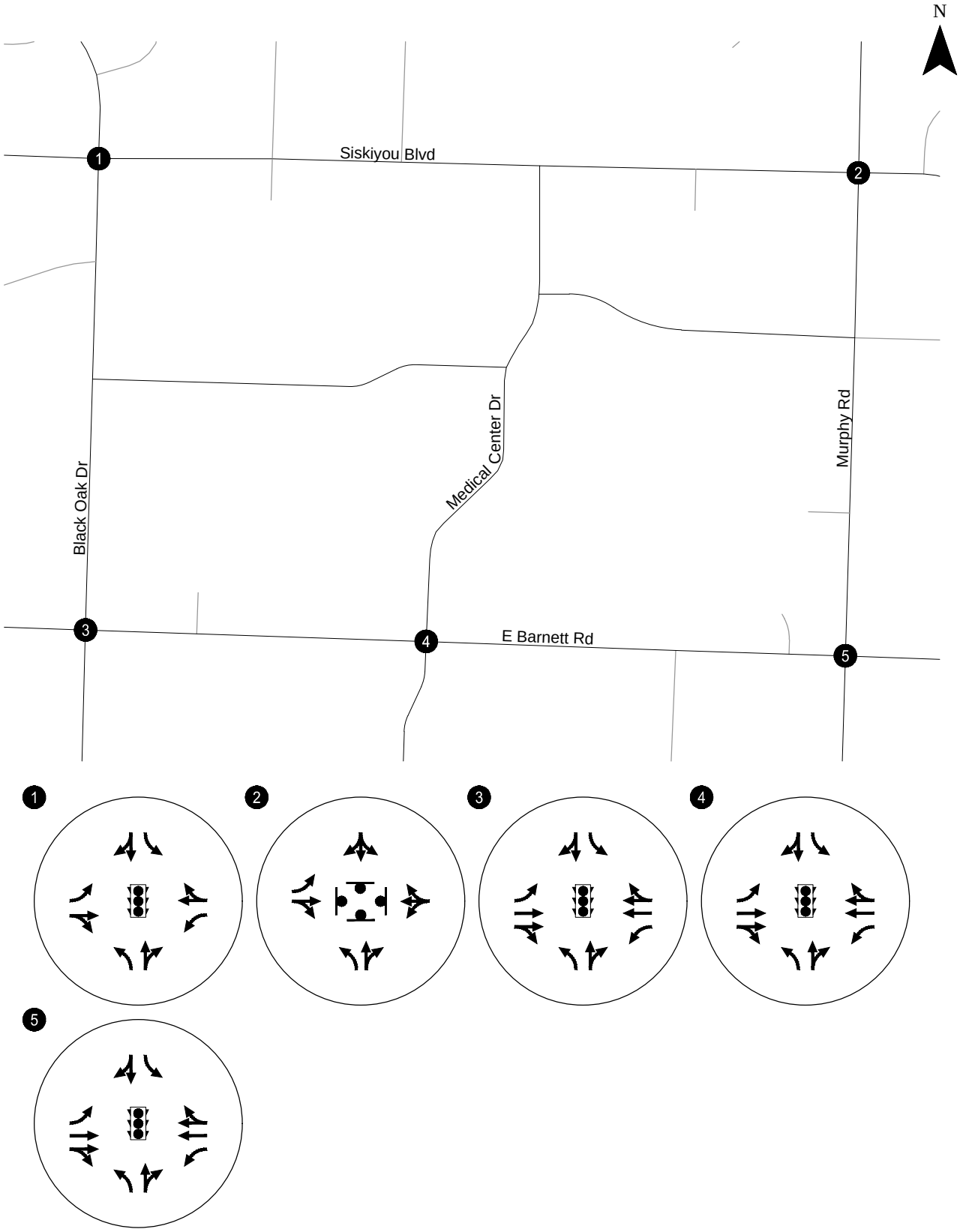
This section summarizes the existing characteristics of the transportation system and adjacent land uses near the existing building as well as an evaluation of existing intersection operations for motor vehicles at the study intersections.

Site Conditions and Adjacent Land Uses

The existing campus is bordered by residential uses to the north and west and commercial uses to the south and east. As noted previously, the campus operates under a Conditional Use Permit within the Service Commercial Professional Offices (C-S/P) zoning.

Transportation Facilities

Table 2 identifies the characteristics of key roadways located within the vicinity of the campus. Figure 3 identifies the existing lane configurations and traffic control devices at the study intersections.



- STOP SIGN
- TRAFFIC SIGNAL

Existing Lane Configurations and Traffic Control Devices
Medford, Oregon

Figure 3

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Table 2. Existing Transportation Facilities

Roadway	Functional Classification[1]	Motor Vehicle Travel Lanes	Posted Speed (mph)	Sidewalks	Striped Bicycle Lanes	On-Street Parking
Siskiyou Boulevard	Major Collector	3	25	Yes	Yes	No
Black Oak Drive	Major Collector	3	25	Yes	Yes	No
Murphy Road	Major Collector	3	25	Yes	Yes	No
Barnett Road	Major Arterial	5	35	Yes	No	No

[1] Source: Medford Transportation System Plan (TSP)

Pedestrian and Bicycle Facilities

Pedestrian access near and to/from the campus is provided by a sidewalk system that connects patients, visitors, caregivers and employees to the nearby commercial and residential areas as well as to transit stops on all four roads surrounding the campus.

Local cycling access to/from the campus is facilitated by bike lanes along three of the four perimeter streets whereas cyclists share the road with motorists along E Barnett Road.

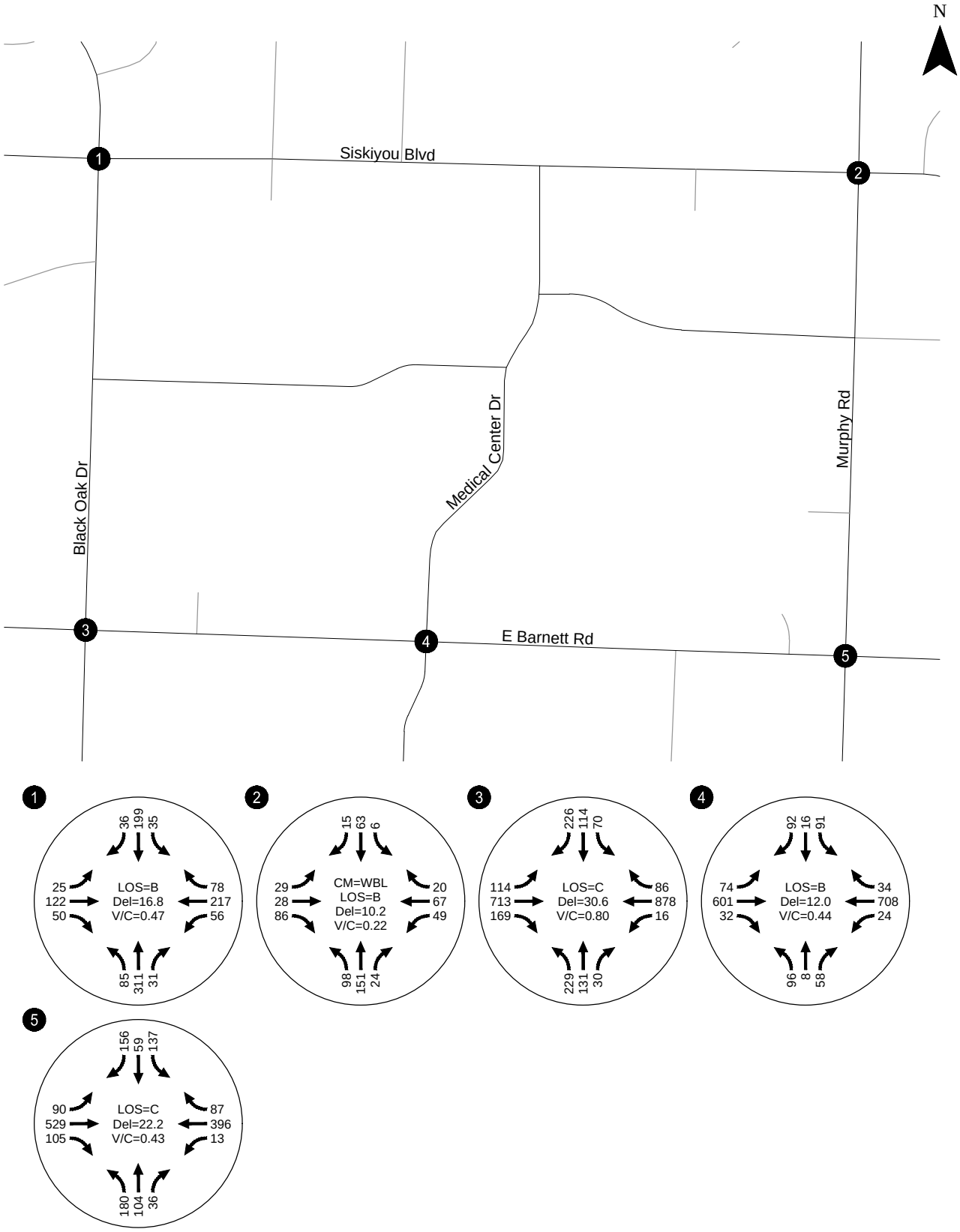
Transit Facilities

Rogue Valley Transportation District provides transit service to the campus and the surrounding neighborhoods. Prior to COVID-19 changes, the campus was served by Route 24 and Route 26. Route 24 provided service every 20 minutes from 6:15 AM to 8:35 PM during the weekdays and every 35 minutes on Saturdays from 7:15 AM to 6:25 PM. Route 26 provided service every 30 minutes from 6:05 AM to 8:05 PM during the weekdays and every hour on Saturdays from 7:05 AM to 6:50 PM. There are bus stops adjacent to the campus on each of the four perimeter roadways.

Existing Traffic Volumes and Peak Hour Operations

At the time the study was prepared, traffic conditions were atypical due to the COVID-19 pandemic. To reflect conditions that occur when schools are in-session, businesses are open, and people are not working from home, historic traffic counts were used as the basis for estimating traffic volumes that could reflect typical conditions in 2020. The historic traffic counts, which were provided by the City of Medford, were conducted at the study intersections in October 2015 and July 2019. The counts show an average annual growth rate of approximately three percent per year, or 12 percent over the four-year period. The growth grate was applied to the study intersections to reflect year 2020 traffic conditions. *Appendix "B" contains the traffic count worksheets.*

Figure 4 provides a summary of existing volumes during the weekday PM peak hour as well as the intersection operations. As shown, all of the study intersections meet the applicable operating standards under PM peak hour conditions. *Appendix "C" contains the existing conditions intersection analysis worksheets.*



CM = Critical Movement
TWSC = Two-way-stop-control
AWSC = All-way-stop-control
LOS = Level of Service (Intersection LOS, Signalized/AWSC / CM LOS, TWSC)
Del = Delay (Intersection Del, Signalized/AWSC / CM Del, TWSC)
V/C = Volume-to-Capacity (Intersection V/C, Signalized/AWSC / CM V/C, TWSC)

Existing Traffic Conditions
Weekday PM Peak Hour
Medford, Oregon

Figure
4

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Crash Data

The Oregon Department of Transportation (ODOT) provided crash records at the study intersections for the period from January 1, 2013 through December 31, 2017. The crash type classifications at each intersection were reviewed to assess whether crash patterns might be identifiable. Table 3 shows the reported crashes by type and severity.

Table 3. Intersection Crash History (January 1, 2013 through December 31, 2017)

Location		Collision Type					Severity			
ID	Name	Rear-End	Turn	Angle	Fixed Obj	Other	PDO[1]	Injury	Fatality	Total Crashes
1	Black Oak Dr/Siskiyou Blvd	4	0	4	0	0	3	5	0	8
3	Murphy Rd/Siskiyou Blvd	0	1	0	1	0	2	0	0	2
5	Black Oak Dr/E Barnett Rd	10	4	3	0	0	10	7	0	17
7	Medical Center Dr/E Barnett Rd	5	12	0	0	1	5	13	0	18
9	Murphy Rd/E Barnett Rd	2	13	4	1	1	9	12	0	21

[1] PDO – Property damage only

Appendix "D" contains the detailed crash summary worksheets.

Critical Crash Rate

Critical crash rates were calculated for the study intersections following the analysis methodology presented in ODOT's *SPR 667 Assessment of Statewide Intersection Safety Performance* (Reference 3). SPR 667 provided average crash rates at a variety of intersection configurations in Oregon based on the number of approaches and traffic control types. The average crash rate represents the approximate number of crashes that are "expected" at a study intersection. This average crash rate is used to calculate the critical crash rate for each study intersection, based on the *Highway Safety Manual* methodology (Reference 4) and is shown in Table 4.

Table 4. Intersection Crash Rate Assessment

ID	Study Intersection	Total Crashes	Critical Crash Rate by Intersection Type	Critical Crash Rate by Volume	Observed Crash Rate at Intersection	Observed Crash Rate>Critical Crash Rate?
1	Black Oak Dr/Siskiyou Blvd	8	0.76	0.40	0.41	No
3	Murphy Rd/Siskiyou Blvd	2	0.46	0.37	0.17	No
5	Black Oak Dr/E Barnett Rd	17	0.65	0.56	0.35	No
7	Medical Center Dr/E Barnett Rd	18	0.70	0.45	0.58	Yes by Volume
9	Murphy Rd/E Barnett Rd	21	0.69	0.45	0.64	Yes by Volume

Table 4 shows that none of the study intersections exceed the critical crash rate by intersection type. Two of the intersections exceeded the crash rate by volume: Medical Center/E Barnett Road and Murphy Road/E Barnett Road. At the Medical Center Drive/E Barnett Road intersection, seven of the twelve turning movement collisions recorded over the five years involved eastbound left turning vehicle and a westbound through vehicle. All left-turn signal heads at this intersection allow for protected-permitted signal phasing. No other patterns were observed at this intersection. The majority

of the recorded crashes at the Murphy Road/Barnett Road intersection were also turning-related; however, these occurred across each of the approaches and movements. No discernable trends were identified through the data.

Based on the available ODOT crash data, no safety-based mitigations are recommended at the study intersections in conjunction with the campus changes.

TRANSPORTATION IMPACT ANALYSIS

This transportation impact analysis identifies how the study intersections will operate in the buildout year 2023 when the campus modifications are completed. The impact of traffic generated by the changes in the campus during the weekday PM peak hour was examined as follows:

- In-process developments and funded transportation improvements in the site vicinity were identified.
- Year 2023 background traffic volumes (prior to campus modifications) were developed assuming continued growth.
- Year 2023 background traffic conditions were assessed at each of the study intersections.
- Site-generated trips associated with the proposed campus modifications were added to the 2023 background traffic conditions to establish the total traffic volumes.
- Intersection improvement needs were identified to mitigate impacts where appropriate.

Year 2023 Background Traffic Conditions

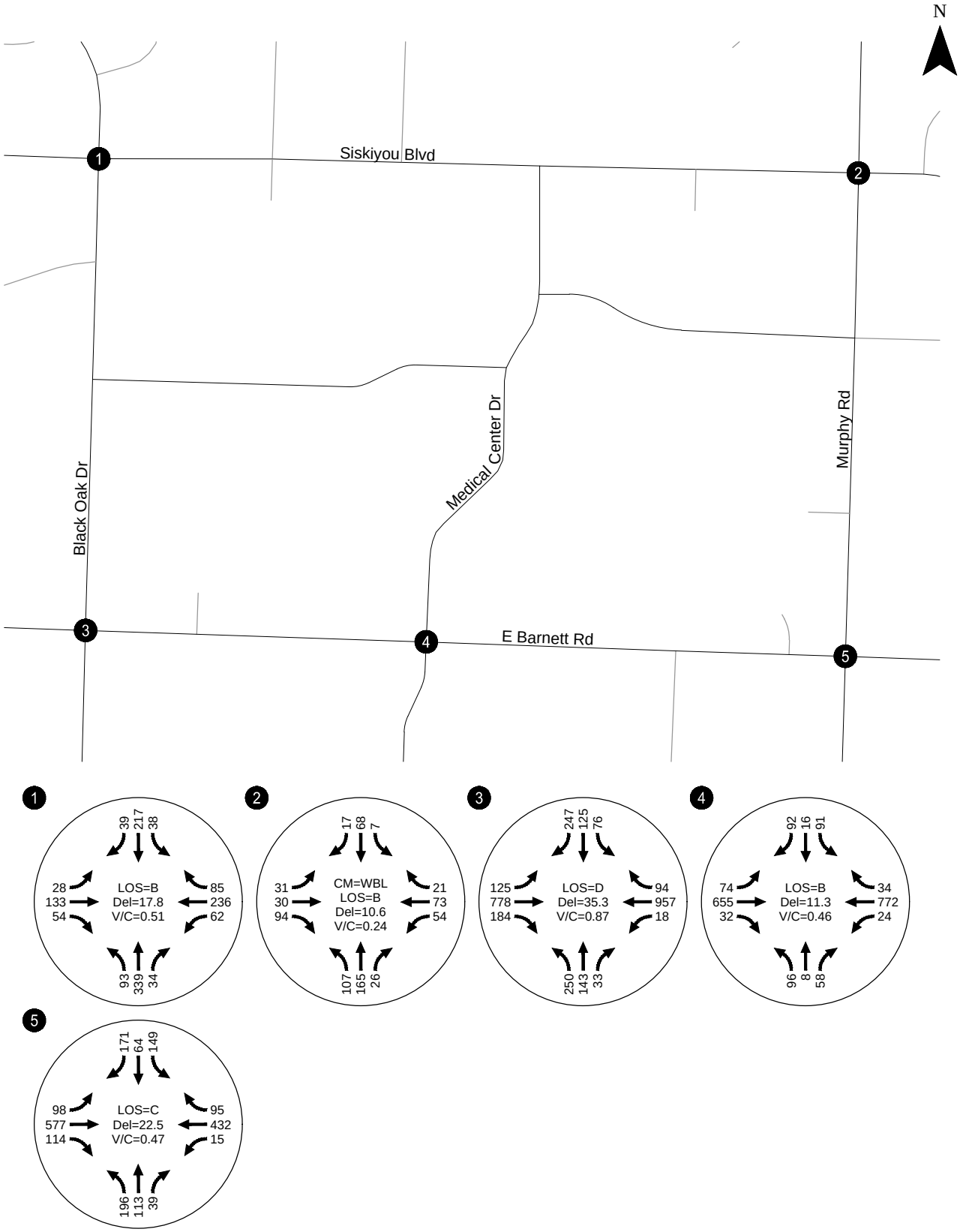
The year 2023 background traffic conditions analysis identifies how the study intersections will operate prior to the proposed campus modifications. This analysis includes traffic attributed to planned developments within the study area and to general growth in the region but does not include traffic from the proposed campus changes.

Planned Developments & Transportation Improvements

No in-process developments were identified by City staff for use in the study. As indicated previously a three percent annual growth rate was developed for the study area based on historical traffic counts conducted at the study intersections. The growth rate was applied to the existing traffic volumes to account for continued growth in regional traffic.

No planned improvements were identified at the study intersections that are currently considered funded.

Figures 5 shows the projected 2023 turning movements for the weekday PM peak hour and the resultant intersection operations. As shown, all the study intersections continue to meet the applicable operating standards under weekday PM peak hour conditions. *Appendix "E" contains the year 2023 background traffic analysis worksheets.*



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Del = Delay (Intersection Del, Signalized/AWSC / CM Del, TWSC)
V/C = Volume-to-Capacity (Intersection V/C, Signalized/AWSC / CM V/C, TWSC)

Year 2023 Background Traffic Conditions
Weekday PM Peak Hour
Medford, Oregon

Figure
5

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Proposed Campus Modifications and Trip Generation

As described previously, the proposed Asante Forward Pavilion & Renovations development plan includes construction of a 351,852 square-foot Pavilion on the north side of the existing hospital. Of the 351,852 square-feet, 52,059 square-feet will be shelled space, including 14,493 square-feet on the third floor of the Pavilion and 37,566 square-feet in the basement. At the same time, the 11,601 square-foot Asante Imaging building will be demolished. Upon completion of the campus modifications, there will be a net increase of 340,251 square-feet and the total campus will include 1,339,669 square feet, including 52,069 square feet of shelled space in the Pavilion.

The anticipated change in trip generation associated with the campus modifications is shown in Table 6. The trip generation estimates were prepared based on rates included in the standard reference, *Trip Generation Manual, 10th Edition*, published by ITE.

Table 6. Anticipated Change in Campus Trip Generation

Land Use	ITE Code	Size (sq ft)	Daily Trips	PM		
				Total	In	Out
Hospital	610	340,251*	3,648	330	106	224

*Reflects construction of the Pavilion (including 52,059 square feet of shelled space) and demolition of the existing Asante Imaging building.

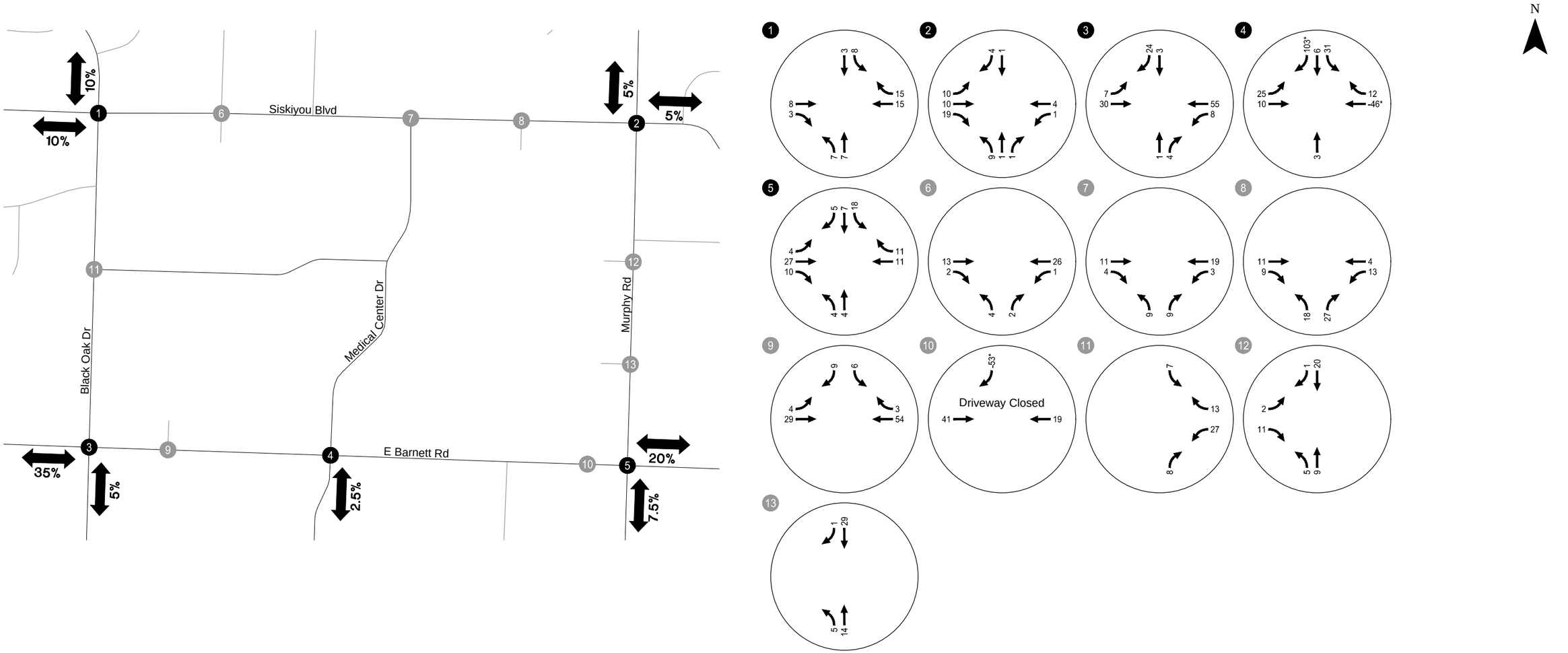
Trip Distribution and Assignment

The distribution of site-generated trips was estimated based on a review of existing traffic patterns as well as the location of regional residential areas. Figure 6 illustrates the estimated trip distribution pattern and assignment of the new trips associated with the campus modifications, as reflected in Table 6.

YEAR 2023 TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study intersections will operate with the traffic associated with the proposed campus modifications. The increase in site-generated trips shown in Figure 6 were added to the 2023 background traffic volumes reflected in Figure 5 to arrive at the 2023 total traffic volumes and resultant intersection operations shown in Figure 7.

As shown, all of the study intersections continue to meet the applicable operating standards under weekday PM peak hour conditions upon completion of the campus changes. All campus driveways are also expected to meet applicable operating standards. Additional information on the campus driveways is provided below. *Appendix "F" contains the year 2023 total traffic analysis worksheets.*



* Includes re-routed trips

Estimated Trip Distribution Pattern & Site-Generated Trips
Weekday PM Peak Hour
Medford, Oregon

Figure
6

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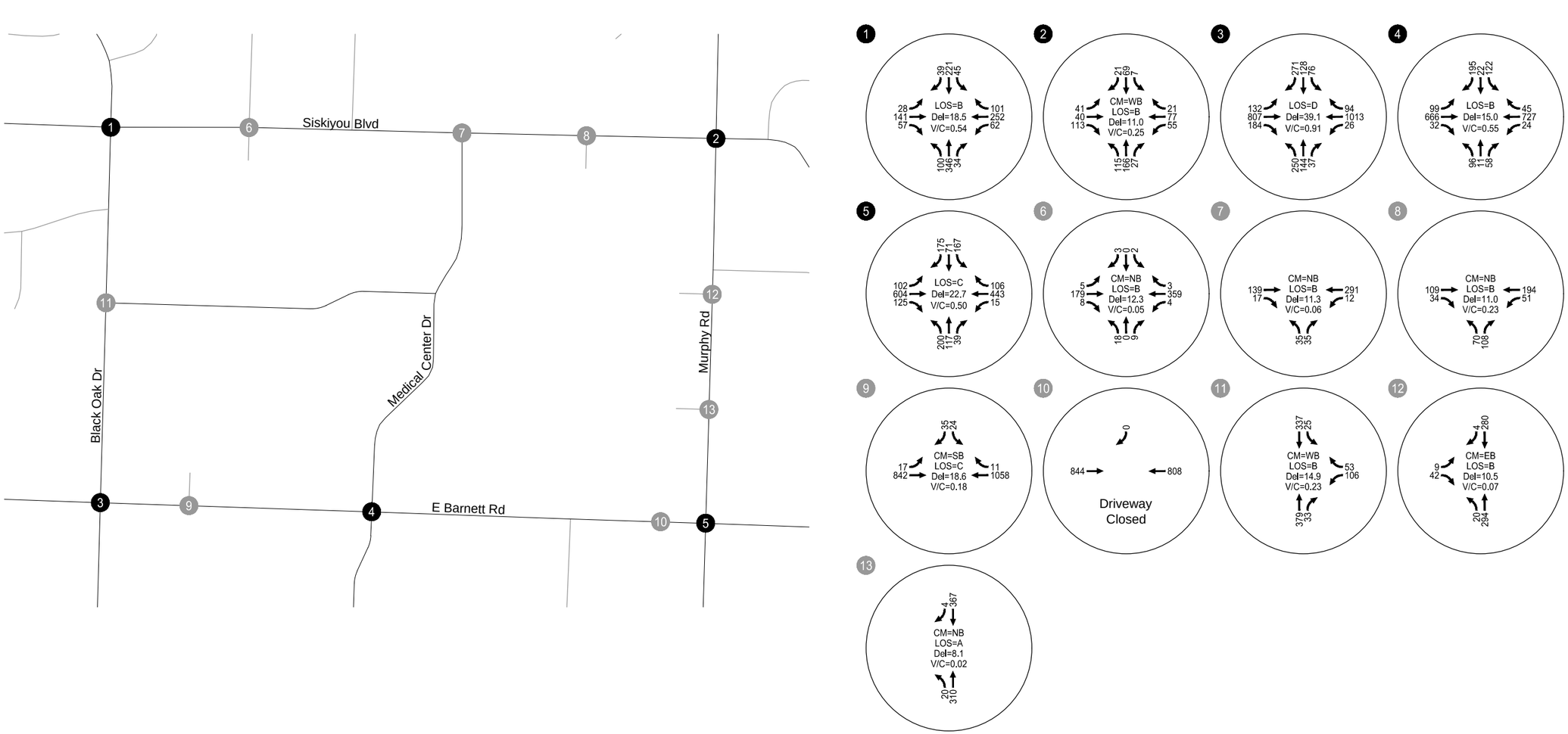

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AWSC = All-way-stop-control
LOS = Level of Service (Intersection LOS, Signalized/AWSC / CM LOS, TWSC)
Del = Delay (Intersection Del, Signalized/AWSC / CM Del, TWSC)
V/C = Volume-to-Capacity (Intersection V/C, Signalized/AWSC / CM V/C, TWSC)

Year 2023 Total Traffic Conditions
Weekday PM Peak Hour
Medford, Oregon

Figure
7

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Queuing Analysis

A queuing analysis was conducted at the signalized study intersections under background and total traffic conditions using Synchro 10. Table 7 summarizes the storage lengths (measured in Google Earth as the striped storage of the turn lanes or the distance between intersections) and the 95th percentile queues associated with each movement rounded to the nearest 25 feet. Table 7 also indicates if the storage lengths are adequate to accommodate the queues.

Table 7. Queuing Analysis

ID	Intersection	Movement	Storage Length (Feet)	95th Percentile Queue (Feet)		Adequate?
				Background Traffic Conditions	Total Traffic Conditions	
1	Black Oak Drive/Siskiyou Boulevard	EBL	75	50	50	Yes
		EBTR	845	150	175	Yes
		WBL	80	100	100	Yes[1]
		WBTR	365	250	300	Yes
		NBL	100	125	125	Yes[1]
		NBTR	200	300	325	Yes[2]
		SBL	100	75	75	Yes
		SBTR	175	225	225	Yes[2]
3	Black Oak Drive/E Barnett Road	EBL	70	200	225	Yes[1]
		EBTR	170	525	600	Yes[2]
		WBL	85	50	50	Yes
		WBTR	225	725	800	**No**
		NBL	100	325	325	**No**
		NBTR	90	175	175	Yes[2]
		SBL	105	75	75	Yes
		SBTR	80	375	400	Yes[2]
4	Medical Center Drive/E Barnett Road	EBL	100	50	125	Yes[1]
		EBTR	365	175	350	Yes
		WBL	105	25	25	Yes
		WBTR	815	225	300	Yes
		NBL	40	150	125	No[3]
		NBTR	150	75	75	Yes
		SBL	135	125	175	Yes[1]
		SBTR	135	75	125	Yes
5	Murphy Road/E Barnett Road	EBL	120	75	75	Yes
		EBTR	355	275	450	Yes[2]
		WBL	75	25	25	Yes
		WBTR	300	225	225	Yes
		NBL	75	300	300	**No**
		NBTR	85	150	150	Yes[2]
		SBL	100	175	200	Yes[1]
		SBTR	300	175	175	Yes

[1]Additional storage is available in the tapered section of the turn lane or in the center two-way left-turn lane.
[2]Sufficient storage is available, but queue blocks upstream driveway or minor street intersection.
[3]Queue is expected to extend onto private property.

As shown, the 95th percentile queues for the northbound left turns at the Black Oak Drive/E Barnett Road and Murphy Road/E Barnett Road intersections are expected to exceed their available storage under background and total traffic conditions; however, the queues are not expected to increase with the proposed modifications. Also, the westbound through queues at the Black Oak Drive/E Barnett Road intersection are expected to extend to the Medical Center Drive/E Barnett Road intersection. However, as a coordinated signal system, the queues are not expected to disrupt traffic flow along the corridor.

CAMPUS PLANNING CONSIDERATIONS

Internal circulation was evaluated to ensure that the site provides sufficient on-site circulation for pedestrian movements and campus vehicular traffic. Figure 2 illustrates the campus site plan with the proposed modifications. As shown sidewalks are provided along both sides of all streets that surround the campus and along both sides of all internal streets. There are several additional sidewalks and pedestrian pathways throughout the campus that connect the internal and external streets to campus facilities. The proposed modifications appear to maintain the same level of connectivity for pedestrians.

As mentioned earlier, access to the campus is currently provided by the main signalized driveway along E Barnett Road as well as nine additional unsignalized driveways, including three on Siskiyou Boulevard, two on E Barnett Road, one on Black Oak Drive, and three on Murphy Road; given the limited capacity of the central driveway along Murphy Road, the driveway was not included in this analysis. The proposed modifications will include relocation of the northernmost driveway on Murphy Road to the south and closure of the easternmost driveway along E Barnett Road. All other driveways will remain the same.

As indicated by the year 2023 total traffic conditions analysis, all the driveways are expected to operate acceptably with the proposed modifications during the weekday PM peak hour. Further review of the unsignalized driveways indicates that vehicle queues are not expected to exceed one vehicle entering the site. Sight distance is also currently adequate at all the driveways and is expected to be adequate at the northernmost driveway along Murphy Road when it is relocated further to the south. The following activities are recommended to ensure sight distance will continue to be adequate in the future:

- Site landscaping, above-ground utilities, and site signage should be maintained such that they provide minimum required sight lines within the site as well as at the vehicular access locations on the adjacent streets per City of Medford Land Development Code.

TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

ARRMC should consider implementation of a TDM program with a set of tools and resources to promote the use and effectiveness of the program to maximize the number of trips made to the campus by active transportation modes. To that end, there are several measures that may help reduce the auto trip rate in the future. A comprehensive review of the measures described below as well as additional measures is provided under separate cover.

- Provision of an on-campus Transportation Coordinator that oversees and monitors the implementation and effectiveness of TDM strategies.
- Provision of information about RTD transit service at the main entrance, the Emergency entrance and in the Human Resources office.
- Provision of a subsidized transit pass for employees and caregivers.

- Promotion of walking to/from work to improve employee health.
- Participation in local and Nationwide Bike Commute Challenges.
- Provision of an on-campus bicycle tune-up program and/or self-service bike repair areas.
- Provision of bicycle racks at all main entrances to the campus and provision of secured and covered bicycle parking.
- Provision of bike lockers and shower locations on-campus.
- Provision of carpool matching for all through the Human Resources department.
- Dissemination of education and availability of auto reduction efforts through an employee newsletter and email.
- Providing teleworking opportunities to employees whose jobs can be completed from home as well as compressed work weeks for employees whose shifts can be scheduled on a 10 – 12 hour per day basis rather than 8 hours per day.

Each of these has an associated cost and/or policy implication for the ARRMC administration and need to be considered thoughtfully prior to implementation. The trade-offs need to be balanced against the various "costs" and benefits provided.

RECOMMENDATIONS

Subject to approval by the City of Medford, the study recommendations are summarized below.

- Consider implementation of TDM strategies to reduce auto-trip making to campus.
- Site landscaping, above-ground utilities, and site signage should be maintained such that they provide minimum required sight lines within the site as well as at the vehicular access locations on the adjacent streets per City of Medford Land Development Code.

Please let us know if you have any questions regarding our analyses or findings.

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation, 10th Edition*. 2017.
2. Transportation Research Board. *Highway Capacity Manual, 6th Edition.*
3. Oregon Department of Transportation. *SPR 667 Assessment of Statewide Intersection Safety Performance.* June 2011.
4. American Association of State Highway and Transportation Officials. *Highway Safety Manual.* 2010.

LIST OF APPENDICES

A. Scoping Memorandum
B. Traffic Counts Worksheets
C. Existing Conditions Analysis Worksheets
D. ODOT Crash Data
E. Year 2023 Background Traffic Conditions Analysis Worksheets
F. Year 2023 Total Traffic Conditions Analysis Worksheets

Appendix A Scoping Memorandum

March 31, 2020 Project #: 25031.0

Karl MacNair
City of Medford
411 West 8th Street
Medford, OR 97501

RE: Asante Forward Pavilion & Renovations – Transportation Impact Analysis Scoping

Dear Karl,

For the purposes of City Transportation Impact Analysis (TIA) Scoping direction, this letter includes background information and a trip generation estimate for the proposed Asante Forward Pavilion & Renovations. The information provided herein is based on a review of the proposed changes to the campus, discussions with the project team, a review of the pre-application notes, and direction provided by City of Medford (City) staff.

Background

The Asante Rogue Regional Medical Center (ARRMC) is located at 2825 E Barnett Road. The campus is generally bounded by Siskiyou Boulevard to the north, E Barnett Road to the south, Murphy Road to the east, and Black Oak Drive to the west. Campus access is provided along all four streets. An internal street network provides connections to the campus uses and surface parking lots and parking garages. Medical Center Drive is the primary street that travels north-south through the campus and continues south across E Barnett Road to other medical facilities. See Figure 1 below.

The ARRMC is currently comprised of approximately 999,418 gross square feet of building space, which includes the main hospital located in the southeast corner of the campus, as well as the Smullin Health Education Center, the Black Oak Medical Plaza (BOMP), the Cardiovascular Institute (CVI), Asante Imaging and Pediatrics, and the Asante corporate offices (Corporate) and Information Technology Service (ITS). The campus area proposed for modifications is 41.60 acres and is zoned Service Commercial Professional Offices (C-S/P). Per Section 10.337 of the Medford Land Development Code (MLDC), hospitals are considered a conditional use under this zoning. The ARRMC currently operates under a conditional use permit that has been re-approved by the City over the years to accommodate various campus modifications. Section 10.184.C of the MLDC identifies the following approval criteria for conditional use applications:

(C) Conditional Use Permit Approval Criteria.

> *(1) The Planning Commission must determine that the development proposal complies with either of the following criteria before approval can be granted.*

(a) The development proposal will cause no significant adverse impact on the livability, value, or appropriate development of abutting property, or the surrounding area when compared to the impacts of permitted development that is not classified as conditional.

(b) The development proposal is in the public interest, and although the development proposal may cause some adverse impacts, conditions have been imposed by the Planning Commission to produce a balance between the conflicting interests.

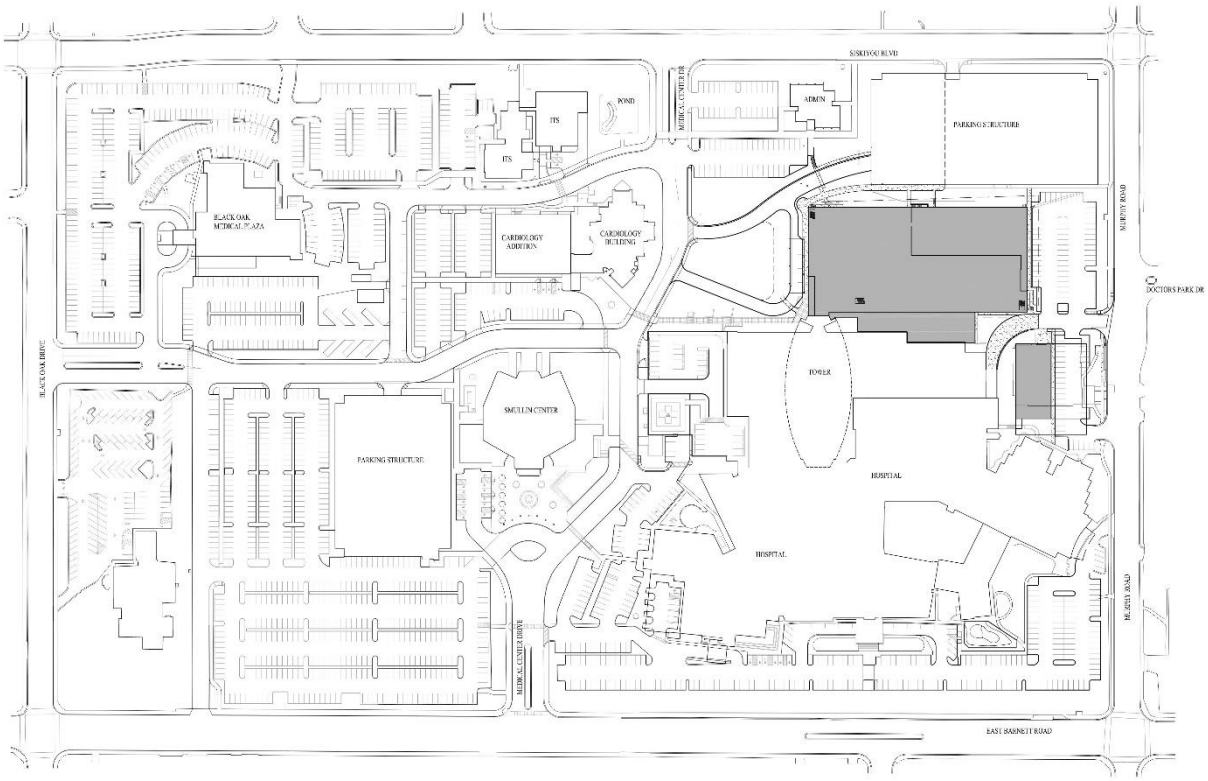
Further, the City's September 2019 Development Policy Statement provides a trip rate of 500 daily vehicular trips per acre for C-S/P zoning to assess the impacts of conditional uses. As indicated below, the proposed conditional use would generate fewer trips than a *permitted use* based on this trip rate.

Figure 1: Study Area

Planned Campus Modifications

The proposed Asante Forward Pavilion & Renovations development plan includes construction of a 351,852 square-foot Pavilion on the north side of the existing hospital. The Pavilion will include a Women and Children Center, an Intensive Care Unit that is being relocated from another part of the hospital, operating rooms, and support services. Of the 351,852 square-feet, 52,059 square-feet will be shelled space. As part of the campus modifications, the 11,601 square feet Asante Imaging and 17,708 square feet Pediatrics spaces will be demolished. Further, the northernmost driveway on Murphy Road will be relocated to the south. Upon completion of the campus modifications, the total campus will include 1,321,961 square feet, including 52,059 square feet of shelled space in the Pavilion. Figure 2 illustrates the conceptual site plan. Construction of the Pavilion is expected to occur by 2023; ARRMC does not have foreseeable plans to occupy the shelled space until 2030.

Figure 2: Conceptual Site Plan



Trip Generation

For comparison purposes, trip generation estimates were calculated as indicated below.

- Permitted Uses – As noted above, the City's Policy Directive specifies a rate of 500 trips per day with peak hour rates assumed to be 10 percent of the average daily trips.
- Proposed Conditional Use – The trip generation estimate for the campus is based on information provided in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE). ITE land use code 610 (Hospital) was used as a basis for the estimate which provides average trip rates per 1,000 square-feet of gross floor area.

Table 1 summaries the trip generation estimates for the permitted use and proposed conditional use during the daily, weekday AM, and weekday PM peak hours.

Table 1: Trip Generation Comparison

Zoning/Land Use	ITE Code	Size	Daily Trips	AM			PM		
				Total	In	Out	Total	In	Out
Permitted Use									
C-S/P	N/A	41.60 Acres	20,800	2,080	1,414	666	2,080	666	1,414
Proposed Conditional Use									
Hospital	610	1,321,961 Square-feet	14,171	1,177	800	376	1,282	410	872
Net Difference (Proposed Conditional Use – Permitted Use)			***-6,628***	***-903***	***-614***	***-289***	***-798***	***-256***	***-542***

As shown in Table 1, the proposed conditional use would generate fewer trips than a permitted use per the City's policy direction. Therefore, *the proposed campus modifications are not anticipated to create transportation-related impacts on the surrounding area when compared to the impacts of permitted uses.*

To assist with scoping, a trip estimate for the proposed Forward Pavilion & Renovations development plan was calculated based on information provided in ITE. The estimate reflects construction of the 351,852 square-foot Pavilion and demolition of the 11,610 square feet Asante Imaging and 17,708 square feet Pediatrics buildings. This is shown in Table 2.

Table 2: Trip Generation Estimate

Land Use	ITE Code	Size (sq ft)	Daily Trips	AM			PM		
				Total	In	Out	Total	In	Out
Hospital	610	322,543*	3,458	287	195	92	313	100	213

*Includes 52,059 square feet of shelled space in the Pavilion that is not intended to be occupied in the foreseeable future.

Next Steps

We trust this letter provides adequate information for the City to prepare a TIA scoping letter for the Rogue Regional Campus Expansion. Please feel free to contact us with any questions or comments.

Sincerely,
KITTELSON & ASSOCIATES, INC.

Matt Bell
Senior Planner

Julia Kuhn, PE
Senior Principal Engineer

Appendix B Traffic Counts Worksheets

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: BLACK OAK DRIVE
E - W STREET: SISKIYOU BLVD
DAY OF WEEK: THURSDAY
TIME OF DAY: 6AM - 7PM

File Name : 93 Black Oak_Siskiyou
Site Code : 00000093
Start Date : 10/29/2015
Page No : 1

Groups Printed- Unshifted

	Black Oak Drive From North					Siskiyou Blvd From East					Black Oak Drive From South					Siskiyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	21	8	0	29	0	2	5	1	8	3	3	1	0	7	3	4	0	0	7	51
06:15 AM	1	27	9	0	37	0	6	0	0	6	2	5	0	0	7	7	6	0	1	14	64
06:30 AM	2	43	11	0	56	2	7	3	0	12	5	9	0	2	16	6	11	0	1	18	102
06:45 AM	4	48	27	1	80	3	11	4	0	18	10	16	4	1	31	13	17	0	2	32	161
Total	7	139	55	1	202	5	26	12	1	44	20	33	5	3	61	29	38	0	4	71	378
07:00 AM	3	28	18	0	49	6	10	2	1	19	8	17	3	0	28	8	12	1	1	22	118
07:15 AM	12	57	14	2	85	8	14	6	1	29	6	18	11	1	36	12	23	2	1	38	188
07:30 AM	29	66	13	4	112	4	35	3	4	46	6	39	17	0	62	26	40	4	2	72	292
07:45 AM	18	101	29	6	154	10	44	11	3	68	7	45	20	2	74	42	68	4	5	119	415
Total	62	252	74	12	400	28	103	22	9	162	27	119	51	3	200	88	143	11	9	251	1013
08:00 AM	2	71	19	2	94	7	15	14	0	36	13	34	12	1	60	18	38	2	1	59	249
08:15 AM	1	67	20	1	89	6	27	10	0	43	6	30	6	0	42	16	32	0	2	50	224
08:30 AM	3	42	10	0	55	10	12	6	1	29	3	19	7	2	31	5	27	0	1	33	148
08:45 AM	2	38	12	1	53	9	20	5	0	34	6	28	12	0	46	13	19	3	0	35	168
Total	8	218	61	4	291	32	74	35	1	142	28	111	37	3	179	52	116	5	4	177	789
09:00 AM	3	34	11	0	48	6	28	9	0	43	6	29	8	1	44	13	19	3	1	36	171
09:15 AM	2	39	16	0	57	6	23	8	0	37	8	25	7	2	42	8	17	1	4	30	166
09:30 AM	3	36	9	1	49	6	23	9	1	39	6	31	5	1	43	9	22	2	2	35	166
09:45 AM	0	48	17	0	65	8	20	10	0	38	8	29	10	1	48	12	30	2	0	44	195
Total	8	157	53	1	219	26	94	36	1	157	28	114	30	5	177	42	88	8	7	145	698
10:00 AM	4	38	9	1	52	8	20	7	0	35	10	28	8	1	47	10	16	5	1	32	166
10:15 AM	3	32	12	0	47	14	23	11	0	48	3	25	7	1	36	10	16	2	0	28	159
10:30 AM	2	39	10	0	51	11	21	12	0	44	1	41	5	0	47	10	27	4	0	41	183
10:45 AM	2	49	11	1	63	13	26	16	0	55	7	36	6	0	49	8	30	0	2	40	207
Total	11	158	42	2	213	46	90	46	0	182	21	130	26	2	179	38	89	11	3	141	715
11:00 AM	6	38	14	0	58	15	24	12	1	52	5	40	11	1	57	7	20	0	1	28	195
11:15 AM	3	41	10	0	54	14	16	7	1	38	9	35	9	1	54	16	29	2	0	47	193

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: BLACK OAK DRIVE
E - W STREET: SISKIYOU BLVD
DAY OF WEEK: THURSDAY
TIME OF DAY: 6AM - 7PM

File Name : 93 Black Oak_Siskiyou
Site Code : 00000093
Start Date : 10/29/2015
Page No : 2

Groups Printed- Unshifted

	Black Oak Drive From North					Siskiyou Blvd From East					Black Oak Drive From South					Siskiyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	3	30	9	0	42	11	28	12	0	51	6	35	14	2	57	10	28	3	0	41	191
11:45 AM	4	38	12	0	54	9	31	17	1	58	8	49	10	0	67	11	24	4	0	39	218
Total	16	147	45	0	208	49	99	48	3	199	28	159	44	4	235	44	101	9	1	155	797
12:00 PM	4	49	9	2	64	13	34	14	1	62	6	65	17	1	89	11	26	4	0	41	256
12:15 PM	2	44	10	0	56	15	34	13	0	62	10	34	13	0	57	17	25	2	1	45	220
12:30 PM	1	51	15	3	70	12	18	7	0	37	6	38	13	0	57	13	16	2	4	35	199
12:45 PM	1	53	13	1	68	9	13	11	0	33	9	28	11	1	49	15	33	6	0	54	204
Total	8	197	47	6	258	49	99	45	1	194	31	165	54	2	252	56	100	14	5	175	879
01:00 PM	0	44	14	0	58	9	33	11	0	53	9	29	4	0	42	10	29	1	0	40	193
01:15 PM	5	47	10	0	62	11	16	8	0	35	5	30	12	0	47	12	34	4	0	50	194
01:30 PM	5	33	12	0	50	12	25	7	0	44	15	31	14	0	60	14	16	5	0	35	189
01:45 PM	5	49	7	0	61	10	29	17	2	58	7	37	6	0	50	11	40	2	0	53	222
Total	15	173	43	0	231	42	103	43	2	190	36	127	36	0	199	47	119	12	0	178	798
02:00 PM	10	34	5	0	49	10	31	10	0	51	8	34	13	0	55	13	24	1	2	40	195
02:15 PM	8	55	9	0	72	11	25	6	1	43	8	47	19	1	75	9	31	2	0	42	232
02:30 PM	8	32	13	0	53	21	29	17	6	73	9	49	14	2	74	15	38	5	1	59	259
02:45 PM	8	41	12	2	63	10	24	15	0	49	7	51	12	0	70	19	37	4	0	60	242
Total	34	162	39	2	237	52	109	48	7	216	32	181	58	3	274	56	130	12	3	201	928
03:00 PM	5	43	9	0	57	22	29	12	0	63	4	51	11	0	66	10	31	5	0	46	232
03:15 PM	4	49	15	0	68	11	27	10	0	48	6	47	20	0	73	16	35	7	0	58	247
03:30 PM	3	42	6	0	51	15	42	6	0	63	10	75	21	0	106	16	26	5	0	47	267
03:45 PM	4	40	16	0	60	18	35	13	1	67	6	51	13	0	70	14	27	3	1	45	242
Total	16	174	46	0	236	66	133	41	1	241	26	224	65	0	315	56	119	20	1	196	988
04:00 PM	9	46	8	0	63	16	32	7	0	55	7	77	17	2	103	12	23	7	2	44	265
04:15 PM	4	45	7	2	58	9	20	6	0	35	8	66	11	1	86	9	23	1	0	33	212
04:30 PM	5	32	13	1	51	25	24	5	0	54	5	72	16	2	95	11	33	5	2	51	251
04:45 PM	5	36	2	2	45	16	39	14	2	71	8	52	16	0	76	6	20	5	1	32	224
Total	23	159	30	5	217	66	115	32	2	215	28	267	60	5	360	38	99	18	5	160	952
05:00 PM	7	44	8	1	60	29	65	16	1	111	7	66	27	1	101	9	34	11	2	56	328

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: BLACK OAK DRIVE
E - W STREET: SISKIYOU BLVD
DAY OF WEEK: THURSDAY
TIME OF DAY: 6AM - 7PM

File Name : 93 Black Oak_Siskiyou
Site Code : 00000093
Start Date : 10/29/2015
Page No : 3

Groups Printed- Unshifted

	Black Oak Drive From North					Siskiyou Blvd From East					Black Oak Drive From South					Siskiyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:15 PM	13	37	12	0	62	10	53	13	0	76	6	64	15	0	85	14	26	3	0	43	266
05:30 PM	6	56	8	0	70	13	31	6	4	54	6	88	16	1	111	14	26	3	0	43	278
05:45 PM	4	36	4	0	44	9	10	3	0	22	3	59	13	1	76	10	22	5	1	38	180
Total	30	173	32	1	236	61	159	38	5	263	22	277	71	3	373	47	108	22	3	180	1052
06:00 PM	1	55	8	0	64	6	23	7	0	36	5	45	13	1	64	8	28	5	2	43	207
06:15 PM	9	33	3	0	45	8	28	12	1	49	4	33	6	0	43	14	23	4	0	41	178
06:30 PM	2	28	4	2	36	2	16	7	0	25	5	57	3	0	65	13	15	5	0	33	159
06:45 PM	0	24	7	0	31	10	13	4	0	27	4	32	5	1	42	8	12	1	0	21	121
Total	12	140	22	2	176	26	80	30	1	137	18	167	27	2	214	43	78	15	2	138	665
Grand Total	250	2249	589	36	3124	548	1284	476	34	2342	345	2074	564	35	3018	636	1328	157	47	2168	10652
Apprch %	8	72	18.9	1.2		23.4	54.8	20.3	1.5		11.4	68.7	18.7	1.2		29.3	61.3	7.2	2.2		
Total %	2.3	21.1	5.5	0.3	29.3	5.1	12.1	4.5	0.3	22	3.2	19.5	5.3	0.3	28.3	6	12.5	1.5	0.4	20.4	

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Hatfield, PA 19440

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E - W STREET: SISKIYOU BLVD
DAY OF WEEK: THURSDAY
TIME OF DAY: 6AM - 7PM

File Name : 93 Black Oak_Siskiyou
Site Code : 00000093
Start Date : 10/29/2015
Page No : 4

	Black Oak Drive From North					Siskiyou Blvd From East					Black Oak Drive From South					Siskiyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**29**	66	13	4	112	4	35	3	**4**	46	6	39	17	0	62	26	40	**4**	2	72	292
07:45 AM	18	**101**	**29**	**6**	**154**	**10**	**44**	11	3	**68**	7	**45**	**20**	**2**	**74**	**42**	**68**	4	**5**	**119**	**415**
08:00 AM	2	71	19	2	94	7	15	**14**	0	36	**13**	34	12	1	60	18	38	2	1	59	249
08:15 AM	1	67	20	1	89	6	27	10	0	43	6	30	6	0	42	16	32	0	2	50	224
Total Volume	50	305	81	13	449	27	121	38	7	193	32	148	55	3	238	102	178	10	10	300	1180
% App. Total	11.1	67.9	18	2.9		14	62.7	19.7	3.6		13.4	62.2	23.1	1.3		34	59.3	3.3	3.3		
PHF	.431	.755	.698	.542	.729	.675	.688	.679	.438	.710	.615	.822	.688	.375	.804	.607	.654	.625	.500	.630	.711
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	**8**	41	12	**2**	63	10	24	**15**	0	49	7	51	12	0	70	**19**	**37**	4	0	**60**	242
03:00 PM	5	43	9	0	57	**22**	29	12	0	**63**	4	51	11	0	66	10	31	5	0	46	232
03:15 PM	4	**49**	**15**	0	**68**	11	27	10	0	48	6	47	20	0	73	16	35	**7**	0	58	247
03:30 PM	3	42	6	0	51	15	**42**	6	0	63	**10**	**75**	**21**	0	**106**	16	26	5	0	47	**267**
Total Volume	20	175	42	2	239	58	122	43	0	223	27	224	64	0	315	61	129	21	0	211	988
% App. Total	8.4	73.2	17.6	0.8		26	54.7	19.3	0		8.6	71.1	20.3	0		28.9	61.1	10	0		
PHF	.625	.893	.700	.250	.879	.659	.726	.717	.000	.885	.675	.747	.762	.000	.743	.803	.872	.750	.000	.879	.925
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	5	36	2	**2**	45	16	39	14	2	71	**8**	52	16	0	76	6	20	5	1	32	224
05:00 PM	7	44	8	1	60	**29**	**65**	**16**	1	**111**	7	66	**27**	**1**	101	9	**34**	**11**	**2**	**56**	**328**
05:15 PM	**13**	37	**12**	0	62	10	53	13	0	76	6	64	15	0	85	**14**	26	3	0	43	266
05:30 PM	6	**56**	8	0	**70**	13	31	6	**4**	54	6	**88**	16	1	**111**	14	26	3	0	43	278
Total Volume	31	173	30	3	237	68	188	49	7	312	27	270	74	2	373	43	106	22	3	174	1096
% App. Total	13.1	73	12.7	1.3		21.8	60.3	15.7	2.2		7.2	72.4	19.8	0.5		24.7	60.9	12.6	1.7		
PHF	.596	.772	.625	.375	.846	.586	.723	.766	.438	.703	.844	.767	.685	.500	.840	.768	.779	.500	.375	.777	.835

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: MURPHY ROAD
E - W STREET: SISKIYOU BLVD
DAY OF WEEK: WEDNESDAY
TIME OF DAY: 6AM - 7PM

File Name : 815 Murphy_Siskyou
Site Code : 00000815
Start Date : 8/19/2015
Page No : 1

Groups Printed- Unshifted

	Murphy Rd From North					Siskyou Blvd From East					Murphy Rd From South					Siskyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	1	1	0	1	3	0	1	1	0	2	1	5	1	0	7	4	1	0	1	6	18
06:15 AM	2	13	0	0	15	1	0	0	1	2	0	7	3	0	10	2	3	0	0	5	32
06:30 AM	2	5	0	0	7	0	2	4	0	6	3	9	4	0	16	4	1	1	0	6	35
06:45 AM	4	13	4	0	21	1	2	1	0	4	0	2	9	1	12	9	2	0	0	11	48
Total	9	32	4	1	46	2	5	6	1	14	4	23	17	1	45	19	7	1	1	28	133
07:00 AM	0	11	0	0	11	0	2	3	0	5	6	11	5	1	23	7	7	1	1	16	55
07:15 AM	4	15	6	0	25	0	2	2	1	5	5	7	12	1	25	7	6	0	0	13	68
07:30 AM	6	19	2	1	28	2	12	3	0	17	14	21	12	2	49	17	9	0	0	26	120
07:45 AM	6	33	6	2	47	0	9	5	1	15	20	13	20	2	55	36	10	5	7	58	175
Total	16	78	14	3	111	2	25	13	2	42	45	52	49	6	152	67	32	6	8	113	418
08:00 AM	8	31	5	0	44	4	10	4	1	19	23	15	17	0	55	30	13	4	0	47	165
08:15 AM	5	24	5	0	34	2	5	7	0	14	13	13	15	0	41	13	6	1	2	22	111
08:30 AM	2	28	2	1	33	1	11	7	0	19	10	18	8	0	36	16	6	2	0	24	112
08:45 AM	5	15	3	1	24	1	7	11	0	19	5	13	7	0	25	15	11	4	1	31	99
Total	20	98	15	2	135	8	33	29	1	71	51	59	47	0	157	74	36	11	3	124	487
09:00 AM	2	22	2	5	31	3	4	3	0	10	17	15	17	0	49	15	2	1	1	19	109
09:15 AM	1	10	1	0	12	0	8	14	0	22	12	28	17	0	57	19	8	1	0	28	119
09:30 AM	6	13	2	1	22	5	13	13	1	32	12	23	17	3	55	15	7	2	1	25	134
09:45 AM	5	21	3	1	30	3	13	9	1	26	16	32	17	4	69	16	2	0	0	18	143
Total	14	66	8	7	95	11	38	39	2	90	57	98	68	7	230	65	19	4	2	90	505
10:00 AM	5	16	0	0	21	6	4	2	0	12	8	16	7	0	31	10	2	2	0	14	78
10:15 AM	2	7	1	1	11	2	7	4	0	13	8	26	9	0	43	13	7	1	0	21	88
10:30 AM	3	15	1	0	19	1	9	13	0	23	9	28	17	0	54	16	5	1	0	22	118
10:45 AM	4	13	0	0	17	2	9	11	0	22	12	20	17	1	50	18	4	4	0	26	115
Total	14	51	2	1	68	11	29	30	0	70	37	90	50	1	178	57	18	8	0	83	399
11:00 AM	3	16	2	0	21	1	9	13	0	23	7	22	16	1	46	27	6	3	0	36	126
11:15 AM	3	14	2	0	19	3	7	10	0	20	5	26	12	0	43	14	7	1	1	23	105

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: MURPHY ROAD
E - W STREET: SISKIYOU BLVD
DAY OF WEEK: WEDNESDAY
TIME OF DAY: 6AM - 7PM

File Name : 815 Murphy_Siskyou
Site Code : 00000815
Start Date : 8/19/2015
Page No : 2

Groups Printed- Unshifted

	Murphy Rd From North					Siskyou Blvd From East					Murphy Rd From South					Siskyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	1	22	2	0	25	3	8	13	0	24	7	27	17	0	51	12	2	3	0	17	117
11:45 AM	6	14	1	1	22	1	8	11	0	20	3	21	16	0	40	14	5	2	0	21	103
Total	13	66	7	1	87	8	32	47	0	87	22	96	61	1	180	67	20	9	1	97	451
12:00 PM	3	27	3	3	36	2	7	16	2	27	8	36	21	3	68	19	7	1	2	29	160
12:15 PM	3	18	0	0	21	4	12	6	0	22	2	27	18	0	47	15	4	6	0	25	115
12:30 PM	5	10	4	1	20	1	2	4	1	8	12	26	13	1	52	11	5	4	0	20	100
12:45 PM	3	24	4	0	31	0	8	10	0	18	5	17	13	0	35	13	8	2	1	24	108
Total	14	79	11	4	108	7	29	36	3	75	27	106	65	4	202	58	24	13	3	98	483
01:00 PM	1	14	0	1	16	1	10	9	0	20	6	15	16	0	37	21	10	2	1	34	107
01:15 PM	4	23	4	0	31	3	8	8	0	19	16	16	15	2	49	17	5	5	1	28	127
01:30 PM	0	18	3	0	21	2	9	8	0	19	9	15	17	0	41	16	13	3	1	33	114
01:45 PM	4	21	3	0	28	0	10	5	0	15	11	18	15	0	44	14	8	2	1	25	112
Total	9	76	10	1	96	6	37	30	0	73	42	64	63	2	171	68	36	12	4	120	460
02:00 PM	4	13	1	0	18	2	4	7	0	13	3	11	20	0	34	10	5	3	0	18	83
02:15 PM	5	17	4	0	26	3	14	12	0	29	16	28	11	0	55	12	16	3	0	31	141
02:30 PM	6	11	5	0	22	3	5	12	0	20	8	31	20	0	59	16	9	5	0	30	131
02:45 PM	3	19	5	0	27	6	10	7	0	23	10	19	13	0	42	16	14	3	2	35	127
Total	18	60	15	0	93	14	33	38	0	85	37	89	64	0	190	54	44	14	2	114	482
03:00 PM	1	13	0	0	14	3	8	17	0	28	10	30	22	0	62	22	3	1	2	28	132
03:15 PM	2	20	0	1	23	3	7	6	0	16	6	21	10	0	37	18	6	2	1	27	103
03:30 PM	2	13	1	3	19	3	17	17	0	37	12	25	19	0	56	17	8	3	0	28	140
03:45 PM	1	19	3	0	23	3	12	8	0	23	6	28	11	0	45	15	10	6	0	31	122
Total	6	65	4	4	79	12	44	48	0	104	34	104	62	0	200	72	27	12	3	114	497
04:00 PM	1	22	3	0	26	7	20	15	0	42	8	34	12	0	54	22	8	5	1	36	158
04:15 PM	3	22	2	0	27	6	10	9	0	25	6	26	10	0	42	17	4	5	1	27	121
04:30 PM	3	15	1	0	19	5	9	9	0	23	0	33	13	0	46	21	5	3	0	29	117
04:45 PM	7	16	5	1	29	3	7	9	0	19	1	29	11	0	41	9	5	3	0	17	106
Total	14	75	11	1	101	21	46	42	0	109	15	122	46	0	183	69	22	16	2	109	502
05:00 PM	3	23	2	1	29	8	13	10	0	31	3	35	23	0	61	31	3	5	0	39	160

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: MURPHY ROAD
E - W STREET: SISKIYOU BLVD
DAY OF WEEK: WEDNESDAY
TIME OF DAY: 6AM - 7PM

File Name : 815 Murphy_Siskyou
Site Code : 00000815
Start Date : 8/19/2015
Page No : 3

Groups Printed- Unshifted

	Murphy Rd From North					Siskyou Blvd From East					Murphy Rd From South					Siskyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:15 PM	5	13	2	3	23	7	9	13	0	29	8	34	11	0	53	18	5	5	1	29	134
05:30 PM	4	18	0	0	22	2	15	15	0	32	0	32	8	0	40	9	7	5	0	21	115
05:45 PM	8	12	1	0	21	0	2	0	0	2	1	22	14	0	37	12	2	3	0	17	77
Total	20	66	5	4	95	17	39	38	0	94	12	123	56	0	191	70	17	18	1	106	486
06:00 PM	3	13	1	0	17	0	3	3	0	6	0	21	17	0	38	9	7	5	0	21	82
06:15 PM	1	9	2	0	12	0	4	1	0	5	0	12	12	0	24	8	7	2	1	18	59
06:30 PM	1	12	1	1	15	1	1	2	0	4	1	10	3	0	14	3	0	2	0	5	38
06:45 PM	1	4	0	0	5	1	1	1	0	3	3	16	9	0	28	2	2	1	0	5	41
Total	6	38	4	1	49	2	9	7	0	18	4	59	41	0	104	22	16	10	1	49	220
Grand Total	173	850	110	30	1163	121	399	403	9	932	387	1085	689	22	2183	762	318	134	31	1245	5523
Apprch %	14.9	73.1	9.5	2.6		13	42.8	43.2	1		17.7	49.7	31.6	1		61.2	25.5	10.8	2.5		
Total %	3.1	15.4	2	0.5	21.1	2.2	7.2	7.3	0.2	16.9	7	19.6	12.5	0.4	39.5	13.8	5.8	2.4	0.6	22.5	

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 815
Site Code : 00000815
Start Date : 7/16/2019
Page No : 1

Groups Printed- Unshifted

	Murphy Rd From North					Siskiyou Blvd From East					Murphy Rd From South					Siskiyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	0	3	1	4	1	5	1	0	7	9	0	0	0	9	21
06:15 AM	1	5	1	1	8	0	0	1	1	2	6	4	4	1	15	3	2	0	1	6	31
06:30 AM	3	12	3	6	24	1	0	0	0	1	9	6	4	3	22	7	3	0	0	10	57
06:45 AM	0	15	2	2	19	1	1	1	0	3	16	8	3	2	29	10	4	1	2	17	68
Total	4	33	6	9	52	2	1	5	2	10	32	23	12	6	73	29	9	1	3	42	177
07:00 AM	1	16	2	3	22	2	1	1	2	6	8	15	10	0	33	12	5	1	0	18	79
07:15 AM	1	23	5	5	34	2	2	1	1	6	9	19	15	0	43	6	4	3	2	15	98
07:30 AM	5	16	5	1	27	1	3	5	1	10	16	19	12	1	48	19	9	0	1	29	114
07:45 AM	9	39	13	0	61	1	8	11	0	20	14	10	23	2	49	27	15	1	2	45	175
Total	16	94	25	9	144	6	14	18	4	42	47	63	60	3	173	64	33	5	5	107	466
08:00 AM	6	34	3	1	44	2	5	4	2	13	13	12	10	2	37	30	11	2	2	45	139
08:15 AM	1	24	3	2	30	5	6	8	1	20	16	14	11	4	45	26	7	2	2	37	132
08:30 AM	5	16	4	2	27	3	7	15	0	25	12	18	13	0	43	19	6	6	1	32	127
08:45 AM	4	10	2	1	17	4	10	5	0	19	14	19	18	1	52	23	12	1	0	36	124
Total	16	84	12	6	118	14	28	32	3	77	55	63	52	7	177	98	36	11	5	150	522
09:00 AM	2	29	0	1	32	7	10	8	0	25	16	21	20	2	59	20	10	2	0	32	148
09:15 AM	5	17	5	0	27	4	6	11	0	21	11	21	15	0	47	26	7	2	0	35	130
09:30 AM	5	20	3	0	28	2	14	16	2	34	13	20	24	2	59	13	4	4	0	21	142
09:45 AM	4	27	2	3	36	3	10	15	1	29	20	28	18	0	66	19	5	4	3	31	162
Total	16	93	10	4	123	16	40	50	3	109	60	90	77	4	231	78	26	12	3	119	582
10:00 AM	5	11	2	1	19	5	15	12	2	34	17	19	13	1	50	35	8	2	1	46	149
10:15 AM	3	15	1	1	20	2	12	11	0	25	13	40	26	2	81	27	6	3	0	36	162
10:30 AM	3	26	2	0	31	2	8	14	0	24	19	33	19	0	71	31	6	5	0	42	168
10:45 AM	4	22	3	0	29	1	14	12	3	30	19	24	17	4	64	20	6	4	0	30	153
Total	15	74	8	2	99	10	49	49	5	113	68	116	75	7	266	113	26	14	1	154	632
11:00 AM	6	28	0	2	36	6	13	11	0	30	13	29	30	0	72	24	9	2	2	37	175
11:15 AM	3	19	5	3	30	6	8	16	0	30	8	24	24	1	57	23	6	4	1	34	151
11:30 AM	3	18	4	0	25	3	10	22	0	35	6	36	24	1	67	21	8	2	0	31	158
11:45 AM	3	22	2	1	28	9	11	16	0	36	11	28	18	1	58	24	12	2	1	39	161
Total	15	87	11	6	119	24	42	65	0	131	38	117	96	3	254	92	35	10	4	141	645
12:00 PM	2	14	0	2	18	4	6	20	0	30	4	33	21	0	58	21	5	1	4	31	137
12:15 PM	4	13	3	4	24	3	4	8	4	19	11	30	25	3	69	28	7	4	4	43	155
12:30 PM	3	18	2	0	23	2	9	16	0	27	16	23	21	1	61	15	6	3	0	24	135
12:45 PM	5	25	3	1	34	5	9	10	0	24	10	17	27	1	55	23	15	2	0	40	153
Total	14	70	8	7	99	14	28	54	4	100	41	103	94	5	243	87	33	10	8	138	580
01:00 PM	7	32	1	0	40	10	13	5	0	28	16	21	18	0	55	33	7	1	0	41	164
01:15 PM	3	27	2	0	32	3	9	5	0	17	11	30	22	1	64	24	7	8	1	40	153
01:30 PM	3	17	3	0	23	2	5	11	0	18	6	28	20	1	55	32	12	5	2	51	147
01:45 PM	3	22	6	3	34	5	11	15	0	31	11	20	25	1	57	26	11	4	0	41	163
Total	16	98	12	3	129	20	38	36	0	94	44	99	85	3	231	115	37	18	3	173	627
02:00 PM	5	29	6	0	40	3	4	15	0	22	11	27	20	1	59	16	9	4	0	29	150
02:15 PM	3	19	6	0	28	5	11	10	0	26	12	24	16	0	52	19	14	5	0	38	144
02:30 PM	3	20	4	2	29	2	15	9	0	26	15	41	13	0	69	20	13	4	3	40	164
02:45 PM	5	19	2	0	26	3	9	15	2	29	10	22	19	0	51	26	4	4	1	35	141
Total	16	87	18	2	123	13	39	49	2	103	48	114	68	1	231	81	40	17	4	142	599

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

File Name : 815
Site Code : 00000815
Start Date : 7/16/2019
Page No : 2

Groups Printed- Unshifted

	Murphy Rd From North					Siskiyou Blvd From East					Murphy Rd From South					Siskiyou Blvd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	2	13	0	0	15	5	11	13	0	29	14	27	20	0	61	17	8	3	0	28	133
03:15 PM	3	19	0	0	22	6	15	8	1	30	16	33	24	0	73	23	12	1	0	36	161
03:30 PM	5	24	0	1	30	4	12	11	2	29	12	22	18	1	53	16	9	3	0	28	140
03:45 PM	5	19	4	0	28	4	13	11	1	29	13	30	30	0	73	20	9	5	0	34	164
Total	15	75	4	1	95	19	51	43	4	117	55	112	92	1	260	76	38	12	0	126	598
04:00 PM	1	25	2	1	29	1	10	4	1	16	5	31	21	2	59	16	5	5	0	26	130
04:15 PM	3	21	5	0	29	5	8	18	0	31	4	25	16	0	45	21	8	3	1	33	138
04:30 PM	3	18	0	0	21	3	8	16	1	28	7	24	20	2	53	17	7	4	1	29	131
04:45 PM	1	13	1	1	16	5	16	14	0	35	8	29	20	0	57	22	6	6	0	34	142
Total	8	77	8	2	95	14	42	52	2	110	24	109	77	4	214	76	26	18	2	122	541
05:00 PM	5	18	2	0	25	6	26	12	0	44	5	59	26	1	91	22	3	8	0	33	193
05:15 PM	6	12	3	0	21	5	15	6	0	26	3	35	29	2	69	23	11	10	0	44	160
05:30 PM	3	17	2	0	22	7	8	19	0	34	6	19	15	1	41	17	10	5	1	33	130
05:45 PM	3	17	3	0	23	4	11	6	0	21	1	26	15	0	42	16	3	5	0	24	110
Total	17	64	10	0	91	22	60	43	0	125	15	139	85	4	243	78	27	28	1	134	593
06:00 PM	2	12	3	0	17	3	6	5	1	15	3	19	15	0	37	11	2	2	0	15	84
06:15 PM	3	4	0	0	7	1	6	2	0	9	3	20	8	0	31	9	1	1	0	11	58
06:30 PM	1	6	0	0	7	1	4	1	0	6	0	12	8	0	20	6	2	1	0	9	42
06:45 PM	1	4	0	0	5	1	6	4	1	12	1	7	4	0	12	13	3	2	0	18	47
Total	7	26	3	0	36	6	22	12	2	42	7	58	35	0	100	39	8	6	0	53	231
Grand Total	175	962	135	51	1323	180	454	508	31	1173	534	1206	908	48	2696	1026	374	162	39	1601	6793
Apprch %	13.2	72.7	10.2	3.9		15.3	38.7	43.3	2.6		19.8	44.7	33.7	1.8		64.1	23.4	10.1	2.4		
Total %	2.6	14.2	2	0.8	19.5	2.6	6.7	7.5	0.5	17.3	7.9	17.8	13.4	0.7	39.7	15.1	5.5	2.4	0.6	23.6	

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: BLACK OAK DRIVE
E - W STREET: BARNETT ROAD
DAY OF WEEK: WEDNESDAY
TIME OF DAY: 6AM - 7PM

File Name : 89 Black Oak_Barnett
Site Code : 00000089
Start Date : 8/19/2015
Page No : 1

Groups Printed- Unshifted

	Black Oak Dr From North					Barnett Rd From East					Black Oak Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	6	5	5	0	16	0	26	1	0	27	0	2	5	0	7	6	57	12	1	76	126
06:15 AM	3	18	4	1	26	0	58	3	0	61	1	5	15	0	21	16	92	43	0	151	259
06:30 AM	10	14	7	1	32	4	70	5	1	80	2	14	24	3	43	25	127	36	2	190	345
06:45 AM	13	18	11	0	42	2	62	12	0	76	2	11	22	1	36	28	164	22	2	216	370
Total	32	55	27	2	116	6	216	21	1	244	5	32	66	4	107	75	440	113	5	633	1100
07:00 AM	16	3	8	0	27	0	80	4	1	85	5	7	16	1	29	13	138	25	0	176	317
07:15 AM	16	8	13	0	37	1	105	9	0	115	2	8	20	0	30	12	175	41	1	229	411
07:30 AM	22	17	15	3	57	8	108	1	1	118	6	12	21	1	40	21	205	49	0	275	490
07:45 AM	17	28	45	1	91	15	129	12	1	157	3	15	46	2	66	36	257	64	2	359	673
Total	71	56	81	4	212	24	422	26	3	475	16	42	103	4	165	82	775	179	3	1039	1891
08:00 AM	18	26	18	0	62	5	87	9	0	101	11	18	39	1	69	26	204	48	0	278	510
08:15 AM	20	31	22	3	76	9	98	6	0	113	1	12	34	4	51	27	184	40	0	251	491
08:30 AM	26	18	15	3	62	5	123	4	0	132	4	12	25	0	41	30	184	40	1	255	490
08:45 AM	21	17	12	6	56	13	131	5	0	149	10	22	31	3	66	38	233	43	1	315	586
Total	85	92	67	12	256	32	439	24	0	495	26	64	129	8	227	121	805	171	2	1099	2077
09:00 AM	39	20	13	0	72	9	159	11	0	179	12	23	41	0	76	23	166	25	5	219	546
09:15 AM	11	35	19	1	66	11	148	8	0	167	12	27	42	2	83	16	190	40	1	247	563
09:30 AM	21	18	13	0	52	13	155	6	0	174	7	28	38	0	73	30	175	23	3	231	530
09:45 AM	22	34	14	0	70	8	175	18	1	202	5	25	42	0	72	42	221	28	0	291	635
Total	93	107	59	1	260	41	637	43	1	722	36	103	163	2	304	111	752	116	9	988	2274
10:00 AM	27	12	15	3	57	14	138	6	0	158	5	16	18	1	40	21	159	19	1	200	455
10:15 AM	23	18	17	0	58	17	175	5	0	197	8	18	32	0	58	18	205	29	0	252	565
10:30 AM	37	24	14	0	75	12	196	1	3	212	10	12	35	0	57	28	188	32	0	248	592
10:45 AM	28	28	23	0	79	12	182	14	0	208	12	21	45	1	79	19	186	37	3	245	611
Total	115	82	69	3	269	55	691	26	3	775	35	67	130	2	234	86	738	117	4	945	2223
11:00 AM	36	25	18	0	79	17	184	4	0	205	7	23	62	0	92	27	186	26	0	239	615
11:15 AM	29	17	18	2	66	7	191	5	6	209	4	31	43	1	79	32	177	25	2	236	590

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: BLACK OAK DRIVE
E - W STREET: BARNETT ROAD
DAY OF WEEK: WEDNESDAY
TIME OF DAY: 6AM - 7PM

File Name : 89 Black Oak_Barnett
Site Code : 00000089
Start Date : 8/19/2015
Page No : 2

Groups Printed- Unshifted

	Black Oak Dr From North					Barnett Rd From East					Black Oak Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	34	18	16	0	68	9	157	14	1	181	7	18	38	1	64	20	151	15	2	188	501
11:45 AM	39	20	15	2	76	11	168	8	0	187	3	20	44	0	67	21	167	17	2	207	537
Total	138	80	67	4	289	44	700	31	7	782	21	92	187	2	302	100	681	83	6	870	2243
12:00 PM	31	15	19	0	65	18	188	12	0	218	7	27	63	2	99	32	185	32	1	250	632
12:15 PM	33	11	24	0	68	24	138	3	0	165	4	18	44	0	66	28	134	27	0	189	488
12:30 PM	33	19	14	0	66	5	144	11	0	160	3	15	54	0	72	28	160	21	2	211	509
12:45 PM	38	37	23	2	100	8	172	19	1	200	6	34	40	2	82	32	171	31	3	237	619
Total	135	82	80	2	299	55	642	45	1	743	20	94	201	4	319	120	650	111	6	887	2248
01:00 PM	43	34	10	0	87	3	208	23	0	234	8	16	33	0	57	30	298	31	0	359	737
01:15 PM	13	16	19	1	49	27	178	9	0	214	8	23	59	0	90	41	235	22	1	299	652
01:30 PM	29	27	18	0	74	3	205	16	1	225	1	18	60	3	82	24	238	19	0	281	662
01:45 PM	56	45	36	1	138	9	240	5	1	255	8	15	56	1	80	39	288	30	0	357	830
Total	141	122	83	2	348	42	831	53	2	928	25	72	208	4	309	134	1059	102	1	1296	2881
02:00 PM	28	20	14	2	64	17	199	7	0	223	8	20	38	0	66	33	172	40	2	247	600
02:15 PM	45	61	23	1	130	1	191	9	0	201	9	32	62	1	104	44	232	30	1	307	742
02:30 PM	25	43	17	0	85	6	236	33	0	275	10	58	75	0	143	29	248	29	0	306	809
02:45 PM	14	32	17	0	63	9	182	7	0	198	4	26	43	0	73	22	237	26	1	286	620
Total	112	156	71	3	342	33	808	56	0	897	31	136	218	1	386	128	889	125	4	1146	2771
03:00 PM	54	21	24	0	99	6	214	4	0	224	5	24	87	0	116	33	230	26	0	289	728
03:15 PM	50	22	21	0	93	15	189	6	0	210	7	26	36	0	69	30	167	33	3	233	605
03:30 PM	61	25	18	2	106	15	219	7	0	241	2	21	42	0	65	32	145	34	4	215	627
03:45 PM	49	24	21	1	95	5	219	4	0	228	8	24	57	2	91	25	192	24	1	242	656
Total	214	92	84	3	393	41	841	21	0	903	22	95	222	2	341	120	734	117	8	979	2616
04:00 PM	32	37	6	1	76	3	246	3	0	252	2	24	64	0	90	21	123	17	0	161	579
04:15 PM	23	30	14	0	67	3	236	5	0	244	6	30	71	0	107	33	158	15	0	206	624
04:30 PM	30	27	22	21	100	0	173	14	0	187	6	25	47	0	78	41	136	25	1	203	568
04:45 PM	48	19	8	0	75	4	223	13	0	240	1	16	67	1	85	35	131	20	1	187	587
Total	133	113	50	22	318	10	878	35	0	923	15	95	249	1	360	130	548	77	2	757	2358
05:00 PM	57	18	12	11	98	7	232	4	0	243	10	31	67	1	109	32	146	39	1	218	668

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: BLACK OAK DRIVE
E - W STREET: BARNETT ROAD
DAY OF WEEK: WEDNESDAY
TIME OF DAY: 6AM - 7PM

File Name : 89 Black Oak_Barnett
Site Code : 00000089
Start Date : 8/19/2015
Page No : 3

Groups Printed- Unshifted

	Black Oak Dr From North					Barnett Rd From East					Black Oak Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:15 PM	59	30	12	0	101	0	205	7	0	212	6	25	51	0	82	30	167	20	0	217	612
05:30 PM	21	26	4	5	56	2	150	10	1	163	2	19	40	0	61	35	175	22	6	238	518
05:45 PM	22	24	9	0	55	0	130	4	0	134	7	44	41	0	92	30	150	9	2	191	472
Total	159	98	37	16	310	9	717	25	1	752	25	119	199	1	344	127	638	90	9	864	2270
06:00 PM	18	17	5	0	40	0	132	5	0	137	7	30	36	0	73	31	137	22	0	190	440
06:15 PM	27	33	0	0	60	2	205	0	0	207	3	47	11	0	61	18	178	14	0	210	538
06:30 PM	33	6	3	0	42	1	149	4	0	154	2	8	38	0	48	33	175	23	7	238	482
06:45 PM	15	23	15	1	54	1	127	9	0	137	4	13	31	0	48	32	138	6	1	177	416
Total	93	79	23	1	196	4	613	18	0	635	16	98	116	0	230	114	628	65	8	815	1876
Grand Total	1521	1214	798	75	3608	396	8435	424	19	9274	293	1109	2191	35	3628	1448	9337	1466	67	12318	28828
Apprch %	42.2	33.6	22.1	2.1		4.3	91	4.6	0.2		8.1	30.6	60.4	1		11.8	75.8	11.9	0.5		
Total %	5.3	4.2	2.8	0.3	12.5	1.4	29.3	1.5	0.1	32.2	1	3.8	7.6	0.1	12.6	5	32.4	5.1	0.2	42.7	

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
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N - S STREET: BLACK OAK DRIVE
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DAY OF WEEK: WEDNESDAY
TIME OF DAY: 6AM - 7PM

File Name : 89 Black Oak_Barnett
Site Code : 00000089
Start Date : 8/19/2015
Page No : 4

	Black Oak Dr From North					Barnett Rd From East					Black Oak Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	**39**	20	13	0	**72**	9	159	11	0	179	**12**	23	41	0	76	23	166	25	**5**	219	546
09:15 AM	11	**35**	**19**	**1**	66	11	148	8	0	167	12	27	**42**	**2**	**83**	16	190	**40**	1	247	563
09:30 AM	21	18	13	0	52	**13**	155	6	0	174	7	**28**	38	0	73	30	175	23	3	231	530
09:45 AM	22	34	14	0	70	8	**175**	**18**	**1**	**202**	5	25	42	0	72	**42**	**221**	28	0	**291**	**635**
Total Volume	93	107	59	1	260	41	637	43	1	722	36	103	163	2	304	111	752	116	9	988	2274
% App. Total	35.8	41.2	22.7	0.4		5.7	88.2	6	0.1		11.8	33.9	53.6	0.7		11.2	76.1	11.7	0.9		
PHF	.596	.764	.776	.250	.903	.788	.910	.597	.250	.894	.750	.920	.970	.250	.916	.661	.851	.725	.450	.849	.895
Peak Hour Analysis From 10:00 AM to 03:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 01:45 PM																					
01:45 PM	**56**	45	**36**	1	**138**	9	**240**	5	**1**	255	8	15	56	**1**	80	39	**288**	30	0	**357**	**830**
02:00 PM	28	20	14	**2**	64	**17**	199	7	0	223	8	20	38	0	66	33	172	**40**	**2**	247	600
02:15 PM	45	**61**	23	1	130	1	191	9	0	201	9	32	62	1	104	**44**	232	30	1	307	742
02:30 PM	25	43	17	0	85	6	236	**33**	0	**275**	**10**	**58**	**75**	0	**143**	29	248	29	0	306	809
Total Volume	154	169	90	4	417	33	866	54	1	954	35	125	231	2	393	145	940	129	3	1217	2981
% App. Total	36.9	40.5	21.6	1		3.5	90.8	5.7	0.1		8.9	31.8	58.8	0.5		11.9	77.2	10.6	0.2		
PHF	.688	.693	.625	.500	.755	.485	.902	.409	.250	.867	.875	.539	.770	.500	.687	.824	.816	.806	.375	.852	.898
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	23	**30**	14	0	67	3	**236**	5	0	**244**	6	30	**71**	0	107	33	**158**	15	0	206	624
04:30 PM	30	27	**22**	**21**	**100**	0	173	**14**	0	187	6	25	47	0	78	**41**	136	25	**1**	203	568
04:45 PM	48	19	8	0	75	4	223	13	0	240	1	16	67	**1**	85	35	131	20	1	187	587
05:00 PM	**57**	18	12	11	98	**7**	232	4	0	243	**10**	**31**	67	1	**109**	32	146	**39**	1	**218**	**668**
Total Volume	158	94	56	32	340	14	864	36	0	914	23	102	252	2	379	141	571	99	3	814	2447
% App. Total	46.5	27.6	16.5	9.4		1.5	94.5	3.9	0		6.1	26.9	66.5	0.5		17.3	70.1	12.2	0.4		
PHF	.693	.783	.636	.381	.850	.500	.915	.643	.000	.936	.575	.823	.887	.500	.869	.860	.903	.635	.750	.933	.916

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 089
Site Code : 00000089
Start Date : 10/8/2019
Page No : 1

Groups Printed- Unshifted

	Black Oak From North					Barnett Rd From East					Black Oak From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	8	4	5	0	17	0	31	0	2	33	2	6	13	0	21	15	69	9	0	93	164
06:15 AM	5	3	4	0	12	2	42	0	0	44	1	2	8	0	11	11	64	14	1	90	157
06:30 AM	12	1	12	0	25	1	48	2	0	51	2	7	13	1	23	15	133	30	0	178	277
06:45 AM	12	11	15	2	40	6	69	0	0	75	1	5	25	0	31	4	172	30	4	210	356
Total	37	19	36	2	94	9	190	2	2	203	6	20	59	1	86	45	438	83	5	571	954
07:00 AM	10	8	9	1	28	3	75	0	2	80	0	6	20	0	26	22	215	29	0	266	400
07:15 AM	14	10	27	0	51	4	82	4	0	90	0	4	30	1	35	29	121	13	1	164	340
07:30 AM	44	26	17	0	87	7	118	3	0	128	3	13	41	0	57	46	175	39	0	260	532
07:45 AM	34	20	23	2	79	17	139	1	0	157	1	38	76	0	115	55	233	65	0	353	704
Total	102	64	76	3	245	31	414	8	2	455	4	61	167	1	233	152	744	146	1	1043	1976
08:00 AM	18	37	46	3	104	15	146	17	1	179	7	38	81	1	127	87	261	50	1	399	809
08:15 AM	26	57	31	4	118	12	147	27	2	188	22	58	82	1	163	59	222	47	0	328	797
08:30 AM	25	41	23	1	90	8	117	16	0	141	9	22	53	0	84	58	176	44	3	281	596
08:45 AM	21	23	31	1	76	10	124	2	1	137	13	19	39	0	71	17	195	33	1	246	530
Total	90	158	131	9	388	45	534	62	4	645	51	137	255	2	445	221	854	174	5	1254	2732
09:00 AM	35	19	15	0	69	12	135	4	3	154	6	15	30	2	53	19	196	29	0	244	520
09:15 AM	22	16	24	0	62	15	134	1	0	150	4	17	39	0	60	13	149	24	0	186	458
09:30 AM	38	16	13	1	68	9	141	5	0	155	5	12	31	1	49	24	190	24	4	242	514
09:45 AM	30	9	20	2	61	15	150	4	1	170	4	17	30	0	51	18	189	31	4	242	524
Total	125	60	72	3	260	51	560	14	4	629	19	61	130	3	213	74	724	108	8	914	2016
10:00 AM	29	17	16	1	63	12	161	2	4	179	0	20	44	2	66	26	217	18	0	261	569
10:15 AM	40	16	24	2	82	17	187	11	1	216	4	21	42	2	69	21	179	30	6	236	603
10:30 AM	27	20	14	0	61	10	170	7	0	187	11	9	29	0	49	28	200	15	4	247	544
10:45 AM	30	13	19	1	63	21	191	6	0	218	4	27	38	2	71	31	177	35	0	243	595
Total	126	66	73	4	269	60	709	26	5	800	19	77	153	6	255	106	773	98	10	987	2311
11:00 AM	28	19	15	1	63	12	169	8	0	189	6	17	51	2	76	26	207	18	0	251	579
11:15 AM	28	15	9	0	52	14	178	5	0	197	6	20	29	0	55	23	177	35	0	235	539
11:30 AM	38	13	17	0	68	16	202	3	0	221	4	12	40	0	56	21	150	19	1	191	536
11:45 AM	45	15	21	0	81	16	197	3	0	216	5	26	69	2	102	30	153	26	0	209	608
Total	139	62	62	1	264	58	746	19	0	823	21	75	189	4	289	100	687	98	1	886	2262
12:00 PM	59	21	22	2	104	19	191	4	0	214	3	29	55	2	89	34	175	27	0	236	643
12:15 PM	49	22	20	0	91	22	213	4	0	239	9	41	65	0	115	51	203	32	1	287	732
12:30 PM	39	30	17	0	86	14	185	5	0	204	6	25	50	0	81	44	187	31	4	266	637
12:45 PM	29	18	22	0	69	15	168	5	0	188	6	21	64	3	94	36	199	27	1	263	614
Total	176	91	81	2	350	70	757	18	0	845	24	116	234	5	379	165	764	117	6	1052	2626
01:00 PM	37	25	26	1	89	15	179	10	0	204	12	23	41	1	77	51	213	38	2	304	674
01:15 PM	31	22	12	2	67	12	167	8	2	189	12	18	56	1	87	34	211	39	5	289	632
01:30 PM	37	23	13	2	75	19	164	7	0	190	5	20	45	2	72	35	211	25	5	276	613
01:45 PM	26	21	14	1	62	17	196	8	2	223	5	18	54	2	79	39	199	34	0	272	636
Total	131	91	65	6	293	63	706	33	4	806	34	79	196	6	315	159	834	136	12	1141	2555
02:00 PM	43	36	15	0	94	12	200	6	0	218	1	25	48	0	74	45	204	32	2	283	669
02:15 PM	51	26	23	1	101	10	161	4	0	175	6	17	42	1	66	43	183	33	1	260	602
02:30 PM	47	19	13	1	80	17	194	13	0	224	2	28	74	0	104	41	181	35	0	257	665
02:45 PM	41	17	22	3	83	23	186	7	2	218	5	25	61	1	92	22	195	36	0	253	646
Total	182	98	73	5	358	62	741	30	2	835	14	95	225	2	336	151	763	136	3	1053	2582

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
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File Name : 089
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	Black Oak From North					Barnett Rd From East					Black Oak From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	47	29	25	0	101	14	166	9	0	189	6	19	43	1	69	40	210	29	0	279	638
03:15 PM	42	26	19	0	87	14	195	7	1	217	9	17	45	0	71	38	160	28	1	227	602
03:30 PM	43	31	20	2	96	15	195	9	0	219	18	51	57	3	129	58	165	35	10	268	712
03:45 PM	37	25	22	2	86	18	237	5	1	261	23	40	77	2	142	39	167	20	1	227	716
Total	169	111	86	4	370	61	793	30	2	886	56	127	222	6	411	175	702	112	12	1001	2668
04:00 PM	45	42	19	0	106	20	204	6	0	230	5	42	46	1	94	42	174	22	0	238	668
04:15 PM	58	22	14	2	96	15	196	2	1	214	10	23	62	0	95	46	183	23	2	254	659
04:30 PM	49	30	20	2	101	21	197	6	1	225	6	28	53	0	87	39	183	49	1	272	685
04:45 PM	68	17	15	0	100	28	256	2	2	288	8	34	62	3	107	37	153	17	1	208	703
Total	220	111	68	4	403	84	853	16	4	957	29	127	223	4	383	164	693	111	4	972	2715
05:00 PM	59	33	20	3	115	18	209	1	0	228	9	28	52	0	89	46	138	29	0	213	645
05:15 PM	52	26	14	1	93	19	224	4	0	247	8	46	60	1	115	35	136	17	0	188	643
05:30 PM	50	33	11	0	94	12	224	8	1	245	1	17	37	4	59	49	127	20	0	196	594
05:45 PM	47	24	26	1	98	14	150	3	0	167	7	34	48	0	89	31	143	22	1	197	551
Total	208	116	71	5	400	63	807	16	1	887	25	125	197	5	352	161	544	88	1	794	2433
06:00 PM	44	29	9	1	83	16	156	0	0	172	6	17	32	1	56	29	156	35	1	221	532
06:15 PM	45	12	12	0	69	13	134	1	0	148	2	9	24	0	35	35	133	27	2	197	449
06:30 PM	29	12	15	0	56	8	105	4	0	117	2	26	28	1	57	32	148	35	0	215	445
06:45 PM	29	13	10	1	53	8	101	4	0	113	6	9	26	2	43	27	128	37	0	192	401
Total	147	66	46	2	261	45	496	9	0	550	16	61	110	4	191	123	565	134	3	825	1827
Grand Total	1852	1113	940	50	3955	702	8306	283	30	9321	318	1161	2360	49	3888	1796	9085	1541	71	12493	29657
Apprch %	46.8	28.1	23.8	1.3		7.5	89.1	3	0.3		8.2	29.9	60.7	1.3		14.4	72.7	12.3	0.6		
Total %	6.2	3.8	3.2	0.2	13.3	2.4	28	1	0.1	31.4	1.1	3.9	8	0.2	13.1	6.1	30.6	5.2	0.2	42.1	

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: MEDICAL CENTER DRIVE
E - W STREET: BARNETT ROAD
DAY OF WEEK: TUESDAY
TIME OF DAY: 6AM - 7PM

File Name : 114 Medical Center Dr_Barnett
Site Code : 00000114
Start Date : 8/19/2015
Page No : 1

Groups Printed- Unshifted

	Medical Center Dr From North					Barnett Rd From East					Medical Center Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	3	1	0	0	4	4	36	0	2	42	0	0	0	0	0	2	56	3	0	61	107
06:15 AM	2	0	0	0	2	8	59	1	0	68	0	0	0	0	0	3	62	11	0	76	146
06:30 AM	1	0	1	0	2	14	93	5	2	114	0	0	0	0	0	5	95	13	1	114	230
06:45 AM	3	45	1	0	49	3	30	2	2	37	7	71	16	1	95	3	27	7	0	37	218
Total	9	46	2	0	57	29	218	8	6	261	7	71	16	1	95	13	240	34	1	288	701
07:00 AM	7	9	3	0	19	5	54	15	1	75	3	6	2	0	11	6	61	16	0	83	188
07:15 AM	9	2	5	3	19	18	57	22	2	99	7	0	4	2	13	5	104	17	3	129	260
07:30 AM	5	3	7	1	16	14	114	7	3	138	3	1	3	0	7	18	163	32	3	216	377
07:45 AM	9	1	2	6	18	23	137	36	0	196	9	2	2	3	16	24	201	47	0	272	502
Total	30	15	17	10	72	60	362	80	6	508	22	9	11	5	47	53	529	112	6	700	1327
08:00 AM	4	4	2	2	12	5	87	37	1	130	7	0	3	2	12	26	146	25	0	197	351
08:15 AM	8	2	2	2	14	14	114	11	1	140	6	0	8	3	17	16	179	30	0	225	396
08:30 AM	12	29	13	2	56	9	120	5	1	135	8	15	6	0	29	17	140	32	1	190	410
08:45 AM	2	12	7	2	23	19	140	6	0	165	4	11	9	4	28	18	197	29	0	244	460
Total	26	47	24	8	105	47	461	59	3	570	25	26	26	9	86	77	662	116	1	856	1617
09:00 AM	3	2	7	4	16	3	149	11	1	164	9	0	11	4	24	23	176	19	2	220	424
09:15 AM	6	3	3	1	13	5	131	8	1	145	4	0	11	3	18	13	151	24	0	188	364
09:30 AM	20	0	9	0	29	4	169	6	7	186	8	6	16	5	35	19	152	29	2	202	452
09:45 AM	8	3	4	5	20	8	132	5	0	145	4	0	9	4	17	9	126	28	5	168	350
Total	37	8	23	10	78	20	581	30	9	640	25	6	47	16	94	64	605	100	9	778	1590
10:00 AM	8	2	4	3	17	8	189	8	3	208	10	1	17	0	28	8	161	27	0	196	449
10:15 AM	13	3	2	1	19	8	199	11	0	218	5	1	19	0	25	25	179	30	0	234	496
10:30 AM	12	1	2	2	17	7	197	10	3	217	4	0	19	3	26	22	168	37	1	228	488
10:45 AM	14	2	4	8	28	20	205	12	0	237	7	5	17	0	29	16	190	40	0	246	540
Total	47	8	12	14	81	43	790	41	6	880	26	7	72	3	108	71	698	134	1	904	1973
11:00 AM	16	2	7	0	25	5	169	9	1	184	10	5	13	4	32	11	165	30	0	206	447
11:15 AM	15	2	9	1	27	14	182	10	2	208	11	3	19	0	33	15	174	26	0	215	483

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: MEDICAL CENTER DRIVE
E - W STREET: BARNETT ROAD
DAY OF WEEK: TUESDAY
TIME OF DAY: 6AM - 7PM

File Name : 114 Medical Center Dr_Barnett
Site Code : 00000114
Start Date : 8/19/2015
Page No : 2

Groups Printed- Unshifted

	Medical Center Dr From North					Barnett Rd From East					Medical Center Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	7	0	6	3	16	4	233	20	0	257	21	2	23	3	49	11	145	25	2	183	505
11:45 AM	16	1	8	3	28	6	159	10	0	175	10	1	29	11	51	12	133	22	0	167	421
Total	54	5	30	7	96	29	743	49	3	824	52	11	84	18	165	49	617	103	2	771	1856
12:00 PM	23	0	4	5	32	11	178	11	3	203	10	5	30	7	52	19	173	23	2	217	504
12:15 PM	10	2	2	8	22	5	192	6	2	205	12	3	26	1	42	20	138	29	0	187	456
12:30 PM	13	1	3	4	21	14	184	11	0	209	12	3	29	5	49	8	161	30	0	199	478
12:45 PM	14	4	4	3	25	9	178	11	0	198	17	2	14	4	37	23	193	14	0	230	490
Total	60	7	13	20	100	39	732	39	5	815	51	13	99	17	180	70	665	96	2	833	1928
01:00 PM	7	4	3	1	15	5	162	6	0	173	9	1	15	1	26	30	183	21	1	235	449
01:15 PM	7	0	4	7	18	8	149	12	2	171	4	1	12	5	22	25	165	12	0	202	413
01:30 PM	15	1	6	0	22	9	199	6	2	216	12	3	10	2	27	24	177	23	0	224	489
01:45 PM	21	1	6	4	32	10	151	4	4	169	9	4	19	2	34	21	165	19	0	205	440
Total	50	6	19	12	87	32	661	28	8	729	34	9	56	10	109	100	690	75	1	866	1791
02:00 PM	12	0	9	2	23	6	173	9	1	189	11	3	18	2	34	19	155	18	1	193	439
02:15 PM	25	3	7	0	35	6	181	12	1	200	5	2	21	0	28	16	155	26	1	198	461
02:30 PM	13	2	4	1	20	7	183	5	0	195	13	1	22	1	37	17	174	19	0	210	462
02:45 PM	19	1	12	2	34	3	159	9	0	171	5	2	20	0	27	14	184	22	0	220	452
Total	69	6	32	5	112	22	696	35	2	755	34	8	81	3	126	66	668	85	2	821	1814
03:00 PM	18	1	7	0	26	4	177	6	3	190	7	2	20	0	29	16	158	19	0	193	438
03:15 PM	11	2	9	5	27	7	156	5	0	168	4	1	15	0	20	5	154	18	3	180	395
03:30 PM	25	3	9	2	39	5	182	8	1	196	7	0	13	0	20	8	152	14	2	176	431
03:45 PM	22	2	13	0	37	6	150	2	0	158	10	0	18	3	31	6	160	12	0	178	404
Total	76	8	38	7	129	22	665	21	4	712	28	3	66	3	100	35	624	63	5	727	1668
04:00 PM	21	1	10	4	36	5	183	2	0	190	8	2	18	0	28	5	140	14	2	161	415
04:15 PM	21	0	8	2	31	4	148	3	0	155	11	1	15	0	27	6	135	15	2	158	371
04:30 PM	17	0	16	1	34	3	171	6	1	181	20	2	17	0	39	8	144	18	5	175	429
04:45 PM	30	1	9	1	41	6	179	7	4	196	8	0	18	0	26	3	133	17	2	155	418
Total	89	2	43	8	142	18	681	18	5	722	47	5	68	0	120	22	552	64	11	649	1633
05:00 PM	21	0	15	1	37	6	187	4	0	197	18	0	25	1	44	5	144	12	3	164	442

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
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N - S STREET: MEDICAL CENTER DRIVE
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DAY OF WEEK: TUESDAY
TIME OF DAY: 6AM - 7PM

File Name : 114 Medical Center Dr_Barnett
Site Code : 00000114
Start Date : 8/19/2015
Page No : 3

Groups Printed- Unshifted

	Medical Center Dr From North					Barnett Rd From East					Medical Center Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:15 PM	12	0	3	0	15	1	170	5	0	176	15	0	17	0	32	1	129	16	0	146	369
05:30 PM	13	2	7	4	26	2	141	1	0	144	11	1	6	1	19	4	124	12	0	140	329
05:45 PM	10	1	1	0	12	11	139	4	0	154	3	0	8	0	11	0	129	24	0	153	330
Total	56	3	26	5	90	20	637	14	0	671	47	1	56	2	106	10	526	64	3	603	1470
06:00 PM	13	0	4	0	17	2	121	2	0	125	7	1	4	0	12	1	125	24	1	151	305
06:15 PM	9	0	4	0	13	9	110	1	2	122	3	1	3	0	7	0	93	31	3	127	269
06:30 PM	10	0	7	1	18	13	98	1	1	113	4	0	1	0	5	2	98	30	0	130	266
06:45 PM	12	0	3	0	15	5	82	0	0	87	2	1	0	0	3	2	97	30	3	132	237
Total	44	0	18	1	63	29	411	4	3	447	16	3	8	0	27	5	413	115	7	540	1077
Grand Total	647	161	297	107	1212	410	7638	426	60	8534	414	172	690	87	1363	635	7489	1161	51	9336	20445
Apprch %	53.4	13.3	24.5	8.8		4.8	89.5	5	0.7		30.4	12.6	50.6	6.4		6.8	80.2	12.4	0.5		
Total %	3.2	0.8	1.5	0.5	5.9	2	37.4	2.1	0.3	41.7	2	0.8	3.4	0.4	6.7	3.1	36.6	5.7	0.2	45.7	

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 114
Site Code : 00000114
Start Date : 7/11/2019
Page No : 1

Groups Printed- Unshifted

	Medical Center Dr From North					Barnett Rd From East					Medical Center Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	1	2	2	0	5	4	26	4	0	34	6	1	3	3	13	8	44	7	0	59	111
06:15 AM	4	0	1	1	6	14	59	14	2	89	4	2	2	0	8	17	62	12	0	91	194
06:30 AM	6	0	3	0	9	11	53	10	2	76	10	3	2	1	16	13	73	17	0	103	204
06:45 AM	3	0	2	3	8	11	67	15	4	97	8	5	2	1	16	27	94	24	1	146	267
Total	14	2	8	4	28	40	205	43	8	296	28	11	9	5	53	65	273	60	1	399	776
07:00 AM	16	1	1	1	19	9	72	18	0	99	8	5	4	0	17	26	99	7	1	133	268
07:15 AM	12	1	6	0	19	22	69	26	0	117	7	3	6	0	16	24	92	20	0	136	288
07:30 AM	9	0	5	1	15	14	100	25	1	140	14	10	6	0	30	22	141	27	0	190	375
07:45 AM	6	0	5	4	15	13	129	33	1	176	22	5	7	2	36	41	170	31	2	244	471
Total	43	2	17	6	68	58	370	102	2	532	51	23	23	2	99	113	502	85	3	703	1402
08:00 AM	10	3	2	2	17	16	113	28	0	157	12	4	12	0	28	15	156	19	2	192	394
08:15 AM	8	0	8	1	17	20	111	21	1	153	13	1	6	5	25	34	131	19	1	185	380
08:30 AM	6	2	2	10	20	16	126	18	2	162	5	7	9	0	21	25	163	21	2	211	414
08:45 AM	4	1	8	1	14	9	138	25	1	173	4	1	10	0	15	32	137	41	0	210	412
Total	28	6	20	14	68	61	488	92	4	645	34	13	37	5	89	106	587	100	5	798	1600
09:00 AM	10	1	5	1	17	11	143	13	1	168	9	1	19	0	29	18	130	26	0	174	388
09:15 AM	12	3	4	2	21	16	146	12	1	175	10	1	11	1	23	19	133	26	3	181	400
09:30 AM	17	1	6	3	27	12	131	26	1	170	11	5	17	3	36	35	145	24	3	207	440
09:45 AM	10	1	4	5	20	8	162	26	1	197	12	5	15	2	34	24	169	33	0	226	477
Total	49	6	19	11	85	47	582	77	4	710	42	12	62	6	122	96	577	109	6	788	1705
10:00 AM	8	1	3	16	28	8	165	17	1	191	15	0	19	0	34	16	135	25	1	177	430
10:15 AM	9	1	9	3	22	11	163	19	1	194	17	5	25	0	47	20	168	24	1	213	476
10:30 AM	13	0	2	1	16	8	151	11	1	171	10	1	12	2	25	23	162	30	1	216	428
10:45 AM	8	4	0	7	19	10	181	20	0	211	8	2	23	2	35	21	177	32	1	231	496
Total	38	6	14	27	85	37	660	67	3	767	50	8	79	4	141	80	642	111	4	837	1830
11:00 AM	10	3	10	3	26	16	179	17	1	213	17	3	19	0	39	21	164	16	0	201	479
11:15 AM	17	4	5	10	36	9	180	17	2	208	14	2	28	5	49	11	154	20	0	185	478
11:30 AM	16	3	10	8	37	6	161	25	0	192	12	0	30	3	45	18	132	26	2	178	452
11:45 AM	18	3	5	5	31	13	175	14	0	202	25	1	27	0	53	15	139	29	0	183	469
Total	61	13	30	26	130	44	695	73	3	815	68	6	104	8	186	65	589	91	2	747	1878
12:00 PM	18	2	8	6	34	6	165	31	0	202	28	4	26	0	58	14	146	22	1	183	477
12:15 PM	14	1	4	5	24	8	140	22	2	172	20	5	19	0	44	18	148	31	0	197	437
12:30 PM	7	4	6	23	40	7	136	19	2	164	23	2	23	5	53	10	137	19	3	169	426
12:45 PM	18	2	4	30	54	15	173	18	2	208	22	1	27	4	54	14	158	32	6	210	526
Total	57	9	22	64	152	36	614	90	6	746	93	12	95	9	209	56	589	104	10	759	1866
01:00 PM	17	0	6	13	36	10	143	20	0	173	21	3	13	2	39	15	194	21	2	232	480
01:15 PM	15	1	7	21	44	6	151	8	2	167	24	2	22	1	49	25	187	21	1	234	494
01:30 PM	19	2	6	4	31	13	142	14	1	170	17	1	26	4	48	27	158	52	0	237	486
01:45 PM	18	0	7	4	29	16	136	16	1	169	15	1	14	0	30	23	172	30	0	225	453
Total	69	3	26	42	140	45	572	58	4	679	77	7	75	7	166	90	711	124	3	928	1913
02:00 PM	15	0	4	6	25	4	142	7	1	154	8	5	16	2	31	6	120	20	2	148	358
02:15 PM	21	2	8	2	33	11	154	8	1	174	15	2	9	1	27	7	184	35	1	227	461
02:30 PM	14	1	6	5	26	7	132	8	2	149	9	5	18	1	33	5	136	15	0	156	364
02:45 PM	22	3	4	10	39	13	161	13	0	187	12	0	17	0	29	15	139	44	0	198	453
Total	72	6	22	23	123	35	589	36	4	664	44	12	60	4	120	33	579	114	3	729	1636

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

File Name : 114
Site Code : 00000114
Start Date : 7/11/2019
Page No : 2

Groups Printed- Unshifted

	Medical Center Dr From North					Barnett Rd From East					Medical Center Dr From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	14	2	17	6	39	9	171	9	0	189	11	2	18	2	33	15	145	23	0	183	444
03:15 PM	32	5	11	5	53	4	160	7	0	171	7	1	30	2	40	18	182	26	0	226	490
03:30 PM	30	2	7	9	48	4	145	18	1	168	12	0	19	0	31	13	150	32	2	197	444
03:45 PM	25	2	12	4	43	7	178	6	0	191	8	1	18	4	31	7	149	21	0	177	442
Total	101	11	47	24	183	24	654	40	1	719	38	4	85	8	135	53	626	102	2	783	1820
04:00 PM	22	1	7	0	30	3	177	7	0	187	15	2	18	2	37	7	137	12	1	157	411
04:15 PM	24	1	17	2	44	9	169	8	1	187	12	2	21	3	38	4	164	20	1	189	458
04:30 PM	13	1	16	1	31	2	174	2	4	182	13	2	25	0	40	5	139	16	0	160	413
04:45 PM	13	1	15	4	33	3	167	9	1	180	18	3	13	1	35	7	132	17	0	156	404
Total	72	4	55	7	138	17	687	26	6	736	58	9	77	6	150	23	572	65	2	662	1686
05:00 PM	23	4	15	3	45	7	178	4	2	191	13	0	34	0	47	15	149	16	1	181	464
05:15 PM	17	1	5	2	25	2	177	2	1	182	15	6	6	0	27	4	165	19	0	188	422
05:30 PM	14	1	14	4	33	6	132	1	0	139	7	1	11	1	20	6	131	28	2	167	359
05:45 PM	13	0	5	0	18	5	115	3	0	123	3	0	9	0	12	5	126	19	0	150	303
Total	67	6	39	9	121	20	602	10	3	635	38	7	60	1	106	30	571	82	3	686	1548
06:00 PM	8	1	8	0	17	4	118	4	1	127	10	3	5	1	19	7	109	17	0	133	296
06:15 PM	15	2	1	0	18	8	104	6	0	118	4	1	6	0	11	3	85	21	1	110	257
06:30 PM	15	0	3	1	19	6	104	2	0	112	7	6	3	0	16	4	96	24	0	124	271
06:45 PM	10	0	4	0	14	5	85	4	1	95	2	1	1	0	4	2	89	21	0	112	225
Total	48	3	16	1	68	23	411	16	2	452	23	11	15	1	50	16	379	83	1	479	1049
Grand Total	719	77	335	258	1389	487	7129	730	50	8396	644	135	781	66	1626	826	7197	1230	45	9298	20709
Apprch %	51.8	5.5	24.1	18.6		5.8	84.9	8.7	0.6		39.6	8.3	48	4.1		8.9	77.4	13.2	0.5		
Total %	3.5	0.4	1.6	1.2	6.7	2.4	34.4	3.5	0.2	40.5	3.1	0.7	3.8	0.3	7.9	4	34.8	5.9	0.2	44.9	

JAMAR Technologies, Inc.

1500 Industry Road, Suite C
Hatfield, PA 19440

N - S STREET: MURPHY ROAD
E - W STREET: BARNETT ROAD
DAY OF WEEK: THURSDAY
TIME OF DAY: 6AM - 7PM

File Name : 88 Murphy_Barnett
Site Code : 00000088
Start Date : 8/20/2015
Page No : 1

Groups Printed- Unshifted

	Murphy Rd From North					Barnett Rd From East					Murphy Rd From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	2	1	8	0	11	9	19	12	1	41	2	2	5	1	10	3	28	5	1	37	99
06:15 AM	0	12	14	4	30	15	30	15	4	64	9	7	2	0	18	7	37	4	2	50	162
06:30 AM	1	1	16	4	22	10	25	11	0	46	6	5	5	0	16	13	49	3	2	67	151
06:45 AM	4	9	21	0	34	17	44	21	2	84	6	7	5	1	19	14	62	5	2	83	220
Total	7	23	59	8	97	51	118	59	7	235	23	21	17	2	63	37	176	17	7	237	632
07:00 AM	3	6	17	1	27	22	44	21	0	87	1	5	14	1	21	8	44	4	0	56	191
07:15 AM	3	13	21	3	40	15	31	33	12	91	11	9	9	5	34	22	47	10	1	80	245
07:30 AM	4	17	32	2	55	22	56	30	0	108	10	10	4	1	25	11	59	3	6	79	267
07:45 AM	1	20	34	7	62	39	80	52	2	173	26	23	11	1	61	41	131	17	8	197	493
Total	11	56	104	13	184	98	211	136	14	459	48	47	38	8	141	82	281	34	15	412	1196
08:00 AM	2	17	28	0	47	34	54	43	1	132	15	18	8	0	41	33	104	24	0	161	381
08:15 AM	0	12	31	1	44	36	57	29	3	125	23	21	18	7	69	19	69	9	1	98	336
08:30 AM	0	18	30	2	50	30	61	25	0	116	12	12	11	3	38	24	85	10	0	119	323
08:45 AM	6	21	42	1	70	32	76	49	1	158	29	20	16	2	67	24	96	10	1	131	426
Total	8	68	131	4	211	132	248	146	5	531	79	71	53	12	215	100	354	53	2	509	1466
09:00 AM	7	16	43	1	67	34	69	32	8	143	22	24	15	6	67	27	93	9	1	130	407
09:15 AM	3	10	42	0	55	31	52	34	9	126	26	9	13	7	55	25	80	5	0	110	346
09:30 AM	2	14	35	1	52	36	79	38	1	154	34	11	16	3	64	19	78	7	1	105	375
09:45 AM	1	19	60	0	80	34	65	40	2	141	33	23	16	5	77	25	78	13	0	116	414
Total	13	59	180	2	254	135	265	144	20	564	115	67	60	21	263	96	329	34	2	461	1542
10:00 AM	0	6	23	2	31	32	71	43	2	148	30	11	9	9	59	18	48	10	6	82	320
10:15 AM	5	12	39	9	65	22	69	32	2	125	22	9	9	1	41	16	84	7	6	113	344
10:30 AM	4	19	37	1	61	16	97	36	1	150	31	15	16	1	63	16	76	14	0	106	380
10:45 AM	5	17	41	1	64	29	106	45	5	185	30	14	14	1	59	28	122	14	0	164	472
Total	14	54	140	13	221	99	343	156	10	608	113	49	48	12	222	78	330	45	12	465	1516
11:00 AM	7	27	35	8	77	28	84	26	2	140	32	23	12	4	71	21	84	4	6	115	403
11:15 AM	5	17	49	9	80	33	53	17	6	109	34	20	15	2	71	10	90	7	0	107	367

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File Name : 88 Murphy_Barnett
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Start Date : 8/20/2015
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Groups Printed- Unshifted

	Murphy Rd From North					Barnett Rd From East					Murphy Rd From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:30 AM	3	13	41	1	58	19	42	18	0	79	28	11	12	0	51	11	60	4	0	75	263
11:45 AM	1	18	41	2	62	25	74	30	0	129	34	10	26	1	71	21	90	8	0	119	381
Total	16	75	166	20	277	105	253	91	8	457	128	64	65	7	264	63	324	23	6	416	1414
12:00 PM	5	22	51	1	79	16	83	24	2	125	37	23	24	6	90	14	68	10	0	92	386
12:15 PM	2	16	31	0	49	25	65	19	0	109	24	14	14	3	55	15	82	6	0	103	316
12:30 PM	7	16	34	0	57	37	107	35	0	179	31	13	23	2	69	26	78	9	2	115	420
12:45 PM	5	14	46	0	65	34	112	54	1	201	35	19	16	3	73	25	99	8	1	133	472
Total	19	68	162	1	250	112	367	132	3	614	127	69	77	14	287	80	327	33	3	443	1594
01:00 PM	4	18	41	0	63	42	86	30	1	159	22	14	31	3	70	14	95	8	1	118	410
01:15 PM	3	22	40	3	68	31	93	30	2	156	30	12	22	7	71	27	107	13	0	147	442
01:30 PM	4	10	21	0	35	25	103	37	0	165	21	13	21	2	57	18	105	6	0	129	386
01:45 PM	7	33	38	0	78	30	126	50	1	207	30	30	23	3	86	28	98	11	1	138	509
Total	18	83	140	3	244	128	408	147	4	687	103	69	97	15	284	87	405	38	2	532	1747
02:00 PM	4	21	36	0	61	15	106	26	1	148	35	15	29	4	83	35	127	8	3	173	465
02:15 PM	7	24	32	1	64	30	111	31	1	173	43	11	23	1	78	17	123	6	1	147	462
02:30 PM	1	15	36	2	54	22	100	29	2	153	20	21	29	2	72	20	114	6	4	144	423
02:45 PM	9	23	34	0	66	32	101	35	0	168	23	14	32	2	71	16	87	3	1	107	412
Total	21	83	138	3	245	99	418	121	4	642	121	61	113	9	304	88	451	23	9	571	1762
03:00 PM	6	17	55	0	78	28	105	29	0	162	33	12	29	0	74	25	92	5	0	122	436
03:15 PM	8	25	42	0	75	27	87	39	1	154	35	23	28	2	88	26	89	3	0	118	435
03:30 PM	7	13	43	0	63	19	102	35	1	157	54	16	27	1	98	28	101	3	0	132	450
03:45 PM	3	14	42	0	59	19	99	35	4	157	28	21	33	1	83	24	110	6	0	140	439
Total	24	69	182	0	275	93	393	138	6	630	150	72	117	4	343	103	392	17	0	512	1760
04:00 PM	4	22	49	0	75	20	95	22	3	140	28	10	43	1	82	20	91	7	1	119	416
04:15 PM	4	11	39	0	54	20	98	19	0	137	36	15	20	4	75	18	94	6	0	118	384
04:30 PM	3	17	40	0	60	17	91	19	0	127	32	13	29	0	74	12	55	4	0	71	332
04:45 PM	9	13	26	1	49	24	129	23	2	178	32	12	15	1	60	17	96	7	0	120	407
Total	20	63	154	1	238	81	413	83	5	582	128	50	107	6	291	67	336	24	1	428	1539
05:00 PM	16	27	76	0	119	20	109	25	0	154	44	21	43	0	108	16	92	5	0	113	494

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	Murphy Rd From North					Barnett Rd From East					Murphy Rd From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
05:15 PM	6	26	59	0	91	22	139	25	0	186	32	18	38	0	88	11	85	5	0	101	466
05:30 PM	9	9	33	0	51	16	110	15	0	141	22	16	15	0	53	25	96	6	0	127	372
05:45 PM	3	10	35	0	48	14	89	17	0	120	13	11	15	0	39	11	58	4	0	73	280
Total	34	72	203	0	309	72	447	82	0	601	111	66	111	0	288	63	331	20	0	414	1612
06:00 PM	6	11	18	0	35	19	89	12	0	120	16	7	15	0	38	11	55	2	0	68	261
06:15 PM	3	12	22	0	37	27	67	15	1	110	14	11	22	0	47	18	60	0	2	80	274
06:30 PM	4	7	16	0	27	12	66	19	0	97	12	13	10	0	35	6	50	1	0	57	216
06:45 PM	0	8	18	0	26	17	73	12	0	102	11	10	11	0	32	9	56	4	0	69	229
Total	13	38	74	0	125	75	295	58	1	429	53	41	58	0	152	44	221	7	2	274	980
Grand Total	218	811	1833	68	2930	1280	4179	1493	87	7039	1299	747	961	110	3117	988	4257	368	61	5674	18760
Apprch %	7.4	27.7	62.6	2.3		18.2	59.4	21.2	1.2		41.7	24	30.8	3.5		17.4	75	6.5	1.1		
Total %	1.2	4.3	9.8	0.4	15.6	6.8	22.3	8	0.5	37.5	6.9	4	5.1	0.6	16.6	5.3	22.7	2	0.3	30.2	

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1500 Industry Road, Suite C
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Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

File Name : 088
Site Code : 00000088
Start Date : 7/11/2019
Page No : 1

Groups Printed- Unshifted

	Murphy Rd From North					Barnett Rd From East					Murphy Rd From South					Barnett Rd From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	5	2	4	0	11	6	22	0	0	28	1	1	8	3	13	7	22	23	0	52	104
06:15 AM	6	5	4	1	16	3	53	2	0	58	1	1	19	2	23	24	29	11	0	64	161
06:30 AM	8	9	5	1	23	17	55	1	0	73	1	5	15	1	22	8	41	14	0	63	181
06:45 AM	5	7	4	0	16	15	72	9	0	96	3	5	17	0	25	17	53	37	0	107	244
Total	24	23	17	2	66	41	202	12	0	255	6	12	59	6	83	56	145	85	0	286	690
07:00 AM	7	13	6	1	27	19	64	5	4	92	2	8	17	1	28	12	65	23	1	101	248
07:15 AM	10	6	11	3	30	23	86	13	1	123	2	12	13	2	29	13	53	27	0	93	275
07:30 AM	9	18	8	0	35	30	95	12	0	137	2	17	22	0	41	25	55	34	0	114	327
07:45 AM	15	18	3	0	36	39	132	18	0	189	3	15	29	0	47	41	65	51	0	157	429
Total	41	55	28	4	128	111	377	48	5	541	9	52	81	3	145	91	238	135	1	465	1279
08:00 AM	14	19	9	3	45	32	99	24	5	160	3	9	15	0	27	47	70	55	0	172	404
08:15 AM	11	21	21	1	54	36	113	15	2	166	3	14	33	0	50	29	61	46	0	136	406
08:30 AM	19	15	13	5	52	32	96	12	0	140	2	13	20	0	35	31	65	47	1	144	371
08:45 AM	36	16	12	2	66	18	102	6	0	126	6	13	37	0	56	34	86	42	2	164	412
Total	80	71	55	11	217	118	410	57	7	592	14	49	105	0	168	141	282	190	3	616	1593
09:00 AM	22	20	15	2	59	20	102	10	0	132	6	13	45	2	66	41	72	37	0	150	407
09:15 AM	28	23	12	1	64	30	80	4	2	116	5	17	39	1	62	21	64	51	0	136	378
09:30 AM	36	15	14	6	71	18	88	9	1	116	2	14	20	1	37	30	63	28	0	121	345
09:45 AM	39	15	24	3	81	33	96	13	2	144	1	11	46	0	58	32	98	43	0	173	456
Total	125	73	65	12	275	101	366	36	5	508	14	55	150	4	223	124	297	159	0	580	1586
10:00 AM	29	17	28	1	75	20	70	16	1	107	4	14	35	0	53	34	62	43	0	139	374
10:15 AM	23	14	26	0	63	39	137	9	3	188	3	14	43	0	60	36	111	40	1	188	499
10:30 AM	25	9	17	1	52	25	109	6	0	140	7	15	29	2	53	31	114	42	0	187	432
10:45 AM	48	18	21	4	91	24	108	5	0	137	5	15	46	7	73	20	93	47	0	160	461
Total	125	58	92	6	281	108	424	36	4	572	19	58	153	9	239	121	380	172	1	674	1766
11:00 AM	46	14	22	2	84	18	99	10	1	128	9	12	38	0	59	34	96	34	1	165	436
11:15 AM	34	21	23	1	79	23	122	9	0	154	7	21	39	0	67	29	104	35	0	168	468
11:30 AM	46	19	16	0	81	10	94	8	0	112	6	15	41	0	62	26	96	22	0	144	399
11:45 AM	32	21	33	0	86	27	105	5	1	138	8	23	57	0	88	18	115	30	0	163	475
Total	158	75	94	3	330	78	420	32	2	532	30	71	175	0	276	107	411	121	1	640	1778
12:00 PM	39	19	19	3	80	23	121	7	2	153	8	19	41	1	69	28	99	29	1	157	459
12:15 PM	25	17	12	0	54	16	112	5	0	133	4	17	34	0	55	28	130	30	0	188	430
12:30 PM	30	19	23	2	74	22	107	6	1	136	4	22	47	2	75	26	100	45	1	172	457
12:45 PM	36	26	26	1	89	26	107	11	0	144	7	14	50	0	71	25	104	44	2	175	479
Total	130	81	80	6	297	87	447	29	3	566	23	72	172	3	270	107	433	148	4	692	1825
01:00 PM	33	22	28	4	87	29	109	11	1	150	9	18	27	0	54	37	110	43	1	191	482
01:15 PM	30	20	27	2	79	31	115	18	1	165	10	17	26	0	53	27	114	46	2	189	486
01:30 PM	28	12	18	4	62	28	94	10	3	135	7	15	27	6	55	34	117	50	1	202	454
01:45 PM	41	10	20	1	72	26	102	4	0	132	5	19	41	0	65	31	108	42	0	181	450
Total	132	64	93	11	300	114	420	43	5	582	31	69	121	6	227	129	449	181	4	763	1872
02:00 PM	35	11	21	2	69	26	99	10	0	135	4	11	31	0	46	26	97	36	0	159	409
02:15 PM	25	16	31	0	72	24	110	4	0	138	2	14	35	1	52	31	101	41	0	173	435
02:30 PM	38	12	28	1	79	20	117	3	3	143	7	17	29	0	53	25	96	42	1	164	439
02:45 PM	37	24	32	1	94	24	113	9	1	147	7	17	40	1	65	22	106	37	1	166	472
Total	135	63	112	4	314	94	439	26	4	563	20	59	135	2	216	104	400	156	2	662	1755

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03:00 PM	48	16	29	2	95	24	97	8	0	129	3	18	29	0	50	23	120	33	1	177	451
03:15 PM	34	20	19	2	75	25	120	3	0	148	6	16	33	0	55	29	105	36	2	172	450
03:30 PM	36	17	30	4	87	18	98	7	0	123	8	14	31	0	53	34	108	41	2	185	448
03:45 PM	49	14	32	0	95	22	105	5	0	132	5	17	37	0	59	31	123	33	0	187	473
Total	167	67	110	8	352	89	420	23	0	532	22	65	130	0	217	117	456	143	5	721	1822
04:00 PM	38	17	15	0	70	23	86	6	1	116	5	15	39	0	59	30	101	21	0	152	397
04:15 PM	36	19	23	1	79	22	115	5	0	142	5	17	40	0	62	31	127	24	0	182	465
04:30 PM	37	12	31	1	81	25	88	2	2	117	7	15	38	0	60	26	107	25	0	158	416
04:45 PM	41	14	28	3	86	22	98	2	0	122	7	20	41	0	68	29	126	14	0	169	445
Total	152	62	97	5	316	92	387	15	3	497	24	67	158	0	249	116	461	84	0	661	1723
05:00 PM	41	11	33	1	86	18	91	6	1	116	14	35	48	0	97	25	125	20	0	170	469
05:15 PM	33	20	41	0	94	20	108	3	0	131	7	31	48	0	86	22	156	28	1	207	518
05:30 PM	17	16	20	1	54	18	94	3	0	115	6	14	37	0	57	21	118	17	0	156	382
05:45 PM	22	15	27	0	64	12	64	7	1	84	7	15	34	3	59	18	101	14	0	133	340
Total	113	62	121	2	298	68	357	19	2	446	34	95	167	3	299	86	500	79	1	666	1709
06:00 PM	18	8	14	0	40	11	77	3	1	92	6	8	22	0	36	19	95	11	0	125	293
06:15 PM	13	13	12	1	39	7	78	2	1	88	4	6	31	1	42	21	62	19	0	102	271
06:30 PM	11	8	19	0	38	17	69	1	0	87	2	10	23	0	35	12	69	19	0	100	260
06:45 PM	18	11	18	0	47	10	65	2	0	77	1	9	16	0	26	20	71	9	0	100	250
Total	60	40	63	1	164	45	289	8	2	344	13	33	92	1	139	72	297	58	0	427	1074
Grand Total	1442	794	1027	75	3338	1146	4958	384	42	6530	259	757	1698	37	2751	1371	4749	1711	22	7853	20472
Apprch %	43.2	23.8	30.8	2.2		17.5	75.9	5.9	0.6		9.4	27.5	61.7	1.3		17.5	60.5	21.8	0.3		
Total %	7	3.9	5	0.4	16.3	5.6	24.2	1.9	0.2	31.9	1.3	3.7	8.3	0.2	13.4	6.7	23.2	8.4	0.1	38.4	

Appendix C Existing Conditions Analysis Worksheets

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	172	56	295	85	342	35	235
v/c Ratio	0.15	0.38	0.29	0.53	0.36	0.53	0.21	0.48
Control Delay	37.2	23.4	36.1	23.2	35.1	22.1	36.9	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	23.4	36.1	23.2	35.1	22.1	36.9	24.5
Queue Length 50th (ft)	9	50	19	74	29	102	12	68
Queue Length 95th (ft)	39	131	69	220	93	253	50	182
Internal Link Dist (ft)		267		690		525		264
Turn Bay Length (ft)	95		95		100		100	
Base Capacity (vph)	713	1028	666	1030	713	1061	666	981
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.17	0.08	0.29	0.12	0.32	0.05	0.24

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	122	50	56	217	78	85	311	31	35	199	36
Future Volume (veh/h)	25	122	50	56	217	78	85	311	31	35	199	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	25	122	50	56	217	78	85	311	31	35	199	36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	293	120	65	330	119	104	458	46	41	367	66
Arrive On Green	0.02	0.25	0.25	0.04	0.27	0.27	0.06	0.29	0.29	0.02	0.25	0.25
Sat Flow, veh/h	1688	1189	487	1688	1239	445	1688	1585	158	1688	1459	264
Grp Volume(v), veh/h	25	0	172	56	0	295	85	0	342	35	0	235
Grp Sat Flow(s),veh/h/ln	1688	0	1676	1688	0	1685	1688	0	1743	1688	0	1723
Q Serve(g_s), s	0.6	0.0	3.4	1.3	0.0	6.2	2.0	0.0	6.9	0.8	0.0	4.7
Cycle Q Clear(g_c), s	0.6	0.0	3.4	1.3	0.0	6.2	2.0	0.0	6.9	0.8	0.0	4.7
Prop In Lane	1.00		0.29	1.00		0.26	1.00		0.09	1.00		0.15
Lane Grp Cap(c), veh/h	31	0	412	65	0	449	104	0	503	41	0	433
V/C Ratio(X)	0.81	0.00	0.42	0.86	0.00	0.66	0.82	0.00	0.68	0.86	0.00	0.54
Avail Cap(c_a), veh/h	891	0	1348	891	0	1355	891	0	1401	891	0	1385
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	12.6	19.0	0.0	13.0	18.4	0.0	12.5	19.3	0.0	12.9
Incr Delay (d2), s/veh	17.0	0.0	0.8	11.1	0.0	2.0	5.7	0.0	2.0	16.8	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.2	0.7	0.0	2.2	0.9	0.0	2.5	0.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	13.4	30.2	0.0	14.9	24.2	0.0	14.5	36.2	0.0	14.2
LnGrp LOS	D	A	B	C	A	B	C	A	B	D	A	B
Approach Vol, veh/h		197			351			427			270	
Approach Delay, s/veh		16.3			17.4			16.4			17.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	15.5	5.5	13.8	6.5	14.0	4.7	14.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	32.0	21.0	32.0	21.0	32.0	21.0	32.0
Max Q Clear Time (g_c+I1), s	2.8	8.9	3.3	5.4	4.0	6.7	2.6	8.2
Green Ext Time (p_c), s	0.0	2.6	0.0	1.2	0.1	1.7	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	28	86	49	67	20	98	151	24	6	63	15
Future Vol, veh/h	29	28	86	49	67	20	98	151	24	6	63	15
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	28	86	49	67	20	98	151	24	6	63	15
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9	10.2	9.9	9.5
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	36%	7%
Vol Thru, %	0%	86%	0%	25%	49%	75%
Vol Right, %	0%	14%	0%	75%	15%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	175	29	114	136	84
LT Vol	98	0	29	0	49	6
Through Vol	0	151	0	28	67	63
RT Vol	0	24	0	86	20	15
Lane Flow Rate	98	175	29	114	136	84
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.16	0.256	0.049	0.161	0.212	0.129
Departure Headway (Hd)	5.864	5.264	6.136	5.099	5.624	5.538
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	609	677	580	698	634	642
Service Time	3.63	3.03	3.909	2.871	3.696	3.62
HCM Lane V/C Ratio	0.161	0.258	0.05	0.163	0.215	0.131
HCM Control Delay	9.8	9.9	9.2	8.9	10.2	9.5
HCM Lane LOS	A	A	A	A	B	A
HCM 95th-tile Q	0.6	1	0.2	0.6	0.8	0.4

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	882	16	964	229	161	70	340
v/c Ratio	0.73	0.54	0.24	0.66	0.86	0.30	0.21	0.87
Control Delay	88.0	25.4	74.9	36.9	63.7	36.4	29.3	64.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.0	25.4	74.9	36.9	63.7	36.4	29.3	64.1
Queue Length 50th (ft)	106	252	15	372	156	111	42	248
Queue Length 95th (ft)	168	433	41	#587	#258	156	68	339
Internal Link Dist (ft)		287		522		359		572
Turn Bay Length (ft)	70		85		100		105	
Base Capacity (vph)	188	1630	110	1452	272	718	339	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.54	0.15	0.66	0.84	0.22	0.21	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	713	169	16	878	86	229	131	30	70	114	226
Future Volume (veh/h)	114	713	169	16	878	86	229	131	30	70	114	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	114	713	169	16	878	86	229	131	30	70	114	226
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	1395	330	28	1384	136	268	427	98	407	124	245
Arrive On Green	0.09	0.52	0.52	0.03	0.89	0.89	0.11	0.31	0.31	0.04	0.23	0.23
Sat Flow, veh/h	1688	2698	639	1688	3096	303	1688	1394	319	1688	529	1048
Grp Volume(v), veh/h	114	445	437	16	477	487	229	0	161	70	0	340
Grp Sat Flow(s),veh/h/ln	1688	1683	1654	1688	1683	1716	1688	0	1713	1688	0	1577
Q Serve(g_s), s	9.5	25.0	25.0	1.3	10.0	10.0	14.4	0.0	10.4	4.5	0.0	30.3
Cycle Q Clear(g_c), s	9.5	25.0	25.0	1.3	10.0	10.0	14.4	0.0	10.4	4.5	0.0	30.3
Prop In Lane	1.00		0.39	1.00		0.18	1.00		0.19	1.00		0.66
Lane Grp Cap(c), veh/h	146	870	855	28	753	767	268	0	524	407	0	369
V/C Ratio(X)	0.78	0.51	0.51	0.58	0.63	0.63	0.86	0.00	0.31	0.17	0.00	0.92
Avail Cap(c_a), veh/h	193	870	855	111	753	767	303	0	714	429	0	526
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.5	22.8	22.8	69.1	4.7	4.7	38.1	0.0	38.3	39.3	0.0	53.8
Incr Delay (d2), s/veh	9.9	2.1	2.2	6.9	4.1	4.0	17.3	0.0	0.1	0.1	0.0	14.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	10.3	10.1	0.6	2.7	2.7	7.3	0.0	4.5	1.9	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.4	25.0	25.0	76.0	8.8	8.7	55.4	0.0	38.4	39.4	0.0	68.1
LnGrp LOS	E	C	C	E	A	A	E	A	D	D	A	E
Approach Vol, veh/h		996			980			390			410	
Approach Delay, s/veh		30.6			9.9			48.4			63.2	
Approach LOS		C			A			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	48.6	6.4	78.9	20.5	38.2	16.4	68.9
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
Max Green Setting (Gmax), s	8.0	60.0	9.5	49.5	19.5	48.0	16.5	42.5
Max Q Clear Time (g_c+I1), s	6.5	12.4	3.3	28.0	16.4	32.3	12.5	12.0
Green Ext Time (p_c), s	0.0	0.7	0.0	6.8	0.1	1.4	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	633	24	742	96	66	91	108
v/c Ratio	0.15	0.26	0.04	0.31	0.55	0.42	0.48	0.60
Control Delay	5.4	7.2	5.1	8.8	64.1	25.8	59.8	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.4	7.2	5.1	8.8	64.1	25.8	59.8	30.6
Queue Length 50th (ft)	13	91	4	115	82	7	77	15
Queue Length 95th (ft)	36	159	15	201	127	55	121	75
Internal Link Dist (ft)		754		1537		336		352
Turn Bay Length (ft)	100		105		50			
Base Capacity (vph)	544	2460	612	2371	212	440	201	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.26	0.04	0.31	0.45	0.15	0.45	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	601	32	24	708	34	96	8	58	91	16	92
Future Volume (veh/h)	74	601	32	24	708	34	96	8	58	91	16	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	74	601	32	24	708	34	96	8	58	91	16	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	2224	118	603	2192	105	224	23	165	261	27	157
Arrive On Green	0.05	1.00	1.00	0.03	1.00	1.00	0.06	0.13	0.13	0.06	0.12	0.12
Sat Flow, veh/h	1688	3250	173	1688	3269	157	1688	181	1316	1688	223	1281
Grp Volume(v), veh/h	74	311	322	24	364	378	96	0	66	91	0	108
Grp Sat Flow(s),veh/h/ln	1688	1683	1740	1688	1683	1743	1688	0	1497	1688	0	1504
Q Serve(g_s), s	2.0	0.0	0.0	0.7	0.0	0.0	7.1	0.0	5.8	6.7	0.0	9.8
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.7	0.0	0.0	7.1	0.0	5.8	6.7	0.0	9.8
Prop In Lane	1.00		0.10	1.00		0.09	1.00		0.88	1.00		0.85
Lane Grp Cap(c), veh/h	575	1152	1191	603	1129	1169	224	0	188	261	0	185
V/C Ratio(X)	0.13	0.27	0.27	0.04	0.32	0.32	0.43	0.00	0.35	0.35	0.00	0.58
Avail Cap(c_a), veh/h	665	1152	1191	693	1129	1169	278	0	395	297	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	7.2	0.0	0.0	51.1	0.0	57.6	51.1	0.0	59.7
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.0	0.8	0.7	0.5	0.0	1.3	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.2	0.2	0.2	0.2	3.1	0.0	2.3	2.9	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	0.6	0.6	7.2	0.8	0.7	51.6	0.0	58.9	51.3	0.0	63.2
LnGrp LOS	A	A	A	A	A	A	D	A	E	D	A	E
Approach Vol, veh/h		707			766			162			199	
Approach Delay, s/veh		1.2			0.9			54.6			57.8	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	22.6	5.9	103.1	12.9	22.2	7.8	101.1
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
Max Green Setting (Gmax), s	11.5	38.0	9.5	68.0	13.5	36.0	11.5	66.0
Max Q Clear Time (g_c+I1), s	8.7	7.8	2.7	2.0	9.1	11.8	4.0	2.0
Green Ext Time (p_c), s	0.0	0.4	0.0	5.3	0.0	0.7	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	90	634	13	483	180	140	137	215
v/c Ratio	0.16	0.30	0.03	0.26	0.98	0.34	0.55	0.47
Control Delay	9.6	12.1	10.0	14.2	113.4	40.4	53.7	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	12.1	10.0	14.2	113.4	40.4	53.7	25.2
Queue Length 50th (ft)	25	107	4	97	168	98	113	89
Queue Length 95th (ft)	60	218	14	172	#258	141	163	148
Internal Link Dist (ft)		220		476		390		328
Turn Bay Length (ft)	115		75		75		100	
Base Capacity (vph)	560	2103	529	1874	263	583	358	609
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.30	0.02	0.26	0.68	0.24	0.38	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	529	105	13	396	87	180	104	36	137	59	156
Future Volume (veh/h)	90	529	105	13	396	87	180	104	36	137	59	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	90	529	105	13	396	87	180	104	36	137	59	156
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	580	1702	336	539	1614	351	253	362	125	328	123	326
Arrive On Green	0.07	1.00	1.00	0.01	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1688	2800	554	1688	2748	598	1164	1256	435	1245	428	1133
Grp Volume(v), veh/h	90	317	317	13	241	242	180	0	140	137	0	215
Grp Sat Flow(s),veh/h/ln	1688	1683	1671	1688	1683	1662	1164	0	1691	1245	0	1561
Q Serve(g_s), s	3.1	0.0	0.0	0.4	9.9	10.1	21.8	0.0	9.3	13.8	0.0	16.4
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.4	9.9	10.1	38.1	0.0	9.3	23.1	0.0	16.4
Prop In Lane	1.00		0.33	1.00		0.36	1.00		0.26	1.00		0.73
Lane Grp Cap(c), veh/h	580	1023	1015	539	989	977	253	0	487	328	0	449
V/C Ratio(X)	0.16	0.31	0.31	0.02	0.24	0.25	0.71	0.00	0.29	0.42	0.00	0.48
Avail Cap(c_a), veh/h	609	1023	1015	650	989	977	326	0	593	407	0	547
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	11.5	14.3	14.3	58.1	0.0	39.8	48.8	0.0	42.3
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.0	0.6	0.6	5.7	0.0	0.4	1.0	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.2	0.2	0.2	3.9	4.0	6.9	0.0	4.0	4.5	0.0	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.8	0.8	11.5	14.9	14.9	63.8	0.0	40.2	49.8	0.0	43.3
LnGrp LOS	B	A	A	B	B	B	E	A	D	D	A	D
Approach Vol, veh/h		724			496			320			352	
Approach Delay, s/veh		2.0			14.8			53.5			45.8	
Approach LOS		A			B			D			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		46.0	6.0	92.0		46.0	9.0	89.1
Change Period (Y+Rc), s		4.5	4.0	4.5		4.5	4.0	4.5
Max Green Setting (Gmax), s		50.5	11.5	69.0		50.5	7.5	73.0
Max Q Clear Time (g_c+I1), s		40.1	2.4	2.0		25.1	5.1	12.1
Green Ext Time (p_c), s		1.3	0.0	6.6		2.4	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

HCM 6th Edition Analysis May 2020

Based on ODOT Analysis Procedures Manual, Volume 2, Chapter 13

INTERSECTION	1. Black Oak Dr/Siskiyou Blvd				
CYCLE LENGTH	122				
TOTAL LOST TIME	16				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (T)**	**SB (L)**	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	25	217	311	35	
Sat Flow (veh/h)	1688	1239	1585	1688	
Flow Ratio	0.01	0.18	0.20	0.02	
CRITICAL INTERSECTION V/C RATIO	**0.47**				

INTERSECTION	3. Black Oak/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	17				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (L)**	**SB (T)**	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	114	878	229	114	
Sat Flow (veh/h)	1688	3096	1688	529	
Flow Ratio	0.07	0.28	0.14	0.22	
CRITICAL INTERSECTION V/C RATIO	**0.80**				

INTERSECTION	4. Medical Center Dr/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	17				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (L)**	**SB (T)**	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	74	708	96	16	
Sat Flow (veh/h)	1688	3269	1688	223	
Flow Ratio	0.04	0.22	0.06	0.07	
CRITICAL INTERSECTION V/C RATIO	**0.44**				

INTERSECTION	5. Murphy Rd/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	13				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (T)**	**WB (L)**	**NB (T)**	**SB (L)**	
	2020 EXISTING PM				
Adj Flow Rate, (veh/h)	529	13	104	137	
Sat Flow (veh/h)	2800	1688	1256	1245	
Flow Ratio	0.19	0.01	0.08	0.11	
CRITICAL INTERSECTION V/C RATIO	**0.43**				

Appendix D ODOT Crash Data

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Siskiyou Blvd & Black Oak Dr
January 1, 2013 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
2017 TOTAL	0	1	0	1	0	1	0	1	0	1	0	1	0	0
YEAR: 2016														
ANGLE	0	1	0	1	0	3	0	1	0	1	0	1	0	0
REAR-END	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2016 TOTAL	0	1	2	3	0	3	0	3	0	3	0	3	0	0
YEAR: 2014														
ANGLE	0	3	0	3	0	3	0	3	0	2	1	3	0	0
2014 TOTAL	0	3	0	3	0	3	0	3	0	2	1	3	0	0
YEAR: 2013														
REAR-END	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2013 TOTAL	0	0	1	1	0	0	0	1	0	1	0	1	0	0
FINAL TOTAL	0	5	3	8	0	7	0	8	0	7	1	8	0	0

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TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Siskiyou Blvd & Black Oak Dr
January 1, 2013 through December 31, 2017

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC / TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02175	N	N	N			11/14/2013	17	BLACK OAK DR	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
NONE			N			Thu 10A	0	SISKIYOU BLVD	S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N									000		00
No	*42*	*19*	*10.74*			*-122 50 8.41*		1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	M	UNK UNK	026		000		07
															02	NONE 0	STOP											
																PRVTE	S N									011		00
																PSNGR CAR		01	DRVR	NONE	70	F	OR-Y OR<25	000		000		00
02042	N	N	N			08/09/2016	17	BLACK OAK DR	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NONE			N			Tue 8A	0	SISKIYOU BLVD	W		TRF SIGNAL	N	DRY	REAR		N/A	W E									000		00
No	*42*	*19*	*10.74*			*-122 50 8.41*		1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000		000		00
															02	NONE 9	STOP											
																N/A	W E									011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000		000		00
02202	N	N	N			09/09/2016	17	BLACK OAK DR	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NONE			N			Fri 8A	0	SISKIYOU BLVD	W		TRF SIGNAL	N	DRY	REAR		N/A	W E									000		00
No	*42*	*19*	*10.74*			*-122 50 8.41*		1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000		000		00
															02	NONE 9	STOP											
																N/A	W E									011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000		000		00
01757	N	N	N	N	N	07/23/2017	17	BLACK OAK DR	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY			N			Sun 1P	0	SISKIYOU BLVD	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W E									000		00
No	*42*	*19*	*10.74*			*-122 50 8.41*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	29	M	SUSP N-RES	043		000		07
															02	NONE 0	STOP											
																PRVTE	W E									011		00
																PSNGR CAR		01	DRVR	INJC	31	M	OR-Y OR<25	000		000		00
00500	N	N	N	N	N	03/03/2016	17	BLACK OAK DR	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											04
CITY			N			Thu 1P	0	SISKIYOU BLVD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E									000		00
No	*42*	*19*	*10.74*			*-122 50 8.41*		1	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	53	F	OR-Y OR<25	020		000		04
																		02	PSNG	INJC	24	F		000		000		00
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	INJC	63	F	OR-Y OR<25	000		000		00

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Siskiyou Blvd & Black Oak Dr
January 1, 2013 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME LAT/LONG	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00089	N	N	N	N	N	01/13/2014	17	BLACK OAK DR	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY			N			Mon 6P	0	SISKIYOU BLVD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S N								000		00
No						*42 19 10.74 -122 50 8.41*		1	04	0		N	DLIT	INJ		PSNGR CAR		01	DRVR	NONE	43	F	OR-Y OR<25		020	038		04
															02	NONE PRVTE	STRGHT W E									000		00
																PSNGR CAR		01	DRVR	INJC	31	M	OR-Y OR<25		000	000		00
01423	N	N	N	N	N	08/06/2014	17	BLACK OAK DR	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY			N			Wed 5P	0	SISKIYOU BLVD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S N								000		00
No						*42 19 10.74 -122 50 8.41*		1	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	54	F	OR-Y OR>25		020	000		04
															02	NONE PRVTE	STRGHT W E									000		00
																PSNGR CAR		01	DRVR	NONE	82	F	OR-Y OR<25		000	000		00
01824	N	N	N	N	N	09/27/2014	17	BLACK OAK DR	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY			N			Sat 1P	0	SISKIYOU BLVD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E								000		00
No						*42 19 10.74 -122 50 8.41*		1	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	76	F	OR-Y OR<25		097	000		00
															02	NONE PRVTE	STRGHT S N									000		00
																PSNGR CAR		01	DRVR	INJC	72	F	OR-Y OR<25		097	000		00

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Siskiyou Blvd & Murphy Rd
January 1, 2013 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2015														
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	1	0	0	1	1	0	1
2015 TOTAL	0	0	1	1	0	0	0	1	0	0	1	1	0	1
YEAR: 2013														
TURNING MOVEMENTS	0	0	1	1	0	0	1	1	0	1	0	1	0	0
2013 TOTAL	0	0	1	1	0	0	1	1	0	1	0	1	0	0
FINAL TOTAL	0	0	2	2	0	0	1	2	0	1	1	2	0	1

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TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT

URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Siskiyou Blvd & Murphy Rd

January 1, 2013 through December 31, 2017

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00087	Y	Y	N	N	N	01/14/2015	17	MURPHY RD	INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE	STRGHT										040,091	01,03
CITY			N			Wed 12A	0	SISKIYOU BLVD	S		FLASHBCN-R	N	DRY	FIX		PRVTE	W E									000	040,091	00
No	*42 19 10.91*					*-122 49 43.83*		1	06	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y OR<25		047,003	017		01,03
02226	N	N	N			11/22/2013	17	MURPHY RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	TURN-L											02
NO RPT			N			Fri 7A	0	SISKIYOU BLVD	CN		FLASHBCN-R	N	DRY	TURN		PRVTE	S W									000		00
No	*42 19 10.91*					*-122 49 43.83*		1	04	0		N	DAY	PDO		SEMI TOW		01	DRVR	NONE	00	F	UNK UNK		028	000		02
															02	NONE 0	TURN-L											
																PRVTE	W N									000		00
																PSNGR CAR		01	DRVR	NONE	51	F	OR-Y OR<25		000	000		00

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Barnett Rd & Black Oak Dr
January 1, 2013 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2016														
REAR-END	0	3	2	5	0	3	0	5	0	5	0	5	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2016 TOTAL	0	3	4	7	0	3	0	7	0	7	0	7	0	0
YEAR: 2015														
REAR-END	0	2	0	2	0	3	0	2	0	2	0	2	0	0
2015 TOTAL	0	2	0	2	0	3	0	2	0	2	0	2	0	0
YEAR: 2014														
ANGLE	0	1	2	3	0	1	0	3	0	1	2	3	0	0
REAR-END	0	0	1	1	0	0	0	1	0	0	1	1	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	0	1	0	1	1	0	0
2014 TOTAL	0	1	4	5	0	1	0	4	1	1	4	5	0	0
YEAR: 2013														
REAR-END	0	1	1	2	0	1	0	2	0	2	0	2	0	0
TURNING MOVEMENTS	0	0	1	1	0	0	0	1	0	1	0	1	0	0
2013 TOTAL	0	1	2	3	0	1	0	3	0	3	0	3	0	0
FINAL TOTAL	0	7	10	17	0	8	0	16	1	13	4	17	0	0

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URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Black Oak Dr
January 1, 2013 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME LAT/LONG	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00848	N	N	N			04/11/2016	16	BARNETT RD	INTER	CROSS	N	N	CLR	S-STRGHT	01	NONE 0	STRGHT											07
CITY			N			Mon 3P	0	BLACK OAK DR	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									000		00
No						*42 18 59.42 -122 50 8.41*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	54	M	OR-Y OR<25		043	000		07
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	72	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	77	M			000	000		00
01306	N	N	N			06/07/2016	16	BARNETT RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											27,29
NONE			N			Tue 1P	0	BLACK OAK DR	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									000		00
No						*42 18 59.42 -122 50 8.41*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	21	M	OR-Y OR<25		016,026	038		27,29
															02	NONE 0	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	INJC	76	F	OR-Y OR<25		000	000		00
01601	N	N	N	N	N	07/11/2016	16	BARNETT RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											07
CITY			N			Mon 5P	0	BLACK OAK DR	N		TRF SIGNAL	N	DRY	REAR		PRVTE	N S									000		00
No						*42 18 59.42 -122 50 8.41*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	39	M	OR-Y OR<25		043	000		07
															02	NONE 0	STOP											
																PRVTE	N S									011		00
																PSNGR CAR		01	DRVR	NONE	18	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	17	F			000	000		00
01602	N	N	N	N	N	08/04/2015	16	BARNETT RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
CITY			N			Tue 2P	0	BLACK OAK DR	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000		00
No						*42 18 59.42 -122 50 8.41*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y OR<25		026	000		29
															02	NONE 0	STOP											
																PRVTE	E W									011		00
																PSNGR CAR		01	DRVR	INJC	30	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	69	F			000	000		00
01265	N	N	N			06/01/2016	16	BARNETT RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 9	STRGHT											29
NO RPT			N			Wed 7A	0	BLACK OAK DR	E		TRF SIGNAL	N	DRY	REAR		N/A	E W									000		00
No						*42 18 59.42 -122 50 8.41*		1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Black Oak Dr
January 1, 2013 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME LAT/LONG	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 9 N/A	STOP E SW								011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000			00
01681 CITY No	Y	Y	N	N	N	07/20/2016 Wed 5P *42 18 59.42 -122 50 8.41*	16 0	BARNETT RD BLACK OAK DR 1	INTER S 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	ANGL-STP TURN PDO	01	NONE 9 N/A	TURN-R W S								000			01,08 00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000			00
															02	NONE 9 N/A	STOP S N								011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000			00
01286 NONE No	N	N	N			04/15/2013 Mon 10A *42 18 59.42 -122 50 8.41*	16 0	BARNETT RD BLACK OAK DR 1	INTER W 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE PRVTE	STRGHT W E								000			07 00
																PSNGR CAR		01	DRVR	NONE	00	M	UNK UNK		026			07
															02	NONE PRVTE	STOP W E								011		00
																PSNGR CAR		01	DRVR	NONE	45	F	OR-Y OR<25		000			00
02040 CITY No	N	N	N	N	N	10/29/2013 Tue 8A *42 18 59.42 -122 50 8.41*	16 0	BARNETT RD BLACK OAK DR 1	INTER W 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE PRVTE	STRGHT W E								000	004		07 00
																PSNGR CAR		01	DRVR	NONE	15	M	OR-Y OR<25		043			07
															02	NONE PRVTE	STOP W S								013	004		00
																PSNGR CAR		01	DRVR	INJC	53	M	OR-Y OR<25		000			00
00707 NONE No	N	N	N			04/15/2015 Wed 8A *42 18 59.42 -122 50 8.41*	16 0	BARNETT RD BLACK OAK DR 1	INTER W 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-1STOP REAR INJ	01	NONE PRVTE	STRGHT W E								000			29 00
																PSNGR CAR		01	DRVR	NONE	00	M	OR-Y OR<25		026			29
															02	NONE PRVTE	STOP W E								011		00
																PSNGR CAR		01	DRVR	INJC	49	M	OR-Y OR<25		000			00
00624 NONE No	N	N	N			03/14/2016 Mon 1P *42 18 59.42 -122 50 8.41*	16 0	BARNETT RD BLACK OAK DR 1	INTER W 06	CROSS 0	N TRF SIGNAL	N N N	CLR DRY DAY	S-1STOP REAR PDO	01	NONE 9 N/A	STRGHT W E								000			27,29 00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000			00

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Black Oak Dr
January 1, 2013 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME *LAT/LONG*	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 9 N/A	STOP W E								011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
02371 NO RPT	N	N	N N			09/27/2016 Tue 1P	16 0	BARNETT RD BLACK OAK DR	INTER W	CROSS	N TRF SIGNAL	N N	CLR DRY	ANGL-OTH TURN	01	NONE 9 N/A	TURN-R N W											08,32 00
No						*42 18 59.42 -122 50 8.41*		1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STOP W E								011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
01435 CITY	N	N	N N	N	Y	08/07/2014 Thu 9P	16 0	BARNETT RD BLACK OAK DR	INTER CN	CROSS	N OFCR/FLAG	N N	CLR DRY	S-1STOP REAR	01	NONE PRVTE	STRGHT N S										013	07,29 00
No						*42 18 59.42 -122 50 8.41*		1	01	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y OR<25		043	000		07,29
															02	NONE PRVTE	STOP N S								011	013	00
																PSNGR CAR		01	DRVR	NONE	16	M	OR-Y OR<25		000	000		00
															03	NONE PRVTE	STOP N S								011		00
																PSNGR CAR		01	DRVR	NONE	37	M	OR-Y OR<25		000	000		00
02247 NONE	N	N	N N			11/25/2013 Mon 12P	16 0	BARNETT RD BLACK OAK DR	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	O-1 L-TURN TURN	01	NONE 0 PRVTE	TURN-L E S								000		02 00
No						*42 18 59.42 -122 50 8.41*		1	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		028	000		02
															02	NONE 0 PRVTE	STRGHT W E								000		00
																PSNGR CAR		01	DRVR	NONE	21	F	OR-Y OR<25		000	000		00
02361 CITY	Y	N	N N	N	N	12/06/2014 Sat 9P	16 0	BARNETT RD BLACK OAK DR	INTER CN	CROSS	N TRF SIGNAL	N N	CLR DRY	ANGL-OTH ANGL	01	NONE 0 PRVTE	STRGHT W E								000		32,30,04 00
No						*42 18 59.42 -122 50 8.41*		1	03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	68	M	NONE UNK		052,050,020	000		32,30,04
															02	NONE 0 PRVTE	STRGHT N S								000		00
																PSNGR CAR		01	DRVR	NONE	19	M	OR-Y OR<25		000	000		00

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Black Oak Dr
January 1, 2013 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME LAT/LONG	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
92361	Y	N	N	N	N	12/06/2014	16	BARNETT RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											32,30,04
CITY			N			Sat 9P	0	BLACK OAK DR	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E								000		00
No						*42 18 59.42 -122 50 8.41*		1	03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	68	M	NONE UNK		052,050,020	000		32,30,04
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	19	M	OR-Y OR<25		000	000		00
01103	N	N	N	N	N	06/20/2014	16	BARNETT RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE	STRGHT											04
CITY			N			Fri 5P	0	BLACK OAK DR	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S N								000		00
No						*42 18 59.42 -122 50 8.41*		1	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	23	F	OR-Y OR<25		000	000		00
															02	NONE	STRGHT											
																PRVTE	W E									000		00
																PSNGR CAR		01	DRVR	INJB	42	F	OR-Y OR<25		020	000		04
02126	N	N	N			11/16/2014	16	BARNETT RD	INTER	CROSS	N	N	RAIN	O-OTHER	01	NONE 0	TURN-L											08
NONE			N			Sun 7P	0	BLACK OAK DR	CN		TRF SIGNAL	N	WET	TURN		PRVTE	N E								000		00
No						*42 18 59.42 -122 50 8.41*		1	04	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	F	UNK UNK		007,001	000		08
															02	NONE 0	TURN-R											
																PRVTE	S E									000		00
																PSNGR CAR		01	DRVR	NONE	62	F	OR-Y OR<25		000	000		00

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Barnett Rd & Medical Center Dr
January 1, 2013 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
SIDESWIPE - OVERTAKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	1	1	1	1	2	0	0
2017 TOTAL	0	1	3	4	0	1	0	3	1	3	1	4	0	0
YEAR: 2016														
REAR-END	0	2	0	2	0	4	0	2	0	1	1	2	0	0
2016 TOTAL	0	2	0	2	0	4	0	2	0	1	1	2	0	0
YEAR: 2015														
REAR-END	0	1	0	1	0	3	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	6	0	6	0	12	0	5	1	4	2	6	0	0
2015 TOTAL	0	7	0	7	0	15	0	6	1	5	2	7	0	0
YEAR: 2014														
TURNING MOVEMENTS	0	2	0	2	0	4	0	2	0	2	0	2	0	0
2014 TOTAL	0	2	0	2	0	4	0	2	0	2	0	2	0	0
YEAR: 2013														
REAR-END	0	1	0	1	0	1	1	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	0	2	2	0	0	0	2	0	2	0	2	0	0
2013 TOTAL	0	1	2	3	0	1	1	3	0	3	0	3	0	0
FINAL TOTAL	0	13	5	18	0	25	1	16	2	14	4	18	0	0

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Medical Center Dr
January 1, 2013 through December 31, 2017

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) / LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC / TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
01169	N	N	N			07/02/2013	16	BARNETT RD	INTER	3-LEG	N	N	CLR	S-1TURN	01	NONE	TURN-L											07
NONE			N			Tue 3P	0	MEDICAL CENTER DR	N		TRF SIGNAL	N	DRY	REAR		PRVTE	W N									000		00
No	*42 18 59.37*					*-122 49 57.38*		1	05	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	80	M	OR-Y OR<25		026	000		07
															02	AMBLN PRVTE	STRGHT S N									006		00
																TRUCK		01	DRVR	NONE	26	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	27	F			000	000		00
00308	N	N	N			02/08/2016	16	BARNETT RD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT											29
NO RPT			N			Mon 11A	0	MEDICAL CENTER DR	E		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									006		00
No	*42 18 59.37*					*-122 49 57.38*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	24	M	OR-Y OR<25		026	000		29
															02	NONE 0 PRVTE	STOP E W									011		00
																PSNGR CAR		01	DRVR	INJC	25	M	OR-Y OR>25		000	000		00
																		02	PSNG	INJC	25	M			000	000		00
01576	N	N	N			08/27/2013	16	BARNETT RD	INTER	3-LEG	N	N	CLR	O-OTHER	01	NONE	TURN-R											08,02
NONE			N			Tue 2P	0	MEDICAL CENTER DR	W		TRF SIGNAL	N	DRY	TURN		PRVTE	N W									016		00
No	*42 18 59.37*					*-122 49 57.38*		1	05	0		Y	DAY	PDO		PSNGR CAR		01	DRVR	NONE	50	F	OR-Y OR<25		007,028	000		08,02
															02	NONE PRVTE	TURN-L S W									018		00
																PSNGR CAR		01	DRVR	NONE	72	M	OR-Y OR<25		000	000		00
01439	N	N	N	N	N	07/14/2015	16	BARNETT RD	INTER	3-LEG	N	N	CLR	S-1STOP	01	NONE 0	STRGHT										013	07
CITY			N			Tue 4P	0	MEDICAL CENTER DR	W		TRF SIGNAL	N	DRY	REAR		PRVTE	E W									000		00
No	*42 18 59.37*					*-122 49 57.38*		1	05	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	22	F	OR-Y OR<25		043	000		07
															02	NONE 0 PRVTE	STOP E W									011	013	00
																PSNGR CAR		01	DRVR	INJC	66	M	OR-Y OR>25		000	000		00
															03	NONE 0 PRVTE	STOP E W									022		00
																PSNGR CAR		01	DRVR	INJC	41	F	OR-Y OR<25		000	000		00
02795	N	N	N	N	N	11/10/2016	16	BARNETT RD	INTER	3-LEG	N	N	FOG	S-1STOP	01	NONE 0	STRGHT											29
CITY			N			Thu 7A	0	MEDICAL CENTER DR	W		TRF SIGNAL	N	DRY	REAR		UNKN	W E									000		00
No	*42 18 59.37*					*-122 49 57.38*		1	06	0		N	DAWN	INJ		PSNGR CAR		01	DRVR	NONE	00	M	UNK UNK		026	000		29

CITY OF MEDFORD, JACKSON COUNTY

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SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP / (MEDIAN) / LEGS / (#LANES)	INT-REL / TRAF- / CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE 0 / PRVTE	STOP / W E								011		00
																PSNGR CAR		01	DRVR	INJC	58	M	OR-Y / OR<25	000	000		00
01556	N	N	N	N	N	07/05/2017	16	BARNETT RD	INTER	3-LEG	N		N	CLR	S-1STOP	01	NONE 0	STRGHT									029	25
CITY			N			Wed 9A	0	MEDICAL CENTER DR	W		TRF SIGNAL		N	DRY	REAR		PRVTE	W E							000		22
No			*42 18 59.37*			*-122 49 57.38*		1	06	0			N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	17	F	OR-Y / OR<25	000	000		00
															02	NONE 0	STOP								011		00
																PRVTE	W E											
																PSNGR CAR		01	DRVR	INJC	62	F	OR-Y / OR<25	000	000		00
02212	N	N	N			11/20/2013	16	BARNETT RD	INTER	3-LEG	N		N	CLD	O-1 L-TURN	01	NONE 0	TURN-L										02
NONE			N			Wed 7A	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	W N							000		00
No			*42 18 59.37*			*-122 49 57.38*		1	02	0			N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	67	F	OR-Y / OR<25	028	000		02
															02	NONE 0	STRGHT											
																PRVTE	E W								000		00
																PSNGR CAR		01	DRVR	NONE	00	F	UNK / UNK	000	000		00
00186	N	N	N			01/29/2015	16	BARNETT RD	INTER	3-LEG	N		N	CLR	O-1 L-TURN	01	NONE	STRGHT										02,08
CITY			N			Thu 5P	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	E W							000		00
No			*42 18 59.37*			*-122 49 57.38*		1	02	0			Y	DUSK	INJ		PSNGR CAR		01	DRVR	INJC	40	M	OR-Y / OR<25	000	000		00
															02	NONE	TURN-L											
																PRVTE	W N								000		00
																PSNGR CAR		01	DRVR	INJC	32	F	OR-Y / OR<25	004,028	000		02,08
00318	N	N	N	N	N	02/18/2015	16	BARNETT RD	INTER	3-LEG	N		N	CLR	O-1 L-TURN	01	NONE	STRGHT										02,08
CITY			N			Wed 7P	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	E W							000		00
No			*42 18 59.37*			*-122 49 57.38*		1	02	0			Y	DLIT	INJ		PSNGR CAR		01	DRVR	INJB	34	F	OR-Y / OR<25	000	000		00
															02	NONE	TURN-L											
																PRVTE	W N								000		00
																PSNGR CAR		01	DRVR	NONE	93	M	OR-Y / OR<25	004,028	000		02,08
00386	N	N	N	N	N	02/26/2015	16	BARNETT RD	INTER	3-LEG	N		N	CLR	O-1 L-TURN	01	NONE	STRGHT										02,08
CITY			N			Thu 11A	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY	TURN		PRVTE	E W							000		00
No			*42 18 59.37*			*-122 49 57.38*		1	02	0			Y	DAY	INJ		PSNGR CAR		01	DRVR	INJB	78	M	OR-Y / OR<25	000	000		00

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Medical Center Dr
January 1, 2013 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME LAT/LONG	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE PRVTE	TURN-L W N								000		00
																PSNGR CAR		01	DRVR	INJB	33	M	OR-Y OR<25	004,028	000		02,08
00514	N	N	N	N	N	03/18/2015	16	BARNETT RD	INTER	3-LEG	N		N	CLD	01	NONE	STRGHT											02,08
CITY			N			Wed 6P	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY		PRVTE	E W								000		00
No						*42 18 59.37 -122 49 57.38*		1	02	0			Y	DAY		PSNGR CAR		01	DRVR	INJC	22	F	OR-Y OR<25	000	000		00
															02	NONE PRVTE	TURN-L W N								000		00
																PSNGR CAR		01	DRVR	INJC	22	F	OR-Y OR<25	004,028	000		02,08
01534	N	N	N	N	N	07/25/2015	16	BARNETT RD	INTER	3-LEG	N		N	CLR	01	NONE 0	STRGHT											04
CITY			N			Sat 1P	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY		PRVTE	E W								000		00
No						*42 18 59.37 -122 49 57.38*		1	02	0			N	DAY		PSNGR CAR		01	DRVR	INJC	24	F	OR-Y OR>25	097	000		00
															02	NONE 0 PRVTE	TURN-L W N								000		00
																PSNGR CAR		01	DRVR	INJC	51	F	OR-Y OR<25	097	000		00
																		02	PSNG	INJB	58	F		000	000		00
00704	N	N	N			03/01/2017	16	BARNETT RD	INTER	3-LEG	N		N	CLR	01	NONE 9	STRGHT											02
NO RPT			N			Wed 7A	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY		N/A	E W								000		00
No						*42 18 59.37 -122 49 57.38*		1	02	0			N	DAY		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000		00
															02	NONE 9 N/A	TURN-L W N								000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000		00
01815	N	N	N	N	N	07/31/2017	16	BARNETT RD	INTER	3-LEG	N		N	CLR	01	NONE 9	STRGHT									092		26,13
CITY			N			Mon 10A	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY		N/A	E W								000		00
No						*42 18 59.37 -122 49 57.38*		1	02	0			N	DAY		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000		00
															02	NONE 9 N/A	STRGHT E W								000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000		00
00054	N	N	N	N	N	01/08/2014	16	BARNETT RD	INTER	3-LEG	N		N	CLD	01	NONE	TURN-L									055		02
CITY			N			Wed 12P	0	MEDICAL CENTER DR	CN		TRF SIGNAL		N	DRY		PRVTE	E S								019		00
No						*42 18 59.37 -122 49 57.38*		1	03	0			Y	DAY		PSNGR CAR		01	DRVR	INJB	36	F	NONE OR<25	004,028	000		02
																		02	PSNG	INJB	70	F		000	000		00

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Medical Center Dr
January 1, 2013 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME LAT/LONG	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
															02	NONE PRVTE	STRGHT W E								000	055	00
																PSNGR CAR		01	DRVR	INJC	39	F	OR-Y OR<25	000	000		00
01848 CITY	N	N	N	N	N	10/01/2014 Wed 10A	16 0	BARNETT RD MEDICAL CENTER DR	INTER CN	3-LEG	N TRF SIGNAL	N N	CLR DRY	O-1 L-TURN TURN	01	NONE PRVTE	STRGHT W E								000		02,08 00
No			N			*42 18 59.37 -122 49 57.38*		1	03	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	NONE	51	F	OR-Y OR<25	000	000		00
															02	NONE PRVTE	TURN-L E S								019		00
																PSNGR CAR		01	DRVR	INJC	84	F	OR-Y OR<25	004,028	000		02,08
02620 CITY	N	N	N	N	N	12/01/2015 Tue 12P	16 0	BARNETT RD MEDICAL CENTER DR	INTER CN	3-LEG	N TRF SIGNAL	N N	CLD WET	O-1 L-TURN TURN	01	NONE 0 PRVTE	STRGHT W E								000	054 054	02 00
No			N			*42 18 59.37 -122 49 57.38*		1	03	0		Y	DAY	INJ		PSNGR CAR		01	DRVR	INJB	63	M	OR-Y OR<25	000	000		00
															02	NONE 0 PRVTE	TURN-L E S								019		00
																PSNGR CAR		01	DRVR	INJB	82	F	OR-Y OR<25	004,028	000		02
00106 NONE	N	N	N			01/09/2017 Mon 5P	16 0	BARNETT RD MEDICAL CENTER DR	INTER CN	3-LEG	N TRF SIGNAL	N N	RAIN WET	ANGL-OTH TURN	01	NONE 9 N/A	STRGHT W E								000		04 00
No			N			*42 18 59.37 -122 49 57.38*		1	03	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000		00
															02	NONE 9 N/A	TURN-L N E								000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000		00

OREGON DEPARTMENT OF TRANSPORTATION - POLICY, DATA AND ANALYSIS DIVISION
TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
CRASH SUMMARIES BY YEAR BY COLLISION TYPE

Intersectional Crashes at Barnett Rd & Murphy Rd
January 1, 2013 through December 31, 2017

COLLISION TYPE	FATAL CRASHES	NON-FATAL CRASHES	PROPERTY DAMAGE ONLY	TOTAL CRASHES	PEOPLE KILLED	PEOPLE INJURED	TRUCKS	DRY SURF	WET SURF	DAY	DARK	INTER-SECTION	INTER-SECTION RELATED	OFF-ROAD
YEAR: 2017														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
BACKING	0	0	1	1	0	0	0	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	1	1	2	0	2	0	1	1	2	0	2	0	0
2017 TOTAL	0	2	3	5	0	3	0	4	1	5	0	5	0	0
YEAR: 2016														
ANGLE	0	0	1	1	0	0	0	1	0	1	0	1	0	0
REAR-END	0	1	0	1	0	1	0	1	0	1	0	1	0	0
TURNING MOVEMENTS	0	3	1	4	0	4	0	3	1	4	0	4	0	0
2016 TOTAL	0	4	2	6	0	5	0	5	1	6	0	6	0	0
YEAR: 2015														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
TURNING MOVEMENTS	0	3	1	4	0	5	0	3	1	3	1	4	0	0
2015 TOTAL	0	3	2	5	0	5	0	4	1	3	2	5	0	0
YEAR: 2013														
ANGLE	0	0	1	1	0	0	0	1	0	0	1	1	0	0
FIXED / OTHER OBJECT	0	0	1	1	0	0	0	0	1	0	1	1	0	1
TURNING MOVEMENTS	0	3	0	3	0	3	0	3	0	2	1	3	0	0
2013 TOTAL	0	3	2	5	0	3	0	4	1	2	3	5	0	1
FINAL TOTAL	0	12	9	21	0	16	0	17	4	16	5	21	0	1

Disclaimers: *Effective 2016,* ***collection of "Property Damage Only" (PDO) crash data elements was reduced for vehicles and participants.*** *Age, Gender, License, Error and other elements are no longer available for PDO crash reporting. Please keep this in mind when comparing 2016 PDO crash data to prior years.*

A higher number of crashes may be reported as of 2011 compared to prior years. This does not necessarily reflect an increase in annual crashes. The higher numbers may result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware of this change when comparing pre-2011 crash statistics. For all disclaimers, see https://www.oregon.gov/ODOT/Data/documents/Crash_Data_Disclaimers.pdf.

TRANSPORTATION DATA SECTION - CRASH ANALYSIS AND REPORTING UNIT
URBAN NON-SYSTEM CRASH LISTING

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Murphy Rd
January 1, 2013 through December 31, 2017

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC / TYPE	INJ SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02103	N	N	N			11/07/2013	16	BARNETT RD	INTER	CROSS	N	N	CLD	S-1TURN	01	NONE 0	U-TURN											08
NO RPT			N			Thu 11A	0	MURPHY RD	E		TRF SIGNAL	N	DRY	TURN		PRVTE	E E								000		00
No						*42 18 59.31 -122 49 43.81*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	65	F	OR-Y	008	000		08
																							OR<25				
															02	NONE 0	STRGHT										
																PRVTE	E W								000		00
																PSNGR CAR		01	DRVR	NONE	72	M	OR-Y	000	000		00
																							OR<25				
02357	N	Y	N	N	N	12/07/2013	16	BARNETT RD	INTER	CROSS	N	Y	CLR	FIX OBJ	01	NONE 0	STRGHT									100	10
STATE			N			Sat 9P	0	MURPHY RD	E		TRF SIGNAL	N	ICE	FIX		PRVTE	E W								000	100	00
No						*42 18 59.31 -122 49 43.81*		1	06	0		N	DARK	PDO		PSNGR CAR		01	DRVR	NONE	55	M	OR-Y	081	000		10
																							OR<25				
00585	N	N	N			03/11/2016	16	BARNETT RD	INTER	CROSS	N	N	CLR	S-1STOP	01	NONE 0	STRGHT									013	10
NO RPT			N			Fri 11A	0	MURPHY RD	S		TRF SIGNAL	N	DRY	REAR		PRVTE	S N								000		00
No						*42 18 59.31 -122 49 43.81*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	34	M	OR-Y	014	000		10
																							OR<25				
															02	NONE 0	STOP										
																PRVTE	S N								012	013	00
																PSNGR CAR		01	DRVR	INJC	66	F	OR-Y	000	000		00
																							OR<25				
															03	NONE 0	STOP										
																PRVTE	S N								022		00
																PSNGR CAR		01	DRVR	NONE	25	M	UNK	000	000		00
																							OR<25				
00586	N	N	N	N	N	03/15/2017	16	BARNETT RD	INTER	CROSS	N	N	CLD	O-1STOP	01	NONE 9	BACK										10
CITY			N			Wed 10A	0	MURPHY RD	W		TRF SIGNAL	N	DRY	BACK		N/A	E W								000		00
No						*42 18 59.31 -122 49 43.81*		1	06	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
																							UNK				
															02	NONE 9	STOP										
																N/A	W E								011		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK	000	000		00
																							UNK				
02084	N	N	N			08/30/2017	16	BARNETT RD	INTER	CROSS	N	N	SMOK	S-1STOP	01	NONE 0	STRGHT										29
NONE			N			Wed 7A	0	MURPHY RD	W		TRF SIGNAL	N	DRY	REAR		PRVTE	W E								000		00
No						*42 18 59.31 -122 49 43.81*		1	06	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	40	F	OR-Y	026	000		29
																							OR<25				
															02	NONE 0	STOP										
																PRVTE	W E								011		00
																PSNGR CAR		01	DRVR	INJC	41	F	OR-Y	000	000		00
																							OR<25				

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Murphy Rd
January 1, 2013 through December 31, 2017

SER# / INVEST / UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE / DAY/TIME / *LAT/LONG*	FC / DISTNC	CITY STREET / FIRST STREET / SECOND STREET / INTERSECTION SEQ #	RD CHAR / DIRECT / LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL / TRAF-CONTL	OFF-RD / RNDBT / DRVWY	WTHR / SURF / LIGHT	CRASH TYP / COLL TYP / SVRTY	V#	SPCL USE / TRLR QTY / OWNER	MOVE / FROM / TO	P#	PRTC / TYPE	INJ / SVRTY	AGE	SEX	LICNS / RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
00295	N	N	N	N	N	02/12/2013	16	BARNETT RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE	STRGHT											08
CITY			N			Tue 5P	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	N S								000		00
No	*42 18 59.31*					*-122 49 43.81*		1	01	0		N	DUSK	INJ		PSNGR CAR		01	DRVR	NONE	48	F	OR-Y OR<25		000	000		00
																		02	PSNG	INJB	00	F			000	000		00
															02	NONE PRVTE	TURN-L S W									000		00
																PSNGR CAR		01	DRVR	NONE	25	M	OR-Y OR<25		004	000		08
02612	N	N	N			12/02/2015	16	BARNETT RD	INTER	CROSS	N	N	RAIN	O-1 L-TURN	01	NONE 0	TURN-L											02
CITY			N			Wed 7P	0	MURPHY RD	CN		TRF SIGNAL	N	WET	TURN		PRVTE	S W								000		00
No	*42 18 59.31*					*-122 49 43.81*		1	01	0		N	DLIT	PDO		PSNGR CAR		01	DRVR	NONE	27	F	OR-Y OR<25		028,004	000		02
															02	NONE 0 PRVTE	STRGHT N S									000		00
																PSNGR CAR		01	DRVR	NONE	67	M	OR-Y OR>25		000	000		00
00085	N	N	N			01/12/2016	16	BARNETT RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	TURN-R											02
CITY			N			Tue 3P	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	TURN		N/A	N W								016		00
No	*42 18 59.31*					*-122 49 43.81*		1	01	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9 N/A	STRGHT E W									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
00172	N	N	N	N	N	01/22/2016	16	BARNETT RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT										013	02
CITY			N			Fri 12P	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E W								000	013	00
No	*42 18 59.31*					*-122 49 43.81*		1	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	68	M	OR-Y OR<25		000	000		00
															02	NONE 0 PRVTE	TURN-L W N									000		00
																PSNGR CAR		01	DRVR	NONE	88	M	OR-Y OR>25		028,004	000		02
															03	NONE 0 PRVTE	STOP N S									022		00
																PSNGR CAR		01	DRVR	INJC	56	F	OR-Y OR<25		000	000		00
00395	N	N	N	N	N	02/19/2016	16	BARNETT RD	INTER	CROSS	N	N	CLD	ANGL-OTH	01	NONE 0	STRGHT											27,04
CITY			N			Fri 3P	0	MURPHY RD	CN		TRF SIGNAL	N	WET	TURN		PRVTE	E W								000		00
No	*42 18 59.31*					*-122 49 43.81*		1	01	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	16	F	OR-Y OR<25		020	038		27,04

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Murphy Rd
January 1, 2013 through December 31, 2017

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															02	NONE 0 PRVTE	TURN-L N E								000		00
																PSNGR CAR		01	DRVR	INJC	44	F	OR-Y OR<25	000	000		00
00296 CITY No	N	N	N	N	N	02/06/2017 Mon 1P *42 18 59.31 -122 49 43.81*	16 0	BARNETT RD MURPHY RD 1	INTER CN 01	CROSS 0	N TRF SIGNAL	N N	RAIN WET DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE	TURN-L S W								000		02 00
												N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	30	F	OR-Y OR<25	028,004	000		02
															02	NONE 0 PRVTE	STRGHT N S								000		00
																PSNGR CAR		01	DRVR	INJB	55	F	OR-Y OR<25	000	000		00
02698 CITY No	N	N	N	N	N	11/02/2017 Thu 1P *42 18 59.31 -122 49 43.81*	16 0	BARNETT RD MURPHY RD 1	INTER CN 01	CROSS 0	N TRF SIGNAL	N N	CLD DRY DAY	ANGL-OTH TURN PDO	01	NONE 9 N/A	TURN-L W N								000		04 00
												N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000		00
															02	NONE 9 N/A	TURN-L S W								000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK	000	000		00
01442 NO RPT No	N	N	N			08/08/2013 Thu 8A *42 18 59.31 -122 49 43.81*	16 0	BARNETT RD MURPHY RD 1	INTER CN 02	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1 L-TURN TURN INJ	01	NONE PRVTE	STRGHT E W								000		08 00
												N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	23	F	OR-Y OR<25	000	000		00
															02	NONE PRVTE	TURN-L W N								000		00
																PSNGR CAR		01	DRVR	NONE	76	F	OR-Y OR<25	004	000		08
01865 CITY No	N	N	N	N	N	09/10/2015 Thu 7A *42 18 59.31 -122 49 43.81*	16 0	BARNETT RD MURPHY RD 1	INTER CN 02	CROSS 0	N TRF SIGNAL	N N	CLR DRY DAY	O-1 L-TURN TURN INJ	01	NONE 0 PRVTE	STRGHT E W								000	013	02 00
												N	DAY	INJ		PSNGR CAR		01	DRVR	INJC	18	M	OR-Y OR<25	000	000		00
																		02	PSNG	INJC	15	M		000	000		00
																		03	PSNG	INJC	15	M		000	000		00
															02	NONE 0 PRVTE	TURN-L W N								000	013	00
																PSNGR CAR		01	DRVR	NONE	61	M	OR-Y OR<25	004,028	000		02
															03	NONE 0 PRVTE	STOP N S								022		00
																PSNGR CAR		01	DRVR	NONE	29	F	OR-Y OR<25	000	000		00

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Murphy Rd
January 1, 2013 through December 31, 2017

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02621	N	N	N	N	N	12/01/2015	16	BARNETT RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			N			Tue 2P	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	E W									000		00
No						*42 18 59.31 -122 49 43.81*		1	02	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	66	F	OR-Y OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	W N									000		00
																PSNGR CAR		01	DRVR	NONE	73	M	OR-Y OR<25		004,028	000		02
01703	N	N	N	N	N	08/19/2015	16	BARNETT RD	INTER	CROSS	N	N	CLR	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			N			Wed 7A	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	W E									000		00
No						*42 18 59.31 -122 49 43.81*		1	03	0		N	DAY	INJ		PSNGR CAR		01	DRVR	INJB	61	M	OR-Y OR<25		000	000		00
															02	NONE 0	TURN-L											
																PRVTE	E S									000		00
																PSNGR CAR		01	DRVR	NONE	46	M	OR-Y OR<25		004,028	000		02
01717	N	N	N	N	N	08/21/2015	16	BARNETT RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT											33,04
CITY			N			Fri 5A	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	W E									000		00
No						*42 18 59.31 -122 49 43.81*		1	03	0		N	DAWN	PDO		PSNGR CAR		01	DRVR	NONE	36	F	OR-Y OR<25		051,020	000		33,04
															02	NONE 0	STRGHT											
																PRVTE	N S									000		00
																PSNGR CAR		01	DRVR	NONE	56	F	OR-Y OR<25		000	000		00
00890	N	N	N			04/18/2016	16	BARNETT RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											04
NO RPT			N			Mon 2P	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	ANGL		N/A	W E									000		00
No						*42 18 59.31 -122 49 43.81*		1	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
01313	N	N	N			05/27/2017	16	BARNETT RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 9	STRGHT											04
CITY			N			Sat 6A	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	ANGL		N/A	W E									000		00
No						*42 18 59.31 -122 49 43.81*		1	03	0		N	DAY	PDO		PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00
															02	NONE 9	STRGHT											
																N/A	N S									000		00
																PSNGR CAR		01	DRVR	NONE	00	U	UNK UNK		000	000		00

CITY OF MEDFORD, JACKSON COUNTY

Intersectional Crashes at Barnett Rd & Murphy Rd
January 1, 2013 through December 31, 2017

SER# INVEST UNLOC?	SPED	ALC	DRUG/MJ	SCHL	WORK	DATE DAY/TIME *LAT/LONG*	FC DISTNC	CITY STREET FIRST STREET SECOND STREET INTERSECTION SEQ #	RD CHAR DIRECT LOCTN	INT-TYP (MEDIAN) LEGS (#LANES)	INT-REL TRAF-CONTL	OFF-RD RNDBT DRVWY	WTHR SURF LIGHT	CRASH TYP COLL TYP SVRTY	V#	SPCL USE TRLR QTY OWNER	MOVE FROM TO	P#	PRTC TYPE	INJ SVRTY	AGE	SEX	LICNS RES	PED LOC	ERROR	ACTN	EVENT	CAUSE
02245	N	N	N			11/25/2013	16	BARNETT RD	INTER	CROSS	N	N	CLR	ANGL-OTH	01	NONE 0	STRGHT										04
NONE			N			Mon 6P	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	ANGL		PRVTE	S N								000		00
No	*42 18 59.31*					*-122 49 43.81*		1	04	0		N	DUSK	PDO		PSNGR CAR		01	DRVR	NONE	28	F	OR-Y OR<25		020	000		04
															02	NONE 0	STRGHT											
																PRVTE	W E									000		00
																PSNGR CAR		01	DRVR	NONE	42	M	OR-Y OR<25		000	000		00
03188	N	N	N	N	N	12/19/2016	16	BARNETT RD	INTER	CROSS	N	N	CLD	O-1 L-TURN	01	NONE 0	STRGHT											02
CITY			N			Mon 12P	0	MURPHY RD	CN		TRF SIGNAL	N	DRY	TURN		PRVTE	S N								000		00
No	*42 18 59.31*					*-122 49 43.81*		1	04	0		N	DAY	INJ		PSNGR CAR		01	DRVR	NONE	15	M	OR-Y OR<25		000	000		00
																		02	PSNG	INJC	14	F			000	000		00
															02	NONE 0	TURN-L											
																PRVTE	N E									000		00
																PSNGR CAR		01	DRVR	NONE	35	M	OR-Y OR<25		028,004	000		02

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
000	NONE	NO ACTION OR NON-WARRANTED
001	SKIDDED	SKIDDED
002	ON/OFF V	GETTING ON OR OFF STOPPED OR PARKED VEHICLE
003	LOAD OVR	OVERHANGING LOAD STRUCK ANOTHER VEHICLE, ETC.
006	SLOW DN	SLOWED DOWN
007	AVOIDING	AVOIDING MANEUVER
008	PAR PARK	PARALLEL PARKING
009	ANG PARK	ANGLE PARKING
010	INTERFERE	PASSENGER INTERFERING WITH DRIVER
011	STOPPED	STOPPED IN TRAFFIC NOT WAITING TO MAKE A LEFT TURN
012	STP/L TRN	STOPPED BECAUSE OF LEFT TURN SIGNAL OR WAITING, ETC.
013	STP TURN	STOPPED WHILE EXECUTING A TURN
014	EMR V PKD	EMERGENCY VEHICLE LEGALLY PARKED IN THE ROADWAY
015	GO A/STOP	PROCEED AFTER STOPPING FOR A STOP SIGN/FLASHING RED.
016	TRN A/RED	TURNED ON RED AFTER STOPPING
017	LOSTCTRL	LOST CONTROL OF VEHICLE
018	EXIT DWY	ENTERING STREET OR HIGHWAY FROM ALLEY OR DRIVEWAY
019	ENTR DWY	ENTERING ALLEY OR DRIVEWAY FROM STREET OR HIGHWAY
020	STR ENTR	BEFORE ENTERING ROADWAY, STRUCK PEDESTRIAN, ETC. ON SIDEWALK OR SHOULDER
021	NO DRVR	CAR RAN AWAY - NO DRIVER
022	PREV COL	STRUCK, OR WAS STRUCK BY, VEHICLE OR PEDESTRIAN IN PRIOR COLLISION BEFORE ACC. STABILIZED
023	STALLED	VEHICLE STALLED OR DISABLED
024	DRVR DEAD	DEAD BY UNASSOCIATED CAUSE
025	FATIGUE	FATIGUED, SLEEPY, ASLEEP
026	SUN	DRIVER BLINDED BY SUN
027	HDLGHTS	DRIVER BLINDED BY HEADLIGHTS
028	ILLNESS	PHYSICALLY ILL
029	THRU MED	VEHICLE CROSSED, PLUNGED OVER, OR THROUGH MEDIAN BARRIER
030	PURSUIT	PURSUING OR ATTEMPTING TO STOP A VEHICLE
031	PASSING	PASSING SITUATION
032	PRKOFFRD	VEHICLE PARKED BEYOND CURB OR SHOULDER
033	CROS MED	VEHICLE CROSSED EARTH OR GRASS MEDIAN
034	X N/SGNL	CROSSING AT INTERSECTION - NO TRAFFIC SIGNAL PRESENT
035	X W/ SGNL	CROSSING AT INTERSECTION - TRAFFIC SIGNAL PRESENT
036	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
037	BTWN INT	CROSSING BETWEEN INTERSECTIONS
038	DISTRACT	DRIVER'S ATTENTION DISTRACTED
039	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
040	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
041	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
042	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
043	PLAYINRD	PLAYING IN STREET OR ROAD
044	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
045	WORK ON	WORKING IN ROADWAY OR ALONG SHOULDER
046	W/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. WITH TRAFFIC
047	A/ TRAFIC	NON-MOTORIST WALKING, RUNNING, RIDING, ETC. FACING TRAFFIC
050	LAY ON RD	STANDING OR LYING IN ROADWAY
051	ENT OFFRD	ENTERING / STARTING IN TRAFFIC LANE FROM OFF ROAD
052	MERGING	MERGING

ACTION CODE TRANSLATION LIST

ACTION CODE	SHORT DESCRIPTION	LONG DESCRIPTION
055	SPRAY	BLINDED BY WATER SPRAY
088	OTHER	OTHER ACTION
099	UNK	UNKNOWN ACTION

CAUSE CODE TRANSLATION LIST

CAUSE CODE	SHORT DESCRIPTION	LONG DESCRIPTION
00	NO CODE	NO CAUSE ASSOCIATED AT THIS LEVEL
01	TOO-FAST	TOO FAST FOR CONDITIONS (NOT EXCEED POSTED SPEED
02	NO-YIELD	DID NOT YIELD RIGHT-OF-WAY
03	PAS-STOP	PASSED STOP SIGN OR RED FLASHER
04	DIS SIG	DISREGARDED TRAFFIC SIGNAL
05	LEFT-CTR	DROVE LEFT OF CENTER ON TWO-WAY ROAD; STRADDLING
06	IMP-OVER	IMPROPER OVERTAKING
07	TOO-CLOS	FOLLOWED TOO CLOSELY
08	IMP-TURN	MADE IMPROPER TURN
09	DRINKING	ALCOHOL OR DRUG INVOLVED
10	OTHR-IMP	OTHER IMPROPER DRIVING
11	MECH-DEF	MECHANICAL DEFECT
12	OTHER	OTHER (NOT IMPROPER DRIVING)
13	IMP LN C	IMPROPER CHANGE OF TRAFFIC LANES
14	DIS TCD	DISREGARDED OTHER TRAFFIC CONTROL DEVICE
15	WRNG WAY	WRONG WAY ON ONE-WAY ROAD; WRONG SIDE DIVIDED RO
16	FATIGUE	DRIVER DROWSY/FATIGUED/SLEEPY
17	ILLNESS	PHYSICAL ILLNESS
18	IN RDWY	NON-MOTORIST ILLEGALLY IN ROADWAY
19	NT VISBL	NON-MOTORIST NOT VISIBLE; NON-REFLECTIVE CLOTHIN
20	IMP PKNG	VEHICLE IMPROPERLY PARKED
21	DEF STER	DEFECTIVE STEERING MECHANISM
22	DEF BRKE	INADEQUATE OR NO BRAKES
24	LOADSHFT	VEHICLE LOST LOAD OR LOAD SHIFTED
25	TIREFAIL	TIRE FAILURE
26	PHANTOM	PHANTOM / NON-CONTACT VEHICLE
27	INATTENT	INATTENTION
28	NM INATT	NON-MOTORIST INATTENTION
29	F AVOID	FAILED TO AVOID VEHICLE AHEAD
30	SPEED	DRIVING IN EXCESS OF POSTED SPEED
31	RACING	SPEED RACING (PER PAR)
32	CARELESS	CARELESS DRIVING (PER PAR)
33	RECKLESS	RECKLESS DRIVING (PER PAR)
34	AGGRESV	AGGRESSIVE DRIVING (PER PAR)
35	RD RAGE	ROAD RAGE (PER PAR)
40	VIEW OBS	VIEW OBSCURED
50	USED MDN	IMPROPER USE OF MEDIAN OR SHOULDER
51	FAIL LN	FAILED TO MAINTAIN LANE
52	OFF RD	RAN OFF ROAD

COLLISION TYPE CODE TRANSLATION LIST

COLL CODE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OTH	MISCELLANEOUS
-	BACK	BACKING
0	PED	PEDESTRIAN
1	ANGL	ANGLE
2	HEAD	HEAD-ON
3	REAR	REAR-END
4	SS-M	SIDESWIPE - MEETING
5	SS-O	SIDESWIPE - OVERTAKING
6	TURN	TURNING MOVEMENT
7	PARK	PARKING MANEUVER
8	NCOL	NON-COLLISION
9	FIX	FIXED OBJECT OR OTHER OBJECT

CRASH TYPE CODE TRANSLATION LIST

CRASH TYPE	SHORT DESCRIPTION	LONG DESCRIPTION
&	OVERTURN	OVERTURNED
0	NON-COLL	OTHER NON-COLLISION
1	OTH RDWY	MOTOR VEHICLE ON OTHER ROADWAY
2	PRKD MV	PARKED MOTOR VEHICLE
3	PED	PEDESTRIAN
4	TRAIN	RAILWAY TRAIN
6	BIKE	PEDALCYCLIST
7	ANIMAL	ANIMAL
8	FIX OBJ	FIXED OBJECT
9	OTH OBJ	OTHER OBJECT
A	ANGL-STP	ENTERING AT ANGLE - ONE VEHICLE STOPPED
B	ANGL-OTH	ENTERING AT ANGLE - ALL OTHERS
C	S-STRGHT	FROM SAME DIRECTION - BOTH GOING STRAIGHT
D	S-1TURN	FROM SAME DIRECTION - ONE TURN, ONE STRAIGHT
E	S-1STOP	FROM SAME DIRECTION - ONE STOPPED
F	S-OTHER	FROM SAME DIRECTION-ALL OTHERS, INCLUDING PARKING
G	O-STRGHT	FROM OPPOSITE DIRECTION - BOTH GOING STRAIGHT
H	O-1 L-TURN	FROM OPPOSITE DIRECTION-ONE LEFT TURN,ONE STRAIGHT
I	O-1STOP	FROM OPPOSITE DIRECTION - ONE STOPPED
J	O-OTHER	FROM OPPOSITE DIRECTION-ALL OTHERS INCL. PARKING

DRIVER LICENSE CODE TRANSLATION LIST

LIC CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NOT LICENSED (HAD NEVER BEEN LICENSED)
1	OR-Y	VALID OREGON LICENSE
2	OTH-Y	VALID LICENSE, OTHER STATE OR COUNTRY
3	SUSP	SUSPENDED/REVOKED
4	EXP	EXPIRED
8	N-VAL	OTHER NON-VALID LICENSE
9	UNK	UNKNOWN IF DRIVER WAS LICENSED AT TIME OF CRASH

DRIVER RESIDENCE CODE TRANSLATION LIST

RES CODE	SHORT DESC	LONG DESCRIPTION
1	OR<25	OREGON RESIDENT WITHIN 25 MILE OF HOME
2	OR>25	OREGON RESIDENT 25 OR MORE MILES FROM HOME
3	OR-?	OREGON RESIDENT - UNKNOWN DISTANCE FROM HOME
4	N-RES	NON-RESIDENT
9	UNK	UNKNOWN IF OREGON RESIDENT

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
000	NONE	NO ERROR
001	WIDE TRN	WIDE TURN
002	CUT CORN	CUT CORNER ON TURN
003	FAIL TRN	FAILED TO OBEY MANDATORY TRAFFIC TURN SIGNAL, SIGN OR LANE MARKINGS
004	L IN TRF	LEFT TURN IN FRONT OF ONCOMING TRAFFIC
005	L PROHIB	LEFT TURN WHERE PROHIBITED
006	FRM WRNG	TURNED FROM WRONG LANE
007	TO WRONG	TURNED INTO WRONG LANE
008	ILLEG U	U-TURNED ILLEGALLY
009	IMP STOP	IMPROPERLY STOPPED IN TRAFFIC LANE
010	IMP SIG	IMPROPER SIGNAL OR FAILURE TO SIGNAL
011	IMP BACK	BACKING IMPROPERLY (NOT PARKING)
012	IMP PARK	IMPROPERLY PARKED
013	UNPARK	IMPROPER START LEAVING PARKED POSITION
014	IMP STRT	IMPROPER START FROM STOPPED POSITION
015	IMP LGHT	IMPROPER OR NO LIGHTS (VEHICLE IN TRAFFIC)
016	INATTENT	INATTENTION (FAILURE TO DIM LIGHTS PRIOR TO 4/1/97)
017	UNSF VEH	DRIVING UNSAFE VEHICLE (NO OTHER ERROR APPARENT)
018	OTH PARK	ENTERING/EXITING PARKED POSITION W/ INSUFFICIENT CLEARANCE; OTHER IMPROPER PARKING MANEUVER
019	DIS DRIV	DISREGARDED OTHER DRIVER'S SIGNAL
020	DIS SGNL	DISREGARDED TRAFFIC SIGNAL
021	RAN STOP	DISREGARDED STOP SIGN OR FLASHING RED
022	DIS SIGN	DISREGARDED WARNING SIGN, FLARES OR FLASHING AMBER
023	DIS OFCR	DISREGARDED POLICE OFFICER OR FLAGMAN
024	DIS EMER	DISREGARDED SIREN OR WARNING OF EMERGENCY VEHICLE
025	DIS RR	DISREGARDED RR SIGNAL, RR SIGN, OR RR FLAGMAN
026	REAR-END	FAILED TO AVOID STOPPED OR PARKED VEHICLE AHEAD OTHER THAN SCHOOL BUS
027	BIKE ROW	DID NOT HAVE RIGHT-OF-WAY OVER PEDALCYCLIST
028	NO ROW	DID NOT HAVE RIGHT-OF-WAY
029	PED ROW	FAILED TO YIELD RIGHT-OF-WAY TO PEDESTRIAN
030	PAS CURV	PASSING ON A CURVE
031	PAS WRNG	PASSING ON THE WRONG SIDE
032	PAS TANG	PASSING ON STRAIGHT ROAD UNDER UNSAFE CONDITIONS
033	PAS X-WK	PASSED VEHICLE STOPPED AT CROSSWALK FOR PEDESTRIAN
034	PAS INTR	PASSING AT INTERSECTION
035	PAS HILL	PASSING ON CREST OF HILL
036	N/PAS ZN	PASSING IN "NO PASSING" ZONE
037	PAS TRAF	PASSING IN FRONT OF ONCOMING TRAFFIC
038	CUT-IN	CUTTING IN (TWO LANES - TWO WAY ONLY)
039	WRNGSIDE	DRIVING ON WRONG SIDE OF THE ROAD (2-WAY UNDIVIDED ROADWAYS)

ERROR CODE TRANSLATION LIST

ERROR CODE	SHORT DESCRIPTION	FULL DESCRIPTION
040	THRU MED	DRIVING THROUGH SAFETY ZONE OR OVER ISLAND
041	F/ST BUS	FAILED TO STOP FOR SCHOOL BUS
042	F/SLO MV	FAILED TO DECREASE SPEED FOR SLOWER MOVING VEHICLE
043	TOO CLOSE	FOLLOWING TOO CLOSELY (MUST BE ON OFFICER'S REPORT)
044	STRDL LN	STRADDLING OR DRIVING ON WRONG LANES
045	IMP CHG	IMPROPER CHANGE OF TRAFFIC LANES
046	WRNG WAY	WRONG WAY ON ONE-WAY ROADWAY; WRONG SIDE DIVIDED ROAD
047	BASCRULE	DRIVING TOO FAST FOR CONDITIONS (NOT EXCEEDING POSTED SPEED)
048	OPN DOOR	OPENED DOOR INTO ADJACENT TRAFFIC LANE
049	IMPEDING	IMPEDING TRAFFIC
050	SPEED	DRIVING IN EXCESS OF POSTED SPEED
051	RECKLESS	RECKLESS DRIVING (PER PAR)
052	CARELESS	CARELESS DRIVING (PER PAR)
053	RACING	SPEED RACING (PER PAR)
054	X N/SGNL	CROSSING AT INTERSECTION, NO TRAFFIC SIGNAL PRESENT
055	X W/SGNL	CROSSING AT INTERSECTION, TRAFFIC SIGNAL PRESENT
056	DIAGONAL	CROSSING AT INTERSECTION - DIAGONALLY
057	BTWN INT	CROSSING BETWEEN INTERSECTIONS
059	W/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER WITH TRAFFIC
060	A/TRAF-S	WALKING, RUNNING, RIDING, ETC., ON SHOULDER FACING TRAFFIC
061	W/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT WITH TRAFFIC
062	A/TRAF-P	WALKING, RUNNING, RIDING, ETC., ON PAVEMENT FACING TRAFFIC
063	PLAYINRD	PLAYING IN STREET OR ROAD
064	PUSH MV	PUSHING OR WORKING ON VEHICLE IN ROAD OR ON SHOULDER
065	WORK IN RD	WORKING IN ROADWAY OR ALONG SHOULDER
070	LAY ON RD	STANDING OR LYING IN ROADWAY
071	NM IMP USE	IMPROPER USE OF TRAFFIC LANE BY NON-MOTORIST
073	ELUDING	ELUDING / ATTEMPT TO ELUDE
079	F NEG CURV	FAILED TO NEGOTIATE A CURVE
080	FAIL LN	FAILED TO MAINTAIN LANE
081	OFF RD	RAN OFF ROAD
082	NO CLEAR	DRIVER MISJUDGED CLEARANCE
083	OVRSTEER	OVER-CORRECTING
084	NOT USED	CODE NOT IN USE
085	OVRLOAD	OVERLOADING OR IMPROPER LOADING OF VEHICLE WITH CARGO OR PASSENGERS
097	UNA DIS TC	UNABLE TO DETERMINE WHICH DRIVER DISREGARDED TRAFFIC CONTROL DEVICE

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
001	FEL/JUMP	OCCUPANT FELL, JUMPED OR WAS EJECTED FROM MOVING VEHICLE
002	INTERFER	PASSENGER INTERFERED WITH DRIVER
003	BUG INTF	ANIMAL OR INSECT IN VEHICLE INTERFERED WITH DRIVER
004	INDRCT PED	PEDESTRIAN INDIRECTLY INVOLVED (NOT STRUCK)
005	SUB-PED	"SUB-PED": PEDESTRIAN INJURED SUBSEQUENT TO COLLISION, ETC.
006	INDRCT BIK	PEDALCYCLIST INDIRECTLY INVOLVED (NOT STRUCK)
007	HITCHIKR	HITCHHIKER (SOLICITING A RIDE)
008	PSNGR TOW	PASSENGER OR NON-MOTORIST BEING TOWED OR PUSHED ON CONVEYANCE
009	ON/OFF V	GETTING ON/OFF STOPPED/PARKED VEHICLE (OCCUPANTS ONLY; MUST HAVE PHYSICAL CONTACT W/ VEHIC
010	SUB OTRN	OVERTURNED AFTER FIRST HARMFUL EVENT
011	MV PUSHD	VEHICLE BEING PUSHED
012	MV TOWED	VEHICLE TOWED OR HAD BEEN TOWING ANOTHER VEHICLE
013	FORCED	VEHICLE FORCED BY IMPACT INTO ANOTHER VEHICLE, PEDALCYCLIST OR PEDESTRIAN
014	SET MOTN	VEHICLE SET IN MOTION BY NON-DRIVER (CHILD RELEASED BRAKES, ETC.)
015	RR ROW	AT OR ON RAILROAD RIGHT-OF-WAY (NOT LIGHT RAIL)
016	LT RL ROW	AT OR ON LIGHT-RAIL RIGHT-OF-WAY
017	RR HIT V	TRAIN STRUCK VEHICLE
018	V HIT RR	VEHICLE STRUCK TRAIN
019	HIT RR CAR	VEHICLE STRUCK RAILROAD CAR ON ROADWAY
020	JACKNIFE	JACKKNIFE; TRAILER OR TOWED VEHICLE STRUCK TOWING VEHICLE
021	TRL OTRN	TRAILER OR TOWED VEHICLE OVERTURNED
022	CN BROKE	TRAILER CONNECTION BROKE
023	DETACH TRL	DETACHED TRAILING OBJECT STRUCK OTHER VEHICLE, NON-MOTORIST, OR OBJECT
024	V DOOR OPN	VEHICLE DOOR OPENED INTO ADJACENT TRAFFIC LANE
025	WHEELOFF	WHEEL CAME OFF
026	HOOD UP	HOOD FLEW UP
028	LOAD SHIFT	LOST LOAD, LOAD MOVED OR SHIFTED
029	TIREFAIL	TIRE FAILURE
030	PET	PET: CAT, DOG AND SIMILAR
031	LVSTOCK	STOCK: COW, CALF, BULL, STEER, SHEEP, ETC.
032	HORSE	HORSE, MULE, OR DONKEY
033	HRSE&RID	HORSE AND RIDER
034	GAME	WILD ANIMAL, GAME (INCLUDES BIRDS; NOT DEER OR ELK)
035	DEER ELK	DEER OR ELK, WAPITI
036	ANML VEH	ANIMAL-DRAWN VEHICLE
037	CULVERT	CULVERT, OPEN LOW OR HIGH MANHOLE
038	ATENUATN	IMPACT ATTENUATOR
039	PK METER	PARKING METER
040	CURB	CURB (ALSO NARROW SIDEWALKS ON BRIDGES)
041	JIGGLE	JIGGLE BAR OR TRAFFIC SNAKE FOR CHANNELIZATION
042	GDRL END	LEADING EDGE OF GUARDRAIL
043	GARDRAIL	GUARD RAIL (NOT METAL MEDIAN BARRIER)
044	BARRIER	MEDIAN BARRIER (RAISED OR METAL)
045	WALL	RETAINING WALL OR TUNNEL WALL
046	BR RAIL	BRIDGE RAILING OR PARAPET (ON BRIDGE OR APPROACH)
047	BR ABUTMNT	BRIDGE ABUTMENT (INCLUDED "APPROACH END" THRU 2013)
048	BR COLMN	BRIDGE PILLAR OR COLUMN
049	BR GIRDR	BRIDGE GIRDER (HORIZONTAL BRIDGE STRUCTURE OVERHEAD)
050	ISLAND	TRAFFIC RAISED ISLAND
051	GORE	GORE
052	POLE UNK	POLE - TYPE UNKNOWN
053	POLE UTL	POLE - POWER OR TELEPHONE
054	ST LIGHT	POLE - STREET LIGHT ONLY
055	TRF SGNL	POLE - TRAFFIC SIGNAL AND PED SIGNAL ONLY
056	SGN BRDG	POLE - SIGN BRIDGE
057	STOPSIGN	STOP OR YIELD SIGN

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
058	OTH SIGN	OTHER SIGN, INCLUDING STREET SIGNS
059	HYDRANT	HYDRANT
060	MARKER	DELINEATOR OR MARKER (REFLECTOR POSTS)
061	MAILBOX	MAILBOX
062	TREE	TREE, STUMP OR SHRUBS
063	VEG OHED	TREE BRANCH OR OTHER VEGETATION OVERHEAD, ETC.
064	WIRE/CBL	WIRE OR CABLE ACROSS OR OVER THE ROAD
065	TEMP SGN	TEMPORARY SIGN OR BARRICADE IN ROAD, ETC.
066	PERM SGN	PERMANENT SIGN OR BARRICADE IN/OFF ROAD
067	SLIDE	SLIDES, FALLEN OR FALLING ROCKS
068	FRGN OBJ	FOREIGN OBSTRUCTION/DEBRIS IN ROAD (NOT GRAVEL)
069	EQP WORK	EQUIPMENT WORKING IN/OFF ROAD
070	OTH EQP	OTHER EQUIPMENT IN OR OFF ROAD (INCLUDES PARKED TRAILER, BOAT)
071	MAIN EQP	WRECKER, STREET SWEEPER, SNOW PLOW OR SANDING EQUIPMENT
072	OTHER WALL	ROCK, BRICK OR OTHER SOLID WALL
073	IRRGL PVMT	OTHER BUMP (NOT SPEED BUMP), POTHOLE OR PAVEMENT IRREGULARITY (PER PAR)
074	OVERHD OBJ	OTHER OVERHEAD OBJECT (HIGHWAY SIGN, SIGNAL HEAD, ETC.); NOT BRIDGE
075	CAVE IN	BRIDGE OR ROAD CAVE IN
076	HI WATER	HIGH WATER
077	SNO BANK	SNOW BANK
078	LO-HI EDGE	LOW OR HIGH SHOULDER AT PAVEMENT EDGE
079	DITCH	CUT SLOPE OR DITCH EMBANKMENT
080	OBJ FRM MV	STRUCK BY ROCK OR OTHER OBJECT SET IN MOTION BY OTHER VEHICLE (INCL. LOST LOADS)
081	FLY-OBJ	STRUCK BY ROCK OR OTHER MOVING OR FLYING OBJECT (NOT SET IN MOTION BY VEHICLE)
082	VEH HID	VEHICLE OBSCURED VIEW
083	VEG HID	VEGETATION OBSCURED VIEW
084	BLDG HID	VIEW OBSCURED BY FENCE, SIGN, PHONE BOOTH, ETC.
085	WIND GUST	WIND GUST
086	IMMERSED	VEHICLE IMMERSED IN BODY OF WATER
087	FIRE/EXP	FIRE OR EXPLOSION
088	FENC/BLD	FENCE OR BUILDING, ETC.
089	OTHR CRASH	CRASH RELATED TO ANOTHER SEPARATE CRASH
090	TO 1 SIDE	TWO-WAY TRAFFIC ON DIVIDED ROADWAY ALL ROUTED TO ONE SIDE
091	BUILDING	BUILDING OR OTHER STRUCTURE
092	PHANTOM	OTHER (PHANTOM) NON-CONTACT VEHICLE
093	CELL PHONE	CELL PHONE (ON PAR OR DRIVER IN USE)
094	VIOL GDL	TEENAGE DRIVER IN VIOLATION OF GRADUATED LICENSE PGM
095	GUY WIRE	GUY WIRE
096	BERM	BERM (EARTHEN OR GRAVEL MOUND)
097	GRAVEL	GRAVEL IN ROADWAY
098	ABR EDGE	ABRUPT EDGE
099	CELL WTNSD	CELL PHONE USE WITNESSED BY OTHER PARTICIPANT
100	UNK FIXD	FIXED OBJECT, UNKNOWN TYPE.
101	OTHER OBJ	NON-FIXED OBJECT, OTHER OR UNKNOWN TYPE
102	TEXTING	TEXTING
103	WZ WORKER	WORK ZONE WORKER
104	ON VEHICLE	PASSENGER RIDING ON VEHICLE EXTERIOR
105	PEDAL PSGR	PASSENGER RIDING ON PEDALCYCLE
106	MAN WHLCHR	PEDESTRIAN IN NON-MOTORIZED WHEELCHAIR
107	MTR WHLCHR	PEDESTRIAN IN MOTORIZED WHEELCHAIR
108	OFFICER	LAW ENFORCEMENT / POLICE OFFICER
109	SUB-BIKE	"SUB-BIKE": PEDALCYCLIST INJURED SUBSEQUENT TO COLLISION, ETC.
110	N-MTR	NON-MOTORIST STRUCK VEHICLE
111	S CAR VS V	STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM) STRUCK VEHICLE
112	V VS S CAR	VEHICLE STRUCK STREET CAR/TROLLEY (ON RAILS OR OVERHEAD WIRE SYSTEM)
113	S CAR ROW	AT OR ON STREET CAR OR TROLLEY RIGHT-OF-WAY

EVENT CODE TRANSLATION LIST

EVENT CODE	SHORT DESCRIPTION	LONG DESCRIPTION
114	RR EQUIP	VEHICLE STRUCK RAILROAD EQUIPMENT (NOT TRAIN) ON TRACKS
115	DSTRCT GPS	DISTRACTED BY NAVIGATION SYSTEM OR GPS DEVICE
116	DSTRCT OTH	DISTRACTED BY OTHER ELECTRONIC DEVICE
117	RR GATE	RAIL CROSSING DROP-ARM GATE
118	EXPNSN JNT	EXPANSION JOINT
119	JERSEY BAR	JERSEY BARRIER
120	WIRE BAR	WIRE OR CABLE MEDIAN BARRIER
121	FENCE	FENCE
123	OBJ IN VEH	LOOSE OBJECT IN VEHICLE STRUCK OCCUPANT
124	SLIPPERY	SLIDING OR SWERVING DUE TO WET, ICY, SLIPPERY OR LOOSE SURFACE (NOT GRAVEL)
125	SHLDR	SHOULDER GAVE WAY
126	BOULDER	ROCK(S), BOULDER (NOT GRAVEL; NOT ROCK SLIDE)
127	LAND SLIDE	ROCK SLIDE OR LAND SLIDE
128	CURVE INV	CURVE PRESENT AT CRASH LOCATION
129	HILL INV	VERTICAL GRADE / HILL PRESENT AT CRASH LOCATION
130	CURVE HID	VIEW OBSCURED BY CURVE
131	HILL HID	VIEW OBSCURED BY VERTICAL GRADE / HILL
132	WINDOW HID	VIEW OBSCURED BY VEHICLE WINDOW CONDITIONS
133	SPRAY HID	VIEW OBSCURED BY WATER SPRAY
134	TORRENTIAL	TORRENTIAL RAIN (EXCEPTIONALLY HEAVY RAIN)
135	RAIL OCC	INJURED OCCUPANT OF RAILWAY TRAIN, LIGHT RAIL, STREET CAR OR CABLE CAR

FUNCTIONAL CLASSIFICATION TRANSLATION LIST

FUNC CLASS	DESCRIPTION
01	RURAL PRINCIPAL ARTERIAL - INTERSTATE
02	RURAL PRINCIPAL ARTERIAL - OTHER
06	RURAL MINOR ARTERIAL
07	RURAL MAJOR COLLECTOR
08	RURAL MINOR COLLECTOR
09	RURAL LOCAL
11	URBAN PRINCIPAL ARTERIAL - INTERSTATE
12	URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXP
14	URBAN PRINCIPAL ARTERIAL - OTHER
16	URBAN MINOR ARTERIAL
17	URBAN MAJOR COLLECTOR
18	URBAN MINOR COLLECTOR
19	URBAN LOCAL
78	UNKNOWN RURAL SYSTEM
79	UNKNOWN RURAL NON-SYSTEM
98	UNKNOWN URBAN SYSTEM
99	UNKNOWN URBAN NON-SYSTEM

HIGHWAY COMPONENT TRANSLATION LIST

CODE	DESCRIPTION
0	MAINLINE STATE HIGHWAY
1	COUPLET
3	FRONTAGE ROAD
6	CONNECTION
8	HIGHWAY - OTHER

INJURY SEVERITY CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
1	KILL	FATAL INJURY (K)
2	INJA	SUSPECTED SERIOUS INJURY (A)
3	INJB	SUSPECTED MINOR INJURY (B)
4	INJC	POSSIBLE INJURY (C)
5	PRI	DIED PRIOR TO CRASH
7	NO<5	NO INJURY - 0 TO 4 YEARS OF AGE
9	NONE	NO APPARENT INJURY (O)

LIGHT CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	DAY	DAYLIGHT
2	DLIT	DARKNESS - WITH STREET LIGHTS
3	DARK	DARKNESS - NO STREET LIGHTS
4	DAWN	DAWN (TWILIGHT)
5	DUSK	DUSK (TWILIGHT)

MEDIAN TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	NONE	NO MEDIAN
1	RSDMD	SOLID MEDIAN BARRIER
2	DIVMD	EARTH, GRASS OR PAVED MEDIAN

MILEAGE TYPE CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
0	REGULAR MILEAGE
T	TEMPORARY
Y	SPUR
Z	OVERLAPPING

MOVEMENT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	STRGHT	STRAIGHT AHEAD
2	TURN-R	TURNING RIGHT
3	TURN-L	TURNING LEFT
4	U-TURN	MAKING A U-TURN
5	BACK	BACKING
6	STOP	STOPPED IN TRAFFIC
7	PRKD-P	PARKED - PROPERLY
8	PRKD-I	PARKED - IMPROPERLY
9	PARKNG	PARKING MANEUVER

NON-MOTORIST LOCATION CODE TRANSLATION LIST

CODE	LONG DESCRIPTION
00	AT INTERSECTION - NOT IN ROADWAY
01	AT INTERSECTION - INSIDE CROSSWALK
02	AT INTERSECTION - IN ROADWAY, OUTSIDE CROSSWALK
03	AT INTERSECTION - IN ROADWAY, XWALK AVAIL UNKNWN
04	NOT AT INTERSECTION - IN ROADWAY
05	NOT AT INTERSECTION - ON SHOULDER
06	NOT AT INTERSECTION - ON MEDIAN
07	NOT AT INTERSECTION - WITHIN TRAFFIC RIGHT-OF-WAY
08	NOT AT INTERSECTION - IN BIKE PATH OR PARKING LANE
09	NOT-AT INTERSECTION - ON SIDEWALK
10	OUTSIDE TRAFFICWAY BOUNDARIES
13	AT INTERSECTION - IN BIKE LANE
14	NOT AT INTERSECTION - IN BIKE LANE
15	NOT AT INTERSECTION - INSIDE MID-BLOCK CROSSWALK
16	NOT AT INTERSECTION - IN PARKING LANE
18	OTHER, NOT IN ROADWAY
99	UNKNOWN LOCATION

ROAD CHARACTER CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	INTER	INTERSECTION
2	ALLEY	DRIVEWAY OR ALLEY
3	STRGHT	STRAIGHT ROADWAY
4	TRANS	TRANSITION
5	CURVE	CURVE (HORIZONTAL CURVE)
6	OPENAC	OPEN ACCESS OR TURNOUT
7	GRADE	GRADE (VERTICAL CURVE)
8	BRIDGE	BRIDGE STRUCTURE
9	TUNNEL	TUNNEL

PARTICIPANT TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	OCC	UNKNOWN OCCUPANT TYPE
1	DRVR	DRIVER
2	PSNG	PASSENGER
3	PED	PEDESTRIAN
4	CONV	PEDESTRIAN USING A PEDESTRIAN CONVEYA
5	PTOW	PEDESTRIAN TOWING OR TRAILERING AN OB
6	BIKE	PEDALCYCLIST
7	BTOW	PEDALCYCLIST TOWING OR TRAILERING AN
8	PRKD	OCCUPANT OF A PARKED MOTOR VEHICLE
9	OTHR	OTHER TYPE OF NON-MOTORIST

TRAFFIC CONTROL DEVICE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
000	NONE	NO CONTROL
001	TRF SIGNAL	TRAFFIC SIGNALS
002	FLASHBCN-R	FLASHING BEACON - RED (STOP)
003	FLASHBCN-A	FLASHING BEACON - AMBER (SLOW)
004	STOP SIGN	STOP SIGN
005	SLOW SIGN	SLOW SIGN
006	REG-SIGN	REGULATORY SIGN
007	YIELD	YIELD SIGN
008	WARNING	WARNING SIGN
009	CURVE	CURVE SIGN
010	SCHL X-ING	SCHOOL CROSSING SIGN OR SPECIAL SIGNAL
011	OFCR/FLAG	POLICE OFFICER, FLAGMAN - SCHOOL PATROL
012	BRDG-GATE	BRIDGE GATE - BARRIER
013	TEMP-BARR	TEMPORARY BARRIER
014	NO-PASS-ZN	NO PASSING ZONE
015	ONE-WAY	ONE-WAY STREET
016	CHANNEL	CHANNELIZATION
017	MEDIAN BAR	MEDIAN BARRIER
018	PILOT CAR	PILOT CAR
019	SP PED SIG	SPECIAL PEDESTRIAN SIGNAL
020	X-BUCK	CROSSBUCK
021	THR-GN-SIG	THROUGH GREEN ARROW OR SIGNAL
022	L-GRN-SIG	LEFT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
023	R-GRN-SIG	RIGHT TURN GREEN ARROW, LANE MARKINGS, OR SIGNAL
024	WIGWAG	WIGWAG OR FLASHING LIGHTS W/O DROP-ARM GATE
025	X-BUCK WRN	CROSSBUCK AND ADVANCE WARNING
026	WW W/ GATE	FLASHING LIGHTS WITH DROP-ARM GATES
027	OVRHD SGNL	SUPPLEMENTAL OVERHEAD SIGNAL (RR XING ONLY)
028	SP RR STOP	SPECIAL RR STOP SIGN
029	ILUM GRD X	ILLUMINATED GRADE CROSSING
037	RAMP METER	METERED RAMPS
038	RUMBLE STR	RUMBLE STRIP
090	L-TURN REF	LEFT TURN REFUGE (WHEN REFUGE IS INVOLVED)
091	R-TURN ALL	RIGHT TURN AT ALL TIMES SIGN, ETC.
092	EMR SGN/FL	EMERGENCY SIGNS OR FLARES
093	ACCEL LANE	ACCELERATION OR DECELERATION LANES
094	R-TURN PRO	RIGHT TURN PROHIBITED ON RED AFTER STOPPING
095	BUS STPSGN	BUS STOP SIGN AND RED LIGHTS
099	UNKNOWN	UNKNOWN OR NOT DEFINITE

VEHICLE TYPE CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
00	PDO	NOT COLLECTED FOR PDO CRASHES
01	PSNGR CAR	PASSENGER CAR, PICKUP, LIGHT DELIVERY, ETC.
02	BOBTAIL	TRUCK TRACTOR WITH NO TRAILERS (BOBTAIL)
03	FARM TRCTR	FARM TRACTOR OR SELF-PROPELLED FARM EQUIPMENT
04	SEMI TOW	TRUCK TRACTOR WITH TRAILER/MOBILE HOME IN TOW
05	TRUCK	TRUCK WITH NON-DETACHABLE BED, PANEL, ETC.
06	MOPED	MOPED, MINIBIKE, SEATED MOTOR SCOOTER, MOTOR BIKE
07	SCHL BUS	SCHOOL BUS (INCLUDES VAN)
08	OTH BUS	OTHER BUS
09	MTRCYCLE	MOTORCYCLE, DIRT BIKE
10	OTHER	OTHER: FORKLIFT, BACKHOE, ETC.
11	MOTRHOME	MOTORHOME
12	TROLLEY	MOTORIZED STREET CAR/TROLLEY (NO RAILS/WIRES)
13	ATV	ATV
14	MTRSCTR	MOTORIZED SCOOTER (STANDING)
15	SNOWMOBILE	SNOWMOBILE
99	UNKNOWN	UNKNOWN VEHICLE TYPE

WEATHER CONDITION CODE TRANSLATION LIST

CODE	SHORT DESC	LONG DESCRIPTION
0	UNK	UNKNOWN
1	CLR	CLEAR
2	CLD	CLOUDY
3	RAIN	RAIN
4	SLT	SLEET
5	FOG	FOG
6	SNOW	SNOW
7	DUST	DUST
8	SMOK	SMOKE
9	ASH	ASH

Appendix E Year 2023 Background Traffic Conditions Analysis Worksheets

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	187	62	321	93	373	38	256
v/c Ratio	0.18	0.39	0.33	0.57	0.40	0.56	0.24	0.50
Control Delay	39.7	24.5	38.8	25.0	37.7	23.4	39.5	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	24.5	38.8	25.0	37.7	23.4	39.5	25.9
Queue Length 50th (ft)	11	61	23	91	35	120	14	81
Queue Length 95th (ft)	44	145	76	244	103	293	54	211
Internal Link Dist (ft)		267		690		525		264
Turn Bay Length (ft)	95		95		100		100	
Base Capacity (vph)	662	986	618	986	662	1017	618	939
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.19	0.10	0.33	0.14	0.37	0.06	0.27

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	133	54	62	236	85	93	339	34	38	217	39
Future Volume (veh/h)	28	133	54	62	236	85	93	339	34	38	217	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	28	133	54	62	236	85	93	339	34	38	217	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	305	124	74	347	125	116	481	48	43	381	68
Arrive On Green	0.02	0.26	0.26	0.04	0.28	0.28	0.07	0.30	0.30	0.03	0.26	0.26
Sat Flow, veh/h	1688	1193	484	1688	1239	446	1688	1584	159	1688	1460	262
Grp Volume(v), veh/h	28	0	187	62	0	321	93	0	373	38	0	256
Grp Sat Flow(s),veh/h/ln	1688	0	1677	1688	0	1685	1688	0	1742	1688	0	1723
Q Serve(g_s), s	0.7	0.0	4.0	1.6	0.0	7.3	2.3	0.0	8.2	1.0	0.0	5.6
Cycle Q Clear(g_c), s	0.7	0.0	4.0	1.6	0.0	7.3	2.3	0.0	8.2	1.0	0.0	5.6
Prop In Lane	1.00		0.29	1.00		0.26	1.00		0.09	1.00		0.15
Lane Grp Cap(c), veh/h	33	0	429	74	0	471	116	0	529	43	0	449
V/C Ratio(X)	0.84	0.00	0.44	0.84	0.00	0.68	0.80	0.00	0.70	0.89	0.00	0.57
Avail Cap(c_a), veh/h	822	0	1245	822	0	1251	822	0	1293	822	0	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	13.4	20.5	0.0	13.8	19.8	0.0	13.3	20.9	0.0	13.8
Incr Delay (d2), s/veh	17.8	0.0	0.8	9.0	0.0	2.1	4.8	0.0	2.1	18.9	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.4	0.8	0.0	2.6	1.0	0.0	3.0	0.6	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.8	0.0	14.3	29.4	0.0	15.9	24.6	0.0	15.4	39.9	0.0	15.2
LnGrp LOS	D	A	B	C	A	B	C	A	B	D	A	B
Approach Vol, veh/h		215			383			466			294	
Approach Delay, s/veh		17.5			18.1			17.2			18.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	17.1	5.9	15.0	7.0	15.2	4.9	16.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	32.0	21.0	32.0	21.0	32.0	21.0	32.0
Max Q Clear Time (g_c+I1), s	3.0	10.2	3.6	6.0	4.3	7.6	2.7	9.3
Green Ext Time (p_c), s	0.0	2.9	0.0	1.4	0.1	1.9	0.0	2.5

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	30	94	54	73	21	107	165	26	7	68	17
Future Vol, veh/h	31	30	94	54	73	21	107	165	26	7	68	17
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	30	94	54	73	21	107	165	26	7	68	17
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.2	10.6	10.2	9.7
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	36%	8%
Vol Thru, %	0%	86%	0%	24%	49%	74%
Vol Right, %	0%	14%	0%	76%	14%	18%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	107	191	31	124	148	92
LT Vol	107	0	31	0	54	7
Through Vol	0	165	0	30	73	68
RT Vol	0	26	0	94	21	17
Lane Flow Rate	107	191	31	124	148	92
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.177	0.284	0.054	0.179	0.236	0.144
Departure Headway (Hd)	5.95	5.351	6.251	5.21	5.738	5.649
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	598	667	569	682	620	627
Service Time	3.731	3.131	4.037	2.995	3.824	3.749
HCM Lane V/C Ratio	0.179	0.286	0.054	0.182	0.239	0.147
HCM Control Delay	10	10.3	9.4	9.1	10.6	9.7
HCM Lane LOS	A	B	A	A	B	A
HCM 95th-tile Q	0.6	1.2	0.2	0.6	0.9	0.5

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	962	18	1051	250	176	76	372
v/c Ratio	0.76	0.63	0.26	0.77	0.95	0.32	0.22	0.88
Control Delay	88.9	30.8	75.7	42.9	79.8	35.5	27.5	64.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.9	30.8	75.7	42.9	79.8	35.5	27.5	64.0
Queue Length 50th (ft)	115	350	17	447	176	119	44	279
Queue Length 95th (ft)	183	512	45	#713	#312	164	69	371
Internal Link Dist (ft)		287		522		359		572
Turn Bay Length (ft)	70		85		100		105	
Base Capacity (vph)	190	1523	110	1360	269	718	361	577
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.63	0.16	0.77	0.93	0.25	0.21	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	778	184	18	957	94	250	143	33	76	125	247
Future Volume (veh/h)	125	778	184	18	957	94	250	143	33	76	125	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	125	778	184	18	957	94	250	143	33	76	125	247
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	1321	312	30	1282	126	278	459	106	430	135	266
Arrive On Green	0.09	0.49	0.49	0.04	0.83	0.83	0.12	0.33	0.33	0.04	0.25	0.25
Sat Flow, veh/h	1688	2699	638	1688	3095	304	1688	1392	321	1688	530	1047
Grp Volume(v), veh/h	125	485	477	18	520	531	250	0	176	76	0	372
Grp Sat Flow(s),veh/h/ln	1688	1683	1654	1688	1683	1715	1688	0	1713	1688	0	1578
Q Serve(g_s), s	10.4	29.8	29.8	1.5	20.0	20.0	15.3	0.0	11.1	4.8	0.0	33.1
Cycle Q Clear(g_c), s	10.4	29.8	29.8	1.5	20.0	20.0	15.3	0.0	11.1	4.8	0.0	33.1
Prop In Lane	1.00		0.39	1.00		0.18	1.00		0.19	1.00		0.66
Lane Grp Cap(c), veh/h	157	824	810	30	697	711	278	0	565	430	0	401
V/C Ratio(X)	0.80	0.59	0.59	0.60	0.75	0.75	0.90	0.00	0.31	0.18	0.00	0.93
Avail Cap(c_a), veh/h	193	824	810	111	697	711	303	0	714	449	0	526
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.0	26.4	26.4	68.9	8.9	8.9	36.6	0.0	36.0	37.1	0.0	52.4
Incr Delay (d2), s/veh	13.7	3.1	3.1	6.9	7.1	7.0	25.4	0.0	0.1	0.1	0.0	17.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	12.5	12.3	0.7	4.8	4.9	8.4	0.0	4.8	2.0	0.0	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.7	29.4	29.5	75.8	16.1	16.0	62.0	0.0	36.1	37.1	0.0	69.9
LnGrp LOS	E	C	C	E	B	B	E	A	D	D	A	E
Approach Vol, veh/h		1087			1069			426			448	
Approach Delay, s/veh		35.0			17.0			51.3			64.3	
Approach LOS		D			B			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	52.0	6.6	75.0	21.4	41.1	17.4	64.2
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
Max Green Setting (Gmax), s	8.0	60.0	9.5	49.5	19.5	48.0	16.5	42.5
Max Q Clear Time (g_c+I1), s	6.8	13.1	3.5	32.8	17.3	35.1	13.4	22.0
Green Ext Time (p_c), s	0.0	0.7	0.0	6.7	0.1	1.4	0.0	8.2

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	74	687	24	806	96	66	91	108
v/c Ratio	0.16	0.28	0.05	0.34	0.55	0.42	0.48	0.60
Control Delay	5.5	7.4	5.2	9.0	64.1	25.6	59.9	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	7.4	5.2	9.0	64.1	25.6	59.9	30.6
Queue Length 50th (ft)	13	102	4	129	82	7	77	15
Queue Length 95th (ft)	36	175	15	222	127	55	121	75
Internal Link Dist (ft)		754		1537		336		352
Turn Bay Length (ft)	100		105		50			
Base Capacity (vph)	515	2463	582	2374	211	440	202	432
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.28	0.04	0.34	0.45	0.15	0.45	0.25

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	655	32	24	772	34	96	8	58	91	16	92
Future Volume (veh/h)	74	655	32	24	772	34	96	8	58	91	16	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	74	655	32	24	772	34	96	8	58	91	16	92
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	547	2235	109	577	2202	97	224	23	165	261	27	157
Arrive On Green	0.05	1.00	1.00	0.03	1.00	1.00	0.06	0.13	0.13	0.06	0.12	0.12
Sat Flow, veh/h	1688	3266	159	1688	3284	145	1688	181	1316	1688	223	1281
Grp Volume(v), veh/h	74	337	350	24	396	410	96	0	66	91	0	108
Grp Sat Flow(s),veh/h/ln	1688	1683	1742	1688	1683	1745	1688	0	1497	1688	0	1504
Q Serve(g_s), s	2.0	0.0	0.0	0.7	0.0	0.0	7.1	0.0	5.8	6.7	0.0	9.8
Cycle Q Clear(g_c), s	2.0	0.0	0.0	0.7	0.0	0.0	7.1	0.0	5.8	6.7	0.0	9.8
Prop In Lane	1.00		0.09	1.00		0.08	1.00		0.88	1.00		0.85
Lane Grp Cap(c), veh/h	547	1152	1192	577	1129	1170	224	0	188	261	0	185
V/C Ratio(X)	0.14	0.29	0.29	0.04	0.35	0.35	0.43	0.00	0.35	0.35	0.00	0.58
Avail Cap(c_a), veh/h	637	1152	1192	667	1129	1170	278	0	395	297	0	376
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	0.0	7.2	0.0	0.0	51.1	0.0	57.6	51.1	0.0	59.7
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.0	0.9	0.8	0.5	0.0	1.3	0.3	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.2	0.2	0.2	0.3	0.3	3.1	0.0	2.3	2.9	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	0.6	0.6	7.2	0.9	0.8	51.6	0.0	58.9	51.3	0.0	63.2
LnGrp LOS	A	A	A	A	A	A	D	A	E	D	A	E
Approach Vol, veh/h		761			830			162			199	
Approach Delay, s/veh		1.2			1.0			54.6			57.8	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	22.6	5.9	103.1	12.9	22.2	7.8	101.1
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
Max Green Setting (Gmax), s	11.5	38.0	9.5	68.0	13.5	36.0	11.5	66.0
Max Q Clear Time (g_c+I1), s	8.7	7.8	2.7	2.0	9.1	11.8	4.0	2.0
Green Ext Time (p_c), s	0.0	0.4	0.0	5.9	0.0	0.7	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	98	691	15	527	196	152	149	235
v/c Ratio	0.19	0.34	0.04	0.30	0.97	0.33	0.54	0.47
Control Delay	11.4	14.5	11.7	16.9	105.8	37.8	49.9	25.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	14.5	11.7	16.9	105.8	37.8	49.9	25.1
Queue Length 50th (ft)	31	133	5	120	182	104	119	101
Queue Length 95th (ft)	69	258	17	204	#278	146	169	160
Internal Link Dist (ft)		220		476		390		328
Turn Bay Length (ft)	115		75		75		100	
Base Capacity (vph)	511	2014	480	1799	263	589	359	615
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.34	0.03	0.29	0.75	0.26	0.42	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	577	114	15	432	95	196	113	39	149	64	171
Future Volume (veh/h)	98	577	114	15	432	95	196	113	39	149	64	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	98	577	114	15	432	95	196	113	39	149	64	171
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	532	1633	322	498	1539	336	267	392	135	350	132	354
Arrive On Green	0.08	1.00	1.00	0.02	0.56	0.56	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1688	2802	552	1688	2746	599	1143	1257	434	1232	425	1136
Grp Volume(v), veh/h	98	346	345	15	263	264	196	0	152	149	0	235
Grp Sat Flow(s),veh/h/ln	1688	1683	1671	1688	1683	1662	1143	0	1691	1232	0	1561
Q Serve(g_s), s	3.6	0.0	0.0	0.5	11.7	11.9	24.1	0.0	9.8	15.0	0.0	17.6
Cycle Q Clear(g_c), s	3.6	0.0	0.0	0.5	11.7	11.9	41.7	0.0	9.8	24.8	0.0	17.6
Prop In Lane	1.00		0.33	1.00		0.36	1.00		0.26	1.00		0.73
Lane Grp Cap(c), veh/h	532	981	974	498	943	931	267	0	527	350	0	486
V/C Ratio(X)	0.18	0.35	0.35	0.03	0.28	0.28	0.74	0.00	0.29	0.43	0.00	0.48
Avail Cap(c_a), veh/h	556	981	974	606	943	931	311	0	593	398	0	547
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	13.1	16.5	16.5	57.1	0.0	37.5	46.9	0.0	40.2
Incr Delay (d2), s/veh	0.1	1.0	1.0	0.0	0.7	0.8	8.0	0.0	0.4	1.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	0.3	0.2	4.7	4.7	7.6	0.0	4.2	4.8	0.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	1.0	1.0	13.1	17.2	17.3	65.1	0.0	37.9	47.9	0.0	41.1
LnGrp LOS	B	A	A	B	B	B	E	A	D	D	A	D
Approach Vol, veh/h		789			542			348			384	
Approach Delay, s/veh		2.4			17.2			53.2			43.7	
Approach LOS		A			B			D			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		49.3	6.3	88.4		49.3	9.5	85.2
Change Period (Y+Rc), s		4.5	4.0	4.5		4.5	4.0	4.5
Max Green Setting (Gmax), s		50.5	11.5	69.0		50.5	7.5	73.0
Max Q Clear Time (g_c+I1), s		43.7	2.5	2.0		26.8	5.6	13.9
Green Ext Time (p_c), s		1.1	0.0	7.4		2.6	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

HCM 6th Edition Analysis May 2020

Based on ODOT Analysis Procedures Manual, Volume 2, Chapter 13

INTERSECTION	1. Black Oak Dr/Siskiyou Blvd				
CYCLE LENGTH	122				
TOTAL LOST TIME	16				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (T)**	**SB (L)**	
	2023 BACKGROUND PM				
Adj Flow Rate, (veh/h)	28	236	339	38	
Sat Flow (veh/h)	1688	1239	1584	1688	
Flow Ratio	0.02	0.19	0.21	0.02	
CRITICAL INTERSECTION V/C RATIO	**0.51**				

INTERSECTION	3. Black Oak/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	17				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (L)**	**SB (T)**	
	2023 BACKGROUND PM				
Adj Flow Rate, (veh/h)	125	957	250	125	
Sat Flow (veh/h)	1688	3095	1688	530	
Flow Ratio	0.07	0.31	0.15	0.24	
CRITICAL INTERSECTION V/C RATIO	**0.87**				

INTERSECTION	4. Medical Center Dr/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	17				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (L)**	**SB (T)**	
	2023 BACKGROUND PM				
Adj Flow Rate, (veh/h)	74	772	96	16	
Sat Flow (veh/h)	1688	3284	1688	223	
Flow Ratio	0.04	0.24	0.06	0.07	
CRITICAL INTERSECTION V/C RATIO	**0.46**				

INTERSECTION	5. Murphy Rd/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	13				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (T)**	**WB (L)**	**NB (T)**	**SB (L)**	
	2023 BACKGROUND PM				
Adj Flow Rate, (veh/h)	577	15	113	149	
Sat Flow (veh/h)	2802	1688	1257	1232	
Flow Ratio	0.21	0.01	0.09	0.12	
CRITICAL INTERSECTION V/C RATIO	**0.47**				

Appendix F Year 2023 Total Traffic Conditions Analysis Worksheets

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	28	198	62	353	100	380	45	260
v/c Ratio	0.19	0.42	0.35	0.58	0.44	0.59	0.28	0.52
Control Delay	41.5	26.0	41.2	25.3	40.0	25.4	41.4	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	26.0	41.2	25.3	40.0	25.4	41.4	27.7
Queue Length 50th (ft)	11	68	25	108	39	127	18	85
Queue Length 95th (ft)	45	155	77	276	109	303	62	217
Internal Link Dist (ft)		267		690		525		264
Turn Bay Length (ft)	95		95		100		100	
Base Capacity (vph)	608	931	568	928	608	961	568	887
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.21	0.11	0.38	0.16	0.40	0.08	0.29

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	141	57	62	252	101	100	346	34	45	221	39
Future Volume (veh/h)	28	141	57	62	252	101	100	346	34	45	221	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	28	141	57	62	252	101	100	346	34	45	221	39
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	33	326	132	74	357	143	126	481	47	52	380	67
Arrive On Green	0.02	0.27	0.27	0.04	0.30	0.30	0.07	0.30	0.30	0.03	0.26	0.26
Sat Flow, veh/h	1688	1195	483	1688	1198	480	1688	1587	156	1688	1465	259
Grp Volume(v), veh/h	28	0	198	62	0	353	100	0	380	45	0	260
Grp Sat Flow(s),veh/h/ln	1688	0	1678	1688	0	1679	1688	0	1743	1688	0	1724
Q Serve(g_s), s	0.8	0.0	4.5	1.7	0.0	8.6	2.7	0.0	8.9	1.2	0.0	6.0
Cycle Q Clear(g_c), s	0.8	0.0	4.5	1.7	0.0	8.6	2.7	0.0	8.9	1.2	0.0	6.0
Prop In Lane	1.00		0.29	1.00		0.29	1.00		0.09	1.00		0.15
Lane Grp Cap(c), veh/h	33	0	458	74	0	500	126	0	528	52	0	447
V/C Ratio(X)	0.85	0.00	0.43	0.83	0.00	0.71	0.80	0.00	0.72	0.87	0.00	0.58
Avail Cap(c_a), veh/h	773	0	1170	773	0	1171	773	0	1216	773	0	1202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	13.7	21.8	0.0	14.3	20.9	0.0	14.2	22.1	0.0	14.8
Incr Delay (d2), s/veh	18.7	0.0	0.8	8.6	0.0	2.2	4.3	0.0	2.2	14.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.6	0.8	0.0	3.1	1.1	0.0	3.3	0.7	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	14.5	30.4	0.0	16.6	25.2	0.0	16.5	36.5	0.0	16.3
LnGrp LOS	D	A	B	C	A	B	C	A	B	D	A	B
Approach Vol, veh/h		226			415			480			305	
Approach Delay, s/veh		17.8			18.6			18.3			19.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	17.9	6.0	16.5	7.4	15.9	4.9	17.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	32.0	21.0	32.0	21.0	32.0	21.0	32.0
Max Q Clear Time (g_c+I1), s	3.2	10.9	3.7	6.5	4.7	8.0	2.8	10.6
Green Ext Time (p_c), s	0.0	2.9	0.0	1.5	0.1	1.9	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	40	113	55	77	21	115	166	27	7	69	21
Future Vol, veh/h	41	40	113	55	77	21	115	166	27	7	69	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	40	113	55	77	21	115	166	27	7	69	21
Number of Lanes	1	1	0	0	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	2
HCM Control Delay	9.7	11	10.6	10
HCM LOS	A	B	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	100%	0%	36%	7%
Vol Thru, %	0%	86%	0%	26%	50%	71%
Vol Right, %	0%	14%	0%	74%	14%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	193	41	153	153	97
LT Vol	115	0	41	0	55	7
Through Vol	0	166	0	40	77	69
RT Vol	0	27	0	113	21	21
Lane Flow Rate	115	193	41	153	153	97
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.197	0.3	0.073	0.229	0.253	0.159
Departure Headway (Hd)	6.176	5.596	6.413	5.384	5.95	5.894
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	582	647	560	667	604	609
Service Time	3.9	3.296	4.142	3.113	3.98	3.925
HCM Lane V/C Ratio	0.198	0.298	0.073	0.229	0.253	0.159
HCM Control Delay	10.4	10.7	9.6	9.7	11	10
HCM Lane LOS	B	B	A	A	B	A
HCM 95th-tile Q	0.7	1.3	0.2	0.9	1	0.6

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	132	991	26	1107	250	181	76	399
v/c Ratio	0.79	0.67	0.35	0.85	0.95	0.32	0.21	0.89
Control Delay	92.2	33.7	74.8	47.1	81.9	33.9	26.1	63.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.2	33.7	74.8	47.1	81.9	33.9	26.1	63.4
Queue Length 50th (ft)	122	382	24	537	177	119	43	299
Queue Length 95th (ft)	#208	#587	m50	#787	#317	163	67	393
Internal Link Dist (ft)		287		522		359		572
Turn Bay Length (ft)	70		85		100		105	
Base Capacity (vph)	188	1469	110	1307	267	716	376	580
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.67	0.24	0.85	0.94	0.25	0.20	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	807	184	26	1013	94	250	144	37	76	128	271
Future Volume (veh/h)	132	807	184	26	1013	94	250	144	37	76	128	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	132	807	184	26	1013	94	250	144	37	76	128	271
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	1279	292	38	1231	114	273	469	121	445	137	290
Arrive On Green	0.10	0.47	0.47	0.04	0.79	0.79	0.12	0.35	0.35	0.04	0.27	0.27
Sat Flow, veh/h	1688	2720	620	1688	3113	289	1688	1359	349	1688	505	1069
Grp Volume(v), veh/h	132	499	492	26	548	559	250	0	181	76	0	399
Grp Sat Flow(s),veh/h/ln	1688	1683	1657	1688	1683	1718	1688	0	1708	1688	0	1574
Q Serve(g_s), s	11.0	32.2	32.2	2.2	28.0	28.1	14.9	0.0	11.2	4.7	0.0	35.6
Cycle Q Clear(g_c), s	11.0	32.2	32.2	2.2	28.0	28.1	14.9	0.0	11.2	4.7	0.0	35.6
Prop In Lane	1.00		0.37	1.00		0.17	1.00		0.20	1.00		0.68
Lane Grp Cap(c), veh/h	164	791	779	38	666	680	273	0	590	445	0	427
V/C Ratio(X)	0.81	0.63	0.63	0.69	0.82	0.82	0.92	0.00	0.31	0.17	0.00	0.93
Avail Cap(c_a), veh/h	193	791	779	111	666	680	302	0	712	465	0	525
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.7	28.7	28.7	68.3	12.0	12.0	35.8	0.0	34.5	35.4	0.0	51.2
Incr Delay (d2), s/veh	16.0	3.8	3.9	7.9	11.0	10.8	28.3	0.0	0.1	0.1	0.0	20.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	13.7	13.5	1.0	6.5	6.6	8.4	0.0	4.8	2.0	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	32.5	32.6	76.1	23.0	22.9	64.1	0.0	34.6	35.4	0.0	71.3
LnGrp LOS	E	C	C	E	C	C	E	A	C	D	A	E
Approach Vol, veh/h		1123			1133			431			475	
Approach Delay, s/veh		38.1			24.2			51.7			65.6	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	54.2	7.2	72.2	21.0	43.5	18.0	61.5
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
Max Green Setting (Gmax), s	8.0	60.0	9.5	49.5	19.5	48.0	16.5	42.5
Max Q Clear Time (g_c+I1), s	6.7	13.2	4.2	35.2	16.9	37.6	14.0	30.1
Green Ext Time (p_c), s	0.0	0.8	0.0	6.4	0.1	1.4	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	99	698	24	772	96	69	122	217
v/c Ratio	0.21	0.29	0.05	0.33	0.56	0.44	0.58	0.74
Control Delay	14.2	19.3	6.8	9.0	63.1	27.5	61.8	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	19.3	6.8	9.0	63.1	27.5	61.8	26.9
Queue Length 50th (ft)	47	225	3	71	81	10	105	20
Queue Length 95th (ft)	m107	343	m18	276	122	57	151	104
Internal Link Dist (ft)		754		1537		336		352
Turn Bay Length (ft)	100		105		50			
Base Capacity (vph)	516	2420	567	2308	210	443	213	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.29	0.04	0.33	0.46	0.16	0.57	0.43

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	666	32	24	727	45	96	11	58	122	22	195
Future Volume (veh/h)	99	666	32	24	727	45	96	11	58	122	22	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.99		0.98	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	99	666	32	24	727	45	96	11	58	122	22	195
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	2079	100	529	1975	122	190	39	204	331	26	234
Arrive On Green	0.07	1.00	1.00	0.03	1.00	1.00	0.06	0.16	0.16	0.07	0.17	0.17
Sat Flow, veh/h	1688	3269	157	1688	3219	199	1688	241	1273	1688	152	1349
Grp Volume(v), veh/h	99	343	355	24	380	392	96	0	69	122	0	217
Grp Sat Flow(s),veh/h/ln	1688	1683	1742	1688	1683	1735	1688	0	1514	1688	0	1501
Q Serve(g_s), s	3.2	0.0	0.0	0.8	0.0	0.0	6.8	0.0	5.8	8.6	0.0	20.1
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.8	0.0	0.0	6.8	0.0	5.8	8.6	0.0	20.1
Prop In Lane	1.00		0.09	1.00		0.11	1.00		0.84	1.00		0.90
Lane Grp Cap(c), veh/h	537	1071	1108	529	1033	1064	190	0	242	331	0	260
V/C Ratio(X)	0.18	0.32	0.32	0.05	0.37	0.37	0.51	0.00	0.28	0.37	0.00	0.83
Avail Cap(c_a), veh/h	612	1071	1108	619	1033	1064	247	0	400	342	0	375
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	0.0	0.0	10.1	0.0	0.0	47.7	0.0	53.2	45.8	0.0	57.5
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.0	1.0	1.0	0.8	0.0	0.8	0.3	0.0	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.2	0.2	0.3	0.3	0.3	2.9	0.0	2.3	3.7	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.8	0.8	10.1	1.0	1.0	48.5	0.0	54.0	46.0	0.0	68.8
LnGrp LOS	A	A	A	B	A	A	D	A	D	D	A	E
Approach Vol, veh/h		797			796			165			339	
Approach Delay, s/veh		1.8			1.3			50.8			60.6	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	27.5	5.9	96.1	12.6	29.5	9.1	92.9
Change Period (Y+Rc), s	4.0	4.5	4.0	4.5	4.0	4.5	4.0	4.5
Max Green Setting (Gmax), s	11.5	38.0	9.5	68.0	13.5	36.0	11.5	66.0
Max Q Clear Time (g_c+I1), s	10.6	7.8	2.8	2.0	8.8	22.1	5.2	2.0
Green Ext Time (p_c), s	0.0	0.5	0.0	6.0	0.0	1.3	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	729	15	549	200	156	167	246
v/c Ratio	0.21	0.37	0.04	0.32	0.96	0.33	0.58	0.48
Control Delay	12.0	17.5	12.4	18.1	101.6	36.7	50.5	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	17.5	12.4	18.1	101.6	36.7	50.5	26.8
Queue Length 50th (ft)	36	138	5	130	184	105	134	116
Queue Length 95th (ft)	53	427	17	219	#281	148	188	175
Internal Link Dist (ft)		220		476		390		328
Turn Bay Length (ft)	115		75		75		100	
Base Capacity (vph)	490	1975	453	1765	261	593	360	615
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.37	0.03	0.31	0.77	0.26	0.46	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	604	125	15	443	106	200	117	39	167	71	175
Future Volume (veh/h)	102	604	125	15	443	106	200	117	39	167	71	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772	1772
Adj Flow Rate, veh/h	102	604	125	15	443	106	200	117	39	167	71	175
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	512	1593	329	475	1483	352	269	407	136	359	145	357
Arrive On Green	0.08	1.00	1.00	0.02	0.55	0.55	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1688	2777	573	1688	2698	640	1132	1270	423	1228	452	1114
Grp Volume(v), veh/h	102	366	363	15	275	274	200	0	156	167	0	246
Grp Sat Flow(s),veh/h/ln	1688	1683	1667	1688	1683	1655	1132	0	1693	1228	0	1565
Q Serve(g_s), s	3.8	0.0	0.0	0.6	12.7	12.9	24.9	0.0	9.9	17.0	0.0	18.2
Cycle Q Clear(g_c), s	3.8	0.0	0.0	0.6	12.7	12.9	43.2	0.0	9.9	26.9	0.0	18.2
Prop In Lane	1.00		0.34	1.00		0.39	1.00		0.25	1.00		0.71
Lane Grp Cap(c), veh/h	512	966	956	475	925	909	269	0	542	359	0	501
V/C Ratio(X)	0.20	0.38	0.38	0.03	0.30	0.30	0.74	0.00	0.29	0.47	0.00	0.49
Avail Cap(c_a), veh/h	533	966	956	584	925	909	304	0	594	396	0	549
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	13.7	17.5	17.5	56.9	0.0	36.6	46.7	0.0	39.5
Incr Delay (d2), s/veh	0.1	1.1	1.1	0.0	0.8	0.9	8.9	0.0	0.3	1.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	0.3	0.2	5.1	5.1	7.9	0.0	4.3	5.4	0.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	1.1	1.1	13.7	18.3	18.3	65.8	0.0	37.0	47.8	0.0	40.4
LnGrp LOS	B	A	A	B	B	B	E	A	D	D	A	D
Approach Vol, veh/h		831			564			356			413	
Approach Delay, s/veh		2.6			18.2			53.1			43.4	
Approach LOS		A			B			D			D	

Timer - Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		50.6	6.3	87.1		50.6	9.7	83.7
Change Period (Y+Rc), s		4.5	4.0	4.5		4.5	4.0	4.5
Max Green Setting (Gmax), s		50.5	11.5	69.0		50.5	7.5	73.0
Max Q Clear Time (g_c+I1), s		45.2	2.6	2.0		28.9	5.8	14.9
Green Ext Time (p_c), s		1.0	0.0	8.0		2.7	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	179	8	4	359	3	18	0	9	2	0	3
Future Vol, veh/h	5	179	8	4	359	3	18	0	9	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	70	-	-	65	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	0	2	2	0	2
Mvmt Flow	5	179	8	4	359	3	18	0	9	2	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	362	0	0	187	0	0	563	563	183	567	566	361
Stage 1	-	-	-	-	-	-	193	193	-	369	369	-
Stage 2	-	-	-	-	-	-	370	370	-	198	197	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.5	6.22	7.12	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4	3.318	3.518	4	3.318
Pot Cap-1 Maneuver	1197	-	-	1387	-	-	437	438	859	434	436	684
Stage 1	-	-	-	-	-	-	809	745	-	651	624	-
Stage 2	-	-	-	-	-	-	650	624	-	804	742	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1197	-	-	1387	-	-	433	435	859	427	433	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	433	435	-	427	433	-
Stage 1	-	-	-	-	-	-	806	742	-	648	622	-
Stage 2	-	-	-	-	-	-	645	622	-	792	739	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	12.3	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	519	1197	-	-	1387	-	-	551
HCM Lane V/C Ratio	0.052	0.004	-	-	0.003	-	-	0.009
HCM Control Delay (s)	12.3	8	-	-	7.6	-	-	11.6
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	139	17	12	291	35	35
Future Vol, veh/h	139	17	12	291	35	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	17	12	291	35	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	156	0	463	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1424	-	557	899
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1424	-	553	899
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	611	899	-	-	1424	-
HCM Lane V/C Ratio	0.057	0.039	-	-	0.008	-
HCM Control Delay (s)	11.3	9.2	-	-	7.5	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	109	34	51	194	70	108
Future Vol, veh/h	109	34	51	194	70	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	34	51	194	70	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	143	0	422	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1440	-	588	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1440	-	567	924
Mov Cap-2 Maneuver	-	-	-	-	617	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	729	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	773	-	-	1440	-
HCM Lane V/C Ratio	0.23	-	-	0.035	-
HCM Control Delay (s)	11	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	842	1058	11	24	35
Future Vol, veh/h	17	842	1058	11	24	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	25	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	842	1058	11	24	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1069	0	-	0	1519	535
Stage 1	-	-	-	-	1064	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	648	-	-	-	110	490
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	648	-	-	-	107	490
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	648	-	-	-	324
HCM Lane V/C Ratio	0.026	-	-	-	0.182
HCM Control Delay (s)	10.7	-	-	-	18.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	844	808	0	0	0
Future Vol, veh/h	0	844	808	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	0	844	808	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	404
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	-	-	0	0	602
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	602
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	106	53	379	33	25	337
Future Vol, veh/h	106	53	379	33	25	337
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	0	-	-	70	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	53	379	33	25	337

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	783	396	0	0	412	0
Stage 1	396	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	362	653	-	-	1147	-
Stage 1	680	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	354	653	-	-	1147	-
Mov Cap-2 Maneuver	470	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	470	653	1147	-
HCM Lane V/C Ratio	-	-	0.226	0.081	0.022	-
HCM Control Delay (s)	-	-	14.9	11	8.2	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	0.3	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	42	20	294	280	4
Future Vol, veh/h	9	42	20	294	280	4
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	-	95	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	42	20	294	280	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	616	282	284	0	-	0
Stage 1	282	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	454	757	1278	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	447	757	1278	-	-	-
Mov Cap-2 Maneuver	541	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	707	-	-
HCM Lane V/C Ratio	0.016	-	0.072	-	-
HCM Control Delay (s)	7.9	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	20	310	367	4
Future Vol, veh/h	0	0	20	310	367	4
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	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	0	0	20	310	367	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	719	369	371	0	-	0
Stage 1	369	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	398	681	1188	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	391	681	1188	-	-	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1188	-	-	-	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	8.1	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

INTERSECTION	1. Black Oak Dr/Siskiyou Blvd				
CYCLE LENGTH	122				
TOTAL LOST TIME	16				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (T)**	**SB (L)**	
	2023 TOTAL PM				
Adj Flow Rate, (veh/h)	28	252	346	45	
Sat Flow (veh/h)	1688	1198	1587	1688	
Flow Ratio	0.02	0.21	0.22	0.03	
CRITICAL INTERSECTION V/C RATIO	**0.54**				

INTERSECTION	3. Black Oak/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	17				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (L)**	**SB (T)**	
	2023 TOTAL PM				
Adj Flow Rate, (veh/h)	132	1013	250	128	
Sat Flow (veh/h)	1688	3113	1688	505	
Flow Ratio	0.08	0.33	0.15	0.25	
CRITICAL INTERSECTION V/C RATIO	**0.91**				

INTERSECTION	4. Medical Center Dr/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	17				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (L)**	**WB (T)**	**NB (L)**	**SB (T)**	
	2023 TOTAL PM				
Adj Flow Rate, (veh/h)	99	727	96	22	
Sat Flow (veh/h)	1688	3219	1688	152	
Flow Ratio	0.06	0.23	0.06	0.14	
CRITICAL INTERSECTION V/C RATIO	**0.55**				

INTERSECTION	5. Murphy Rd/E Barnett Rd				
CYCLE LENGTH	144				
TOTAL LOST TIME	13				
TOTAL LOST TIME (2025)					
CRITICAL MOVEMENTS	**EB (T)**	**WB (L)**	**NB (T)**	**SB (L)**	
	2023 TOTAL PM				
Adj Flow Rate, (veh/h)	604	15	117	167	
Sat Flow (veh/h)	2777	1688	1270	1228	
Flow Ratio	0.22	0.01	0.09	0.14	
CRITICAL INTERSECTION V/C RATIO	**0.50**				

LD DATE: 6/17/2020
Revised 7/8/2020
File Number: AC-20-123

PUBLIC WORKS DEPARTMENT STAFF REPORT

Asante Rogue Regional Medical Center Campus Expansion
2825 East Barnett Road (TL 401)

Project: Consideration of an approximately 350,000 square foot extension to the existing primary hospital complex.

Location: Located on the south side of Siskiyou Boulevard, west of Murphy Road and just north of the existing hospital tower, within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC109).

Applicant: Applicant, HDR Architecture; Agent, Gary Adams; Planner, Steffen Roennfeldt.

NOTE: The items listed here shall be completed and accepted prior to the respective issuances of permits and certificates:

Prior to issue of the first building permit, the following items shall be completed and accepted:

- Submittal and approval of plans for site grading and drainage, and detention, if applicable.
- Completion of all public improvements, if required. The Applicant may provide security for 120% of the improvements prior to issuance of building permits. Construction plans for the improvements shall be approved by the Public Works Engineering Division prior to acceptance of security.
- Items A – D, unless noted otherwise.

Prior to issue of Certificate-of-Occupancy for completed structures, the following items shall be completed and accepted:

- Paving of all on-site parking and vehicle maneuvering areas
- Verification by the design Engineer that the stormwater quality and detention system was constructed per the approved plan, if applicable.
- Completion of all public improvements, if applicable.

EXHIBIT O

A. STREETS

1. Dedications

On April 8, 2020 the City of Medford and Keith Russell (representative for Asante RRMC) had a Legacy Street conference with Alex Georgevitch (City Engineer) to discuss the future tower expansion application and what dedications will be required along East Barnett Road and Murphy Road.

East Barnett Road is classified as a Major Arterial street within the Medford Land Development Code (MLDC), Section 10.428. A legacy street definition is supported for this section of roadway per MLDC 10.427(D). **East Barnett Road shall have a dedication to support a 10-foot sidewalk, approximately 3-feet in width, to be verified by the Developer's surveyor prior to dedication.**

Murphy Road is classified as a Major Collectors street within the MLDC, Section 10.428. A legacy street definition is supported for this section of roadway per MLDC 10.427(D). **In order to meet the context sensitive design for this neighborhood no additional right-of-way is required along Murphy Road.**

The Developer will receive SSDC (Street System Development Charge) credits for the public right-of-way dedication on higher order streets, per the methodology established by the MLDC 3.815. **Should the Developer elect to have the value of the land be determined by an appraisal, a letter to that effect must be submitted to the City Engineer within sixty (60) calendar days of the date of the Final Order of the Planning Commission. The City will then select an appraiser, and a cash deposit will be required as stated in Section 3.815.**

In accordance with MLDC 10.471, **the property owner shall dedicate a 10-foot wide public utility easement** (PUE) adjacent to the right-of-way line along this Developments frontage.

The right-of-way and easement dedications shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the right-of-way and easement dedication, including an exhibit map; a copy of a current Lot Book Report, Preliminary Title Report, or Title Policy; a mathematical closure report (if applicable), and the Planning Department File Number; for review and City Engineer acceptance signature prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the right-of-way and PUE area.

2. Public Improvements

a. Public Streets

East Barnett Road and Murphy Road – All street section improvements have been completed including pavement, curb and gutter, sidewalks and street lights. **However,**

additional public improvements are required as outlined in the Transportation System requirements.

NOTE: Asante Rogue Regional Medical Center has elected to voluntarily widen Murphy Road (west side, south of an existing entrance opposite of Doctor's Park Drive) with Public Improvement Plans P20-00081. Plans have not yet been approved, and are currently in review with City of Medford.

NOTE: All projects subject to Site Plan and Architectural Review shall be required per MLDC 10.501 (6), as a condition of approval, to repair all frontage sidewalks as determined by the Engineering Division. When attached as a condition of approval of a Site Plan and Architectural. Review application the sidewalk maintenance procedures set forth in Chapter 3, Section 3.025, Notice on Hearing of City Repair of Sidewalks, through 3.035, Notice of Sidewalk Repair, are hereby superseded.

b. Street Lights and Signing

No additional street lights or signs are required.

The Developer shall be responsible for the preservation and re-installation of all signs removed during demolition and site preparation work. The Developer's contractor shall coordinate with the City of Medford Public Works, Maintenance and Operations Division to remove any existing signs and place new signs provided by Medford Public Works Department and paid for by the Developer.

c. Pavement Moratoriums

There is a street cutting moratorium currently in effect along this frontage to Murphy Road, which is set to expire July 16th, 2024. There is no pavement cutting moratorium currently in effect along this developments frontage to East Barnett Road.

d. Transportation System

The eastern most driveway on Barnett Rd shall be closed as proposed by the applicant.

Maintain sight lines at the driveways in accordance with MLDC 10.735.

Asante has submitted a new Transportation Impact Analysis (TIA). Any conditions related to it will be recommended as part of the CUP approval. However, these conditions will not impact the site plan.

The 2002 CUP approval contained conditions related to Transportation Demand Management (TDM). Asante has submitted a new proposed TDM Plan and any conditions related to it will be recommended as part of the CUP approval.

3. Section 10.668 Analysis

To support a condition of development that an Applicant dedicate land for public use or provide a public improvement, the Medford Code requires a nexus and rough proportionality analysis which is essentially a codification of the constitutional provisions in Nollan and Dolan cases.

10.668 Limitation of Exactions

Notwithstanding any other provisions of this Chapter 10, an Applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless:

(1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose and that there is a rough proportionality between the burden of the exaction on the Developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or

(2) a mechanism exists and funds are available to fairly compensate the Applicant for the excess burden of the exaction to the extent that it would be a taking.

1. **Nexus to a legitimate government purpose**
   The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. Further, these rights-of-way are used to provide essential services such as sanitary sewer, domestic water and storm drains to serve the developed parcels. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

2. **Rough proportionality between the dedications and improvements, and the impacts of development.**
   No mathematical formula is required to support the rough proportionality analysis. Furthermore, benefits to the development resulting from the dedication and improvements when determining "rough proportionality" have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

As set forth below, the dedications and improvements recommended herein can be found to be roughly proportional to the impacts reasonably anticipated to be imposed by this development.

East Barnett Road:

The additional right-of-way on East Barnett Road will provide the needed width for a future planter strip and sidewalk. East Barnett Road is currently a 35 mile per hour facility, which currently carries approximately 25,700 vehicles per day. The planter strip moves pedestrians a safe distance from the edge of the roadway. East Barnett Road will be the primary route for pedestrians traveling to and from this development.

The City assesses System Development Charges (SDCs) to help pay for acquisition of right-of-way and construction of additional Arterial & Collector Street capacity (including street lights) required as a result of new development. Because a mechanism exists in the form of SDC credit for right-of-way dedication and street improvements in accordance with Medford Municipal Code (MMC) 3.815 and other applicable parts of the Code, to fairly compensate the applicant, the conditions of MLDC, Section 10.668 are satisfied.

Dedication of the Public Utility Easement (PUE) will benefit development by providing public utility services, which are out of the roadway and more readily available to each lot or building being served. The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated for this development is necessary and roughly proportional to that required in similar developments to provide a transportation system that meets the needs for urban level services.

B. SANITARY SEWERS

The proposed development is situated within the Medford sewer service area. The Developer shall provide one separate individual service lateral to the site or ensure that the site is served by an individual service lateral**.** All unused laterals adjacent and stubbed to the development shall be capped at the main.

C. STORM DRAINAGE

1. Drainage Plan

A comprehensive drainage plan showing the entire project site with sufficient spot elevations to determine direction of runoff to the proposed drainage system, and also showing elevations on the proposed drainage system, shall be submitted with the first building permit application for approval.

The Developer shall provide copies of either a Joint Use Maintenance Agreement or a private stormdrain easement for any stormwater draining onto or from adjacent private property.

A Site/Utility Plan shall be submitted with the building permit application to show the location of existing or proposed stormdrain lateral/s for the site.

All private storm drain lines shall be located outside of the public right-of-way and/or any public utility easements (PUE).

2. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed development will be submitted with the improvement plans for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

3. Detention and Water Quality

Stormwater quality and detention facilities shall be required in accordance with MLDC Section 10.481 and 10.729.

4. Verification

Upon completion of the project, and prior to certificate of occupancy of the building, the Developer's design Engineer shall verify that the construction of the stormwater quality and detention system was constructed per plan. Verification shall be in writing and submitted to the Engineering Division of Public Works. Reference Rogue Valley Stormwater Quality Design Manual, Appendix I, Technical Requirements.

5. Erosion Prevention and Sediment Control

All development that disturbs 5,000 square feet or greater shall require an Erosion Prevention and Sediment Control Plan. Developments that disturb one acre and greater shall require a 1200C permit from the Department of Environmental Quality (DEQ). Erosion Prevention and Sediment Control Plans shall be submitted to the Building Department with the project plans for development. All disturbed areas shall be covered with vegetation or properly stabilized prior to certificate of occupancy.

D. <u>GENERAL CONDITIONS</u>

1. Construction and Inspection

The Developer or Developer's contractor shall obtain appropriate right-of-way permits from the Department of Public Works prior to commencing any work within the public right-of-way.

Contractors proposing to do work on public streets (including street lights), sewers, or storm drains shall 'prequalify' with the Engineering Division prior to starting work.

For City of Medford facilities, the Public Works Maintenance Division requires that public sanitary sewer and storm drain mains be inspected by video camera prior to acceptance of these systems by the City.

Where applicable, the Developer shall bear all expenses resulting from the adjustment of manholes to finish grades as a result of changes in the finish street grade.

2. Site Improvements

All on-site parking and vehicle maneuvering areas related to this development shall be paved in accordance with MLDC, Section 10.746, prior to issuance of certificate of occupancy for any structures on the site. Curbs shall be constructed around the perimeter of all parking and maneuvering areas that are adjacent to landscaping or unpaved areas related to this site. Curbs may be deleted or curb cuts provided wherever pavement drains to a water quality facility.

3. System Development Charges (SDC)

Buildings in this development are subject to system development charges (SDCs). All SDC fees shall be paid at the time individual building permits are issued

Prepared by: Jodi K Cope
Reviewed by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL
Asante Rogue Regional Medical Center Campus Expansion
2825 East Barnett Road (TL 401) AC-20-123

A. Streets

1. Street Dedications to the Public:

- **East Barnett Road** – Dedicate additional right-of-way.
- **Murphy Road** – No additional right-of-way required.
- Dedicate 10-foot Public Utility Easement (PUE) along the respective frontages.

2. Improvements:

Public Streets

- **East Barnett Road and Murphy Road** – No additional improvements are required at this time.

Lighting and Signing

- No additional street lights are required.

Transportation System

- The eastern most driveway on Barnett Rd shall be closed as proposed by the applicant.
- Maintain site lines at the driveways in accordance with MLDC 10.735.
- The Transportation Impact Analysis (TIA) for the modification to the Conditional Use Permit (CUP) review has not yet been completed. Additional conditions that impact the site plan, resulting from the review of the TIA, will be recommended on the CUP application.
- Conditions related to the proposed Transportation Demand Management (TDM) Plan will be part of the CUP approval.

Other

- **There is a street cutting moratorium currently in effect along this frontage to Murphy Road, which is set to expire July 16th, 2024.** There is no pavement cutting moratorium currently in effect along this developments frontage to East Barnett Road.

B. Sanitary Sewer:

- Ensure or construct separate individual sanitary sewer connection.
- o Cap remaining unused laterals at the main.

C. Storm Drainage:

- Provide a comprehensive grading and drainage plan.
- Provide water quality and detention facilities, calculations and O&M Manual.
- Provide engineers verification of stormwater facility construction.
- Provide copy of an approved Erosion Control Permit (1200C) from DEQ for this project.

▪ = City Code Requirement
o = Discretionary recommendations/comments

The above summary is for convenience only and does not supersede or negate the full report in any way. If there is any discrepancy between the above list and the full report, the full report shall govern. Refer to the full report for details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection.

Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

Review Date: 6/8/2020
Meeting Date: 6/17/2020

LD File #: AC20123

Planner: Steffen Roennfeldt

Applicant: HDR Architecture

Site Name: Asante Rogue Regional Medical Center

Project Location: South side of Siskiyou Boulevard, west of Murphy Road and just north of the existing hospital tower

ProjectDescription: Consideration of an approximately 350,000 square foot extension to the existing primary hospital complex on the south side of Siskiyou Boulevard, west of Murphy Road and just north of the existing hospital tower, within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC109).

Specific Development Requirements for Access & Water Supply

Conditions

Reference	Comments	Description
OFC 507.5	The proposed fire hydrants are approved as submitted on the plans.	When fire hydrants are required, the approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site. In addition, blue reflective fire hydrant markers are required to be installed on the road surface to identify fire hydrant locations at night. Plans and specifications for fire hydrant system shall be submitted to Medford Fire-Rescue for review and approval prior to construction. Submittal shall include a copy of this review (OFC 501.3).
OFC B105.2	Minimum fire flow requirements.	The minimum fire flow and flow duration for buildings other than one- and two-family dwellings, Group R-3 and Group R-4 buildings and townhouses shall be as specified in Table B105.2 and B105.1(2). Exception: A reduction in required fire flow of up to 75 percent, as approved, is allowed when the building is provided with an approved automatic sprinkler system installed in accordance with NFPA 13 or NFPA 13R (See Table B105.2). The resulting fire flow shall not be less than 1,000 gpm for NFPA 13 systems, and not less than 1,500 gpm for NFPA 13R systems for the prescribed duration as specified in Table B 105.1(2). B104.3 Type IA and Type IB construction. The fire-flow calculation area of buildings constructed of Type IA and Type IB construction shall be the area of the three largest successive floors. Exception: Fire-flow calculation area for open parking garages shall be determined by the area of the largest floor. B105.3 Water supply for buildings equipped with an automatic sprinkler system. For buildings equipped with an approved automatic sprinkler system, the water supply shall be capable of providing the greater of: 1. The automatic sprinkler system demand, including hose stream allowance. 2. The required fire flow.

EXHIBIT P

OFC 912.2	Fire department connection proximity to fire hydrant requirement.	Additional hydrants may be required to comply with the requirement of proximity to fire department connections (for fire sprinkler and standpipe systems, the fire department connection shall be located at an approved location away from the building and within 75' of a fire hydrant. The fire department connection shall be located on the same side as the fire department access route.).
OFC 503.1.1	Approved as submitted on the plans.	Fire apparatus access roads shall be provided and maintained in accordance with Sections 503.1.1 through 503.1.3 (See Appendix D). Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. Exception: The fire code official is authorized to modify Sections 503.1 and 503.2 where any of the following applies: 1. The building is equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3. 2. Fire apparatus access roads cannot be installed because of location on property, topography, waterways, nonnegotiable grades or other similar conditions, and an approved alternative means of fire protection is provided. 3. There are not more than two Group R-3 or Group U occupancies (OFC 503.1.1).
OFC 503.2.1	Approved as submitted on the plans.	Fire apparatus access roads and fire lanes shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. The required width of a fire apparatus access road or fire lane shall not be obstructed in any manner, including parking of vehicles. Minimum required widths and clearances established under section 503.2.1, shall be maintained at all times. The fire apparatus access road or fire lane shall be constructed as asphalt, concrete or other approved all-weather driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds. (See also OFC 503.4; D102.1) The turning radius on fire department access roads and fire lanes shall meet the following Medford Fire Department requirements: Minimum Inside Turning Radius: 25 feet Minimum Outside Turning Radius: 35 feet (OFC 503.2.4)

OFC 503.4; D103.6; D103.6.1; D103.6.2	Parking shall be marked/posted as prohibited along the fire lanes.	Fire apparatus access roads 20-26' wide shall be posted on both sides as a fire lane. Fire apparatus access roads more than 26' to 32' wide shall be posted on one side as a fire lane (OFC D103.6.1). Where parking is prohibited for fire department vehicle access purposes, NO PARKING-FIRE LANE signs shall be spaced at minimum 50' intervals along the fire lane (minimum 75' intervals in 1 & 2 family residential areas) and at fire department designated turn-around's. The signs shall have red letters on a white background stating "NO PARKING-FIRE LANE" (See handout). For privately owned properties, posting/marking of fire lanes may be accomplished by any of the following alternatives to the above requirement (consult with the Fire Department for the best option): Alternative #1: Curbs shall be painted red along the entire distance of the fire department access. Minimum 4" white letters stating "NO PARKING-FIRE LANE" shall be stenciled on the curb at 25-foot intervals. Alternative #2: Asphalt shall be striped yellow or red along the entire distance of the fire department access. The stripes shall be at least 6" wide, be a minimum 24" apart, be placed at a minimum 30-60 degree angle to the perimeter stripes, and run parallel to each other. Letters stating "NO PARKING-FIRE LANE" shall be stenciled on the asphalt at 25-foot intervals. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths (20' wide) and clearances (13' 6" vertical) shall be maintained at all times (OFC 503.4; ORS 98.810-12). This restriction shall be recorded on the property deed as a requirement for future construction. A brochure is available on our website at: http://www.ci.medford.or.us/Files/Fire%20Lane%20Brochure.pdf
OFC D105	Approved as submitted on the plans.	SECTION D105-AERIAL FIRE APPARATUS ACCESS ROADS D105.1 Where required. Where the vertical distance between the grade plane and the highest roof surface exceeds 30 feet (9144 mm), approved aerial fire apparatus access roads shall be provided. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. D105.2 Width. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet (7925 mm), exclusive of shoulders, in the immediate vicinity of the building or portion thereof. D105.3 Proximity to building. At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet (4572 mm) and a maximum of 30 feet (9144 mm) from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. D105.4 Obstructions. Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building. Other obstructions shall be permitted to be placed with the approval of the fire code official.

OFC 903	A NFPA 13 fire sprinkler system is required for this occupancy.	Fire sprinkler system requirement information. Where a fire sprinkler system is required, it shall meet the requirements of the Oregon Fire Code and the applicable National Fire Protection Association (NFPA) Standard. Consult the Medford Water Commission for proper water meter sizing for fire sprinkler systems.
OFC 907	A NFPA 72 automatic fire alarm system is required for this occupancy.	Fire alarm system requirement information. Where a fire alarm system is required, it shall meet the requirements of the Oregon Fire Code and the National Fire Protection Association (NFPA) 72 Standard.
OFC 905	A NFPA 14 standpipe system is required for this occupancy.	Standpipe system requirement information. Where a fire sprinkler system is required, it shall meet the requirements of the Oregon Fire Code and the National Fire Protection Association (NFPA) 14 Standard.
OFC 510	An emergency responder radio coverage (ERRC) system is required for the new building. In addition, the emergency responder radio coverage must be complete in the existing building prior to certificate of occupancy of the new building.	Emergency responder radio coverage must be provided in the following buildings and locations: 1. Any building with one or more basement or below-grade building levels. 2. Any underground building. 3. Any building more than five stories in height. 4. Any building 50,000 sq. ft. in size or larger. 5. Any building that, through performance testing, does not meet the requirement of Section 510.
Other	1. Fire Department permits are required to remove the underground fuel storage tanks. 2. Fire Department permits are required to install new fuel storage tanks. 3. Approvals must also be obtained through the Office of the State Fire Marshal (OSFM).	.

Additional Project Consideration

Notes:

Construction General Information/Requirements

Development shall comply with access and water supply requirements in accordance with the Oregon Fire Code in affect at the time of development submittal. Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (fire hydrants) is required to be installed prior to construction when combustible material arrives at the site.

Specific fire protection systems may be required in accordance with the Oregon Fire Code.
This plan review shall not prevent the correction of errors or violations that are found to exist during construction. This plan review is based on information provided only.

Design and installation shall meet the Oregon requirements of the International Fire, Building, Mechanicial Codes and applicable NFPA Standards.

BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

FROM: Rodney Grehn P.E., Water Commission Staff Engineer

SUBJECT: AC-20-123

PARCEL ID: 371W28CC TL 109

PROJECT: Consideration of an approximately 350,000 square foot extension to the existing primary hospital complex on the south side of Siskiyou Boulevard, west of Murphy Road and just north of the existing hospital tower, within the C-S/P (Service Commercial and Professional Offices) zoning district (371W28CC TL 109)

DATE: June 17, 2009

I have reviewed the above plan authorization application as requested. Conditions for approval and comments are as follows:

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."

2. The existing 8-inch water line which is located within an existing 10-foot "water line" easement per (JCR 2003-29462) between Murphy Road and Medical Center Drive will be completely "impacted" by the proposed New Pavilion. Applicants Civil Engineer shall coordinate with MWC for abandonment.

3. Applicants civil engineer shall coordinate with MWC Engineering staff for proposed water facility layout.

4. Dedication of a 10 foot wide (minimum) access and maintenance easement to MWC over all water facilities located outside of public right-of-way is required. Easement shall be submitted to MWC for review and recordation prior to construction.

5. Applicants Civil Engineer shall coordinate with Medford Fire Department for approved Fire Hydrant Locations.

6. Applicants Civil Engineer shall coordinate with MWC Staff for Fire Hydrant Flow Testing during the months of July thru September.

COMMENTS

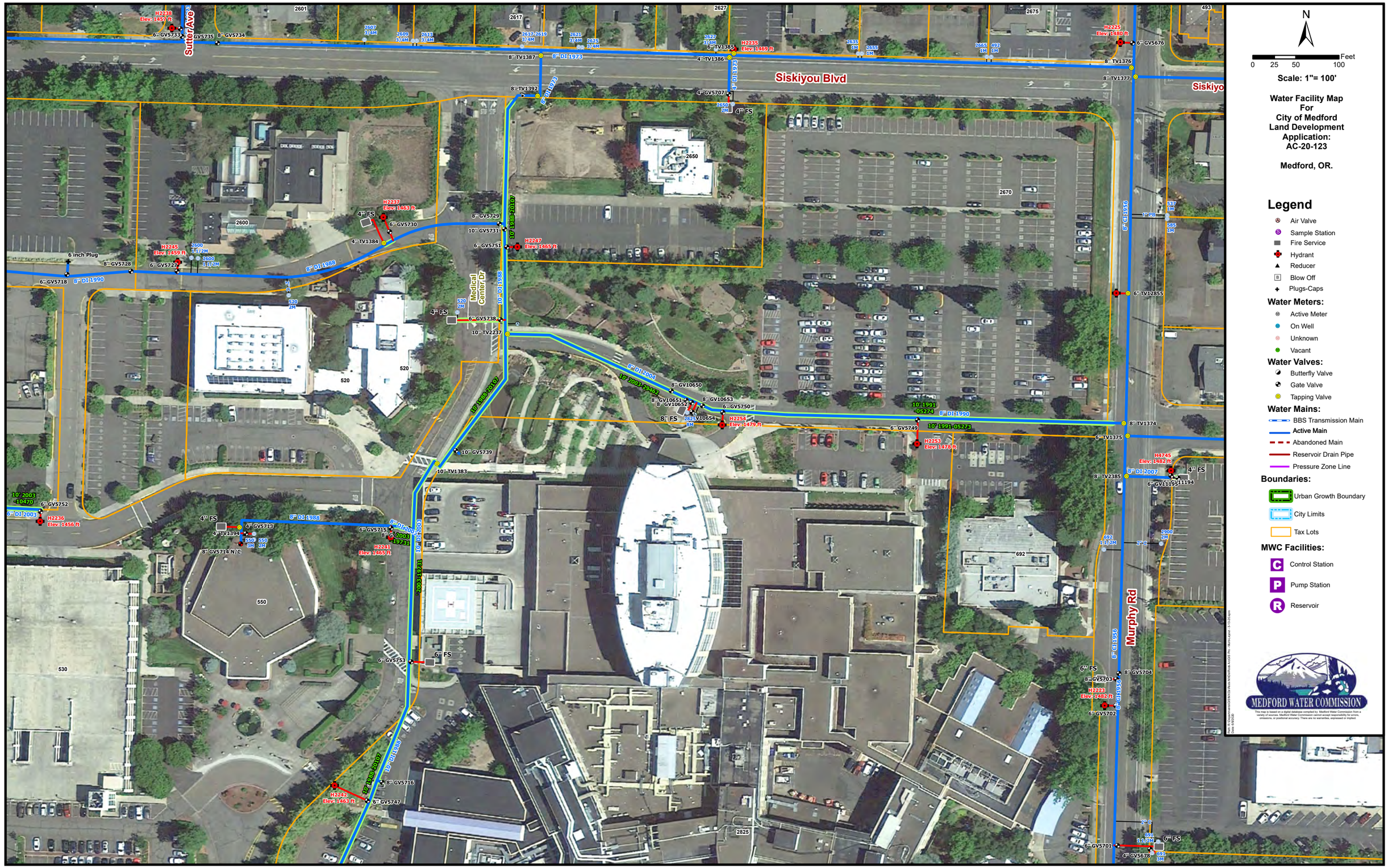
1. Off-site water line installation may be required.
2. On-site water facility construction will be required.

Continued to Next Page

EXHIBIT Q

Continued from Previous Page

3. Access to MWC water lines is available.
    a. There is an existing 8-inch water line in Murphy Road and Siskiyou Blvd.
    b. There is an existing 10-inch water line in Medical Center Drive between E Barnett Road and Siskiyou Blvd.


Siskiyou Blvd
Sutter Ave
Medical Center Dr
Murphy Rd
N
Feet
0 25 50 100
Scale: 1"= 100'
Water Facility Map
For
City of Medford
Land Development
Application:
AC-20-123
Medford, OR.
Legend
Air Valve
Sample Station
Fire Service
Hydrant
Reducer
Blow Off
Plugs-Caps
Water Meters:
Active Meter
On Well
Unknown
Vacant
Water Valves:
Butterfly Valve
Gate Valve
Tapping Valve
Water Mains:
BBS Transmission Main
Active Main
Abandoned Main
Reservoir Drain Pipe
Pressure Zone Line
Boundaries:
Urban Growth Boundary
City Limits
Tax Lots
MWC Facilities:
Control Station
Pump Station
Reservoir
MEDFORD WATER COMMISSION

MEMORANDUM

To: Stephen Roennfeldt, Planning Department

From: Chad Wiltrout, Building Department (541) 774-2363

CC: HDR Architect; agent, Gary Adams

Date: 6/15/2020

Subject: AC-20-123

Please Note:

This is not a plan review. Unless noted specifically as Conditions of Approval, general comments are provided below based on the general information provided; these comments are based on the 2019 Oregon Structural Specialty Code (OSSC) unless noted otherwise. Plans need to be submitted and will be reviewed by a commercial plans examiner, and there may be additional comments.

Fees are based on valuation. Please contact Building Department front counter for estimated fees at (541) 774-2350 or building@cityofmedford.org.

For questions related to the Conditions or Comments, please contact me, Chad Wiltrout, directly at (541) 774-2363 or chad.wiltrout@cityofmedford.org.

General Comments:

1. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.

2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "ProjectDox" for information.

3. A site excavation and grading permit will be required if more than 5 yards is disturbed.

EXHIBIT R

4. A separate demolition permit will be required for demolition of any structures not shown on the plot plan.

Comments:

5. The design team has been in ongoing consultation with the building department concerning this project. There are no additional building department comments at this time.

JACKSON COUNTY
Roads

JC Roads
Engineering

Chuck DeJanvier
Construction Engineer

200 Antelope Road
White City, OR 97503
Phone: (541) 774-6255
Fax: (541) 774-6295
dejanvca@jacksoncounty.org

www.jacksoncounty.org

June 11, 2020

Attention: Steffen Roennfeld
Planning Department
City of Medford
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

RE: Consideration of a proposed expansion to the Asante Medical Center off
East Barnett Road – a city-maintained road
Siskiyou Blvd – a city-maintained road
Murphy Road – a city-maintained road
Planning File: AC-20-123

Dear Steffen:

Thank you for the opportunity to comment on the consideration of an approximately 350,000 square-foot expansion to the Asante Medical Center complex on the south side of Siskiyou Blvd, west of Murphy Road and just north of the existing hospital tower, within the Service Commercial and Professional Office (C-S/P) zoning district 37-1W-28CC TL 109. Jackson County Roads has no comments.

If you have any questions or need further information feel free to call me at 774-6255

Sincerely,

Chuck DeJanvier
Construction Engineer

EXHIBIT
S

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STAFF REPORT

for a Type-III quasi-judicial decision: **Site Plan & Architectural Review & Exception**

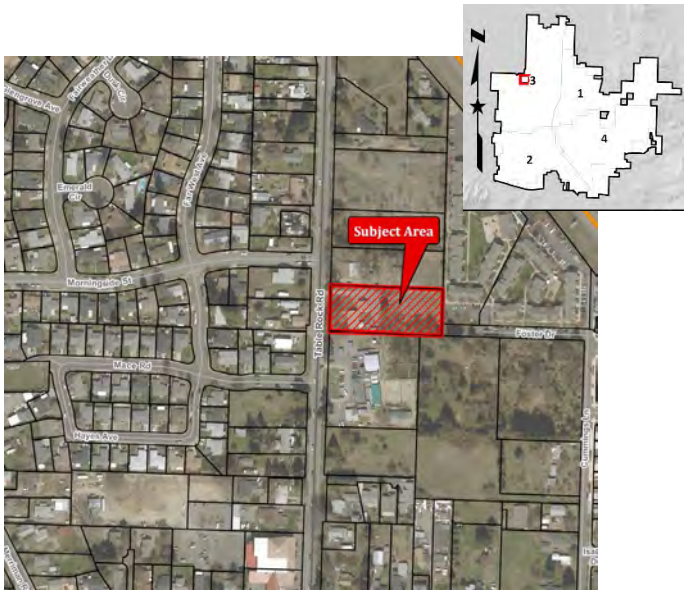
Project	Table Rock Gardens Applicant: Pydel Properties USA Corporation Agent: Richard Stevens & Associates	
File no.	AC-20-124 & E-20-125	
To	Site Plan and Architectural Commission	*for 7/17/2020 hearing*
From	Steffen Roennfeldt, Planner III	
Reviewer	Kelly Evans, Assistant Planning Director	
Date	July 10, 2020	

BACKGROUND

Proposal

Consideration of plans for the construction of 27 multiple family dwelling units on a 1.21-acre parcel on the east side of Table Rock Road, approximately 50 feet south of Morningside Street (2928 Table Rock Road), together with an Exception request to the required right-of-way width, within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (372W12D9000).

Vicinity Map



Subject Site Characteristics

GLUP	UH (Urban High Density Residential)
Zoning	MFR-30 (Multiple Family Residential – 15 to 20 dwelling units per gross acre)
Overlay	A-C (Airport Area of Concern)
Use	Low Density Residential

Surrounding Site Characteristics

North	Zone:	SFR-00 (Single Family Residential – 1 dwelling unit per parcel)
	Use:	Low density residential
South	Zone:	SFR-6 (Single Family Residential – 4 to 6 dwelling units per gross acre)
	Use:	Jackson County Humane Society
East	Zone:	MFR-20 (Multiple Family Residential – 15 to 20 dwelling units per gross acre)
	Use:	Housing Authority Apartment Complex
West	Zone:	SFR-6
	Use:	Low density residential

Related Projects

CP-05-194	General Land Use Plan Map change from Urban Residential to Urban High Density Residential
ZC-06-161	Zone Change from SFR-6 to MFR-30

Applicable Criteria

Medford Municipal Code §10. 200(E)(2) – Site Plan & Architectural Review Criteria

(E) Site Plan and Architectural Review Approval Criteria (Type II & III).

(2) The approving authority shall approve a site plan and architectural review application for a residential development if the proposed development complies with the applicable provisions of all city ordinances, or if the Site Plan and Architectural Commission has approved either of the following:

(a) Any Exceptions, as provided for in MLDC Section 10.186, which resolve(s) any instances of non-compliance with those provisions.

(b) Any Adjustments or Exceptions from the Special Development Standards for Multiple-Family Dwellings, as provided for in MLDC Section 10.715A through 10.717.

(c) Any Adjustments or Exceptions from the Development Standards for a Cottage Cluster Development, as provided for in MLDC Section 10.818A.

Medford Municipal Code §10.186(B) – Criteria for Exception

(B) No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the land use review unless it finds that all of the Chapter 10 Article II following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:

(1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met.

(2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.

(3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.

(4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.

Approval Authority

This is a Type III land use decision. The Site Plan & Architectural Commission is the approving authority under MLDC 10.108(1).

Corporate Names

According to the Oregon Secretary of State Business Registry, Northwest Registered Agent LLC is listed as the Registered Agent for Pydel Properties USA Corporation. Vincent Pileggi is listed as the Secretary and Leonard Lords is listed as Secretary.

According to the Oregon Secretary of State Business Registry, Registered Agents Inc. is listed as the Registered Agent for Northwest Registered Agent LLC. Bonanzitizing LLC is listed as the Manager.

According to the Oregon Secretary of State Business Registry, Northwest Registered Agent LLC is listed as the Registered Agent for Registered Agents Inc. Jim Spear is listed as the President and James R. Parham is listed as Secretary.

According to the Oregon Secretary of State Business Registry, Clark Stevens is listed as the Registered Agent, President & Secretary for Richard Stevens & Associates.

No Information was found for Bonanzitizing LLC.

ISSUES AND ANALYSIS

Background

The subject site currently contains a single family dwelling which will be demolished prior to the construction of the proposed 27 multiple-family dwelling units. The subject parcel is 1.21 acres in size and is located east of Table Rock Road and west of Vito Lane.

Current proposal

The proposed development includes 27 units in two separate buildings. Both buildings will be 58 feet wide with Building 1 being 112 feet long and Building 2 being 143 feet long.

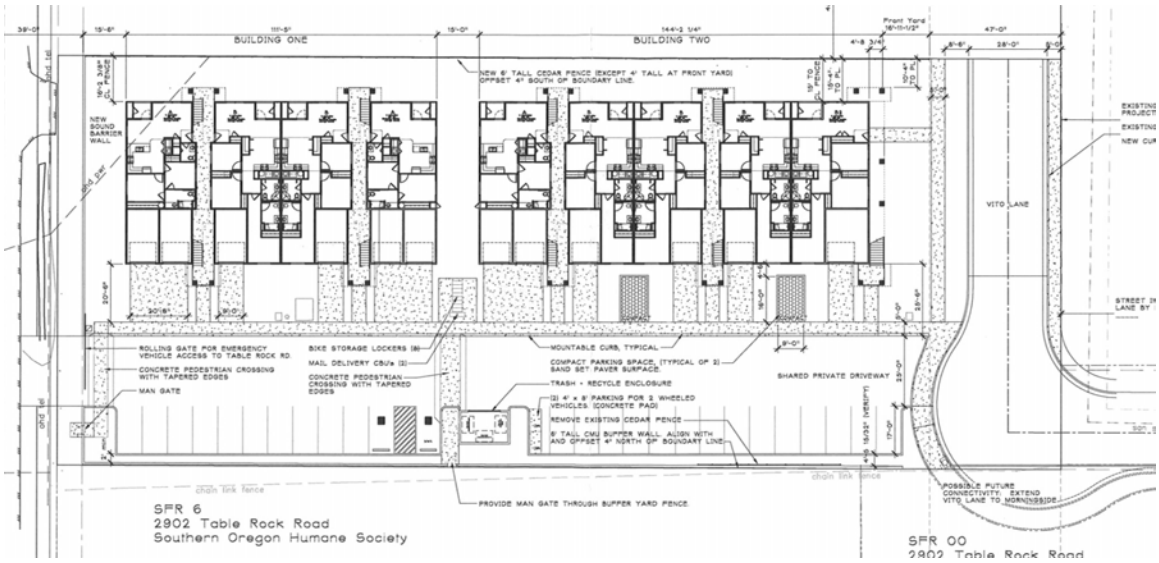


Figure 1 - Proposed Site Plan

Development Standards

Site Development Table

MFR-30	Allowed/Required	Proposed
Height	35 feet	29.1 feet
Setback (front)	15 feet	17 feet
Setback (rear and side yards)	11 feet	15 feet (north) 70+ feet (south)
Setback (street side)	10 feet	15.5 feet
Maximum Coverage	50%	27.6%

As shown in the Site Development Table above, it can be found that the proposed buildings identified on the submitted site plan, meet the bulk standards for the MFR-30 zoning district as found in Article V of the Medford Land Development Code.

Multiple Family Dwellings Special Development Standards

MLDC 10.715A through 10.719 establishes a series of clear and objective standards for multiple family dwellings in order to enhance the visual character and livability of

the community and to promote building and site design that contributes positively to a sense of neighborhood and the overall streetscape.

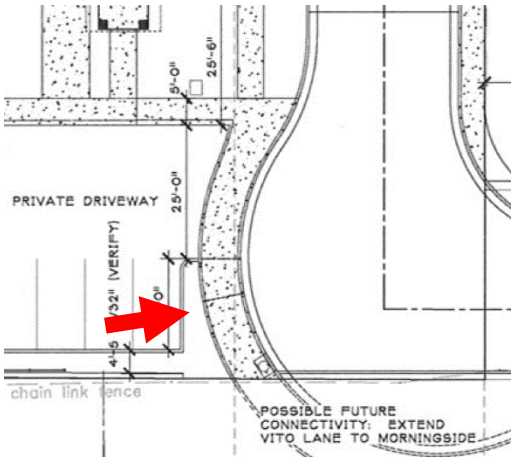
Figure 2 - Proposed Elevations

As demonstrated by the applicant in the Exhibit M, the Commission can find that the proposed buildings meet the special development standards for multiple family dwellings as contained in MLDC 10.715A through 10.719.

Density

Density for this MFR-30 zoned parcel ranges between 26 and 39 dwelling units. The proposed 27 dwelling units are within the allowable density range.

Parking



MLDC 10.746(9) requires a 10-foot landscape buffer between the public right-of-way and parking and maneuvering areas on private property. This buffer is not shown on the area highlighted below and therefore, a condition of approval will be included for the applicant to submit an updated site plan showing a 10-foot landscape buffer for all required areas. Installation of the buffer might reduce parking by one to two vehicular stalls but the proposed development will still provide sufficient amount of off-street parking.

Parking Table (MLDC 10.743-751)

Residential Use	Required	Shown
Vehicle Spaces	1.5 per dwelling unit 41 total	54 total
Bicycle Spaces	1 per dwelling unit 27 total	29 total

Bufferyard

A 6-foot masonry wall plus a 10-foot landscape buffer will be required between the subject site and the property to the south which is zoned SFR-6.

The applicant is requesting removal of the 10-foot landscape buffer due to unusual circumstances as addressed in the applicant's findings in Exhibit M. The property to the south is developed as a non-conforming commercial use within a residential zone (Humane Society) and is currently being used as an animal shelter. MLDC 10.790(6) allows the Commission to have discretion in making adjustments to the bufferyard section when an unusual circumstance exists, as is the case here. A 6-foot wall will still be required between the two uses.

Landscaping

The applicant's submitted landscape plan (Exhibit G) shows landscaping along both street frontages and throughout the parking area. It will be a condition of approval for the applicant to submit an updated landscape plan showing the required amount of parking area planters per MLDC 10.746(3) and the required amount of street trees and shrubs per MLDC 10.797.

Frontage Landscaping (MLDC 10.797)

Table Rock Road	Required	Shown
Trees	5	5
Shrubs	30	30+
Vito Lane	**Required**	**Shown**
Trees	5	4
Shrubs	30	?

Parking Area Landscaping (MLDC 10.746)

	Required	Shown
Trees	7	5
Shrubs	14	14+
Area	1,125 square feet	1,334 square feet

Access

Primary access to the subject site will be from the east and Vito Lane. The driveway from Table Rock Road will be gated-off and only be available to emergency vehicles.

The gate is proposed to be setback by one foot from the right of way and 21-feet from the nearest travel lane. The Engineering Division approves the emergency gate setback as shown on the site plan (Exhibit B). The gate shall be signed 'Emergency Access Only' on both sides.

Exception Analysis

As described in Exhibit N, the applicant is asking for an exception to the right-of-way width for the proposed new street on the east side of the development. In particular, relief is being requested from MLDC 10.430(B) relating to right-of-way width and cross-section for Minor Residential Streets. The request allows for the elimination of an 8-foot planter strip on the east side of Vito Lane.

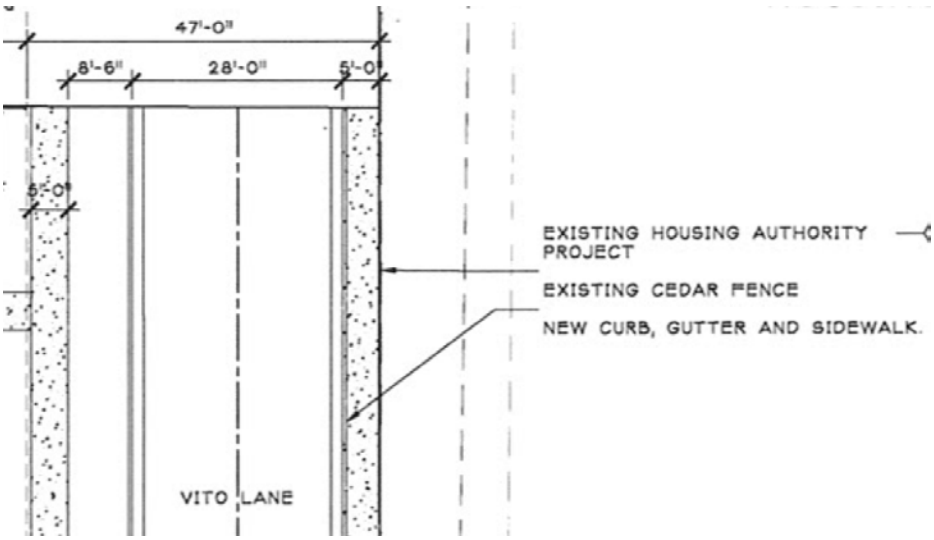


Figure 3 - Proposed Cross Section

The applicant submitted a conclusive and convincing list of findings about why a reduction of the right-of-way would be acceptable in this instance. Staff concurs with the applicant's findings per Exhibit N and recommends the Commission approve the Exception request.

Committee Comments

No comments were received from committees such as BPAC.

No other issues were identified by staff.

FINDINGS OF FACT

Medford Municipal Code §10. 200(E)(2) – Site Plan & Architectural Review Criteria

(E) Site Plan and Architectural Review Approval Criteria (Type II & III).

(2) The approving authority shall approve a site plan and architectural review application for a residential development if the proposed development complies with the applicable provisions of all city ordinances, or if the Site Plan and Architectural Commission has approved either of the following:

(a) Any Exceptions, as provided for in MLDC Section 10.186, which resolve(s) any instances of non-compliance with those provisions.

The Commission can find that the proposal can be made to comply with the applicable provisions of the Code with the imposition of conditions of approval contained in Exhibit A and approval of the associated Exception application. This criterion is satisfied.

(b) Any Adjustments or Exceptions from the Special Development Standards for Multiple-Family Dwellings, as provided for in MLDC Section 10.715A through 10.717.

Not applicable.

(c) Any Adjustments or Exceptions from the Development Standards for a Cottage Cluster Development, as provided for in MLDC Section 10.818A.

Not applicable.

Medford Municipal Code §10.186(B) – Criteria for Exception

(B) No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the land use review unless it finds that all of the Chapter 10 Article II following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:

(1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met.

(2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located.

(3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner.

(4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result.

Staff finds that the approval of the exception request is in harmony with the general purpose and intent of the MFR-30 zoning district, and will not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources; will not permit the establishment of a use which is not permitted in the MFR-30 zoning district; the reasons presented in the applicant's findings in Exhibit N are unique or unusual circumstances which apply to this site which does not apply elsewhere in the City; and the need for the exception is not the result of an illegal act.

FINDINGS AND CONCLUSIONS

Staff has reviewed the applicant's findings and conclusions (Exhibit M & N) and recommends the Commission adopt the findings as presented.

RECOMMENDED ACTION

Adopt the findings as recommended by staff and direct staff to prepare the final order for approval of AC-20-124 and E-20-125 per the staff report dated July 10, 2020, including:

- Exhibits A through V
- To reduce the required right-of-way width of Vito Lane from 55 feet to 47 feet
- Approval of the applicant's request for partial relief from MLDC 10.790 bufferyard requirements
- Approval of the applicant's request to place the emergency access only vehicle gate on Table Rock Road within 20 feet of the right-of-way

EXHIBITS

A	Conditions of Approval, drafted July 10, 2020.
B	Site Plan, received May 28, 2020
C	Renderings & Details, received May 28, 2020
D	Elevations, received May 28, 2020
E	Floor Plans, received May 28, 2020
F	Roof Plan, received May 28, 2020
G	Landscaping Plan, revised June 12, 2020
H	Planting Plan, revised June 12, 2020
I	Lighting Plan, received May 28, 2020
J	Conceptual Grading Plan, received May 28, 2020
K	Details, received May 28, 2020
L	Topographical Survey, received May 28, 2020
M	Applicant's SPAC Findings of Fact, received May 28, 2020
N	Applicant's Exception Findings of Fact, received May 28, 2020
O	Public Works Report, revised June 18, 2020
P	Medford Water Commission Report, dated June 17, 2020
Q	Fire Department Report, dated June 8, 2020
R	Building Department Memo, dated June 16, 2020
S	Jackson County Roads Letter, dated June 11, 2020
T	City Surveyor Memo, dated June 3, 2020
U	Sprinkler System Calculations, received May 28, 2020
V	Legal Description, received May 28, 2020
	Vicinity map

SITE PLAN AND ARCHITECTURAL COMMISSION AGENDA JULY 17, 2020

EXHIBIT A

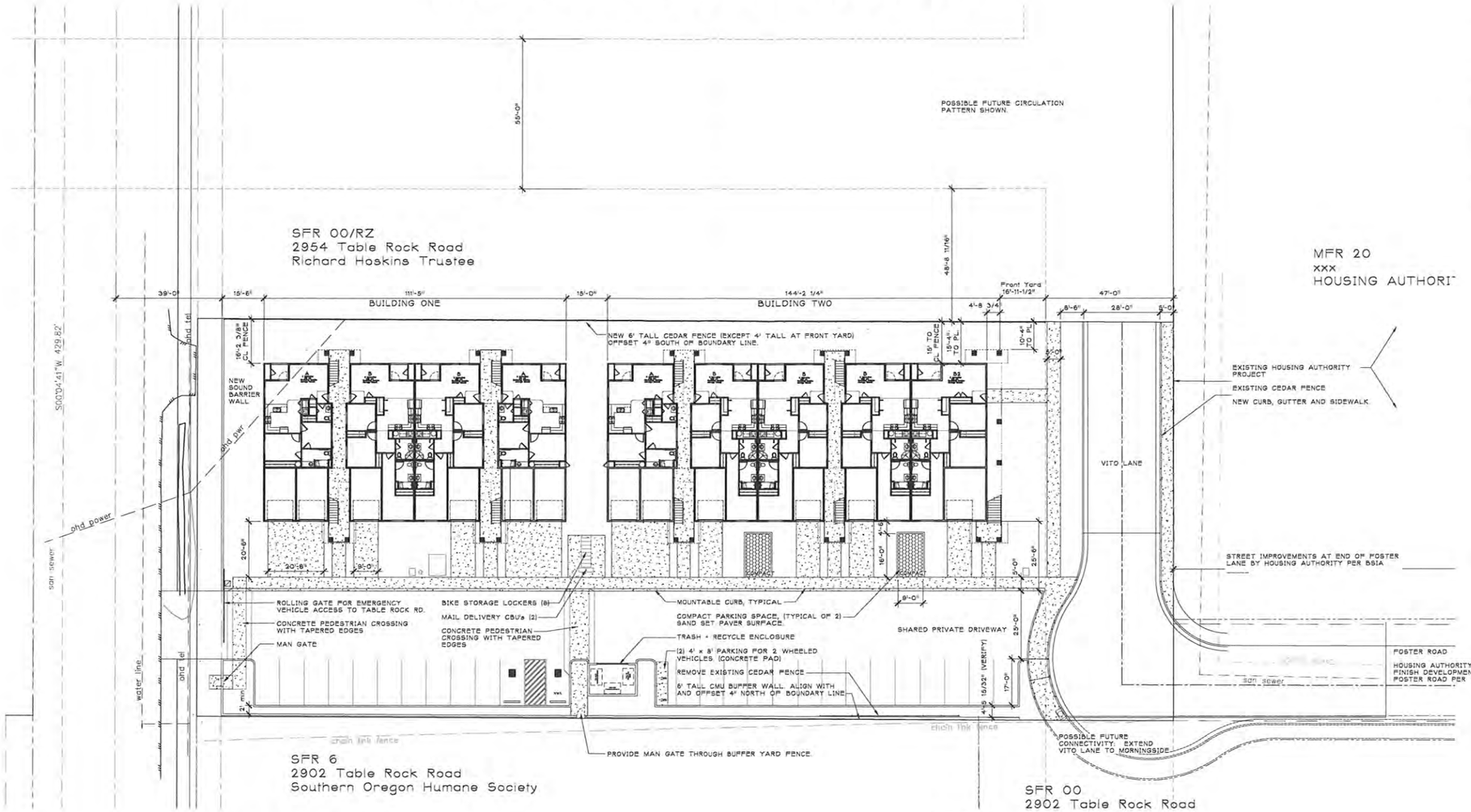
Table Rock Gardens
AC-20-124 & E-20-125
Conditions of Approval
July 10, 2020

CODE REQUIRED CONDITIONS

Prior to the issuance of a building permit for vertical construction, the applicant shall:

1. Comply with all conditions stipulated by the Public Works Department (Exhibit O).
2. Comply with all conditions stipulated by the Medford Water Commission (Exhibit P).
3. Comply with all requirements of the Medford Fire Department (Exhibit Q).
4. Submit a revised site plan showing the required landscape buffer between the parking area and the public right-of-way.
5. Submit a revised landscape plan showing the minimum required amount of street trees along both street frontages per MLDC 10.797 and the required amount of parking lot planters per MLDC 10.746(3).

TABLE ROCK GARDENS



1 SITE PLAN

SCALE: 1"=16' (WHEN PLOTTED TO 30" x 42" PAPER)

PROJECT UNIT SUMMARY:

BUILDING ONE:
UNIT TYPE A: OUTSIDE FLAT, (QUANTITY 2)
2 BEDROOM, 1.5 BATH FLAT
918 SF

UNIT TYPE B: INSIDE FLAT, (QUANTITY 2)
3 BEDROOM / 2 BATH FLAT
1,157 SF

GARAGES: (QUANTITY 6)
DRIVEWAYS: (QUANTITY 6)

UNIT TYPE C: OUTSIDE UNIT (QUANTITY 4)
3 BEDROOM / 2.5 BATH TOWNHOME
1,472 SF

UNIT TYPE D: INSIDE UNIT (QUANTITY 4)
3 BEDROOM / 2 BATH TOWNHOME
1,472 SF

BUILDING TWO:
UNIT TYPE A: (QUANTITY 1)
2 BEDROOM, 1.5 BATH FLAT
918 SF

UNIT TYPE B: (QUANTITY 3)
3 BEDROOM / 2 BATH FLAT
1,157 SF

UNIT TYPE B2: (QUANTITY 1)
3 BEDROOM / 2 BATH FLAT
1,311 SF

GARAGES: (QUANTITY 6)
DRIVEWAYS: (QUANTITY 6)

UNIT TYPE C: OUTSIDE UNIT (QUANTITY 2)
3 BEDROOM / 2.5 BATH TOWNHOME
1,472 SF

UNIT TYPE D: INSIDE UNIT (QUANTITY 6)
3 BEDROOM / 2 BATH TOWNHOME
1,472 SF

UNIT TYPE D: OUTSIDE UNIT (QUANTITY 2)
3 BEDROOM / 2 BATH TOWNHOME
1,472 SF

TOTAL UNITS:
9 FLATS + 18 TOWNHOMES = 27 TOTAL DWELLING UNITS

PARKING SUMMARY:
PARKING REQUIRED: 1.5 SPACES/DWELLING UNIT * 27 DWELLING UNITS = 41
TWO WHEELED PARKING AT 5% PER MLDC 10.743(5) = 41*0.05 = 2
PARKING PROVIDED: 12 GARAGES + 26 SPACE PARKING LOT + 2 COMPACT + 2 MOTORCYCLE = 42
(NOTE: 12 DRIVEWAYS ALSO PROVIDED WITH THE GARAGES).

HANDICAPPED PARKING (MLDC 10.746) 2 REQUIRED, 1 VAN ACCESSIBLE

BICYCLE PARKING:
1 SPACE PER UNIT (MLDC10.748) X 27 UNITS = 27 SPACES REQUIRED
1 BICYCLE PARKING SPACE INSIDE EACH GARAGE UNIT = 12 SPACES
1 BICYCLE STORAGE SPACE INSIDE EACH GROUND LEVEL UNIT = 9 SPACES
8 BICYCLE STORAGE LOCKERS INTEGRATED WITH CBU = 8 SPACES
TOTAL BICYCLE STORAGE PROVIDED = 29 SPACES, OK

MFR 30 ZONE.

MLDC 10.714
LOT AREA: 1.21 ACRES = 52,706 SF
MINIMUM/MAXIMUM DENSITY: 20-30 DWELLING UNITS PER ACRE
MINIMUM LOT AREA = 8000 SF
MAXIMUM COVERAGE: (FACTOR=50%) X 52,706 SF = 26,354 SF
MINIMUM CORNER LOT WIDTH: 90'
MINIMUM CORNER LOT DEPTH: 100'
MINIMUM LOT FRONTAGE: 30'
MINIMUM FRONT YARD SETBACK: 20' reduced to 15' per T714 exception
MINIMUM SIDE + REAR YARD SETBACKS = (4'+1/2[29-15]) = 4'+7'=11'

BUILDING ONE:
FOOTPRINT AREA = 6,462 SF (INCLUDES GARAGES, PATIOS + BREEZE WAYS)
BUILDING HEIGHT (MLDC 10.705): = 29'-1"

BUILDING TWO:
FOOTPRINT AREA = 8,089 SF (INCLUDES GARAGES, PATIOS + BREEZE WAYS)
BUILDING HEIGHT (MLDC 10.705): = 29'-1"

OSSC 2017

OCCUPANCY CATEGORY R-2 (OSSC 310.4)
TYPE V-B CONSTRUCTION (OSSC T503)
ALLOWABLE HEIGHT: 40' + 20' (PER 504.2) = 60'
ALLOWABLE STORIES: 2 + 1 (PER 504.2) = 3
ALLOWABLE AREA: 7,000 SF + 2(7000) PER 506.3 = 21,000 SF

AREA INCREASE FOR FRONTAGE: (506.2) TBD
AREA INCREASE FOR SPRINKLERS: (504.2) ADD 20' HEIGHT AND 1 STORY
AREA INCREASE FOR SPRINKLERS (506.3) 200%

SPRINKLERS: YES PER 903.3.3.1
FIRE ALARM: YES, PER 907.2.9.14
SMOKE CONTROL (IN ATRIUMS PER 404): YES, PER 909
CLASS B OR BETTER FINISHES IN ATRIUM

WALLS SEPARATING DWELLING UNITS TO BE FIRE PARTITIONS PER 708
HORIZONTAL SEPARATION BETWEEN DWELLING UNITS TO BE PER 711

EXHIBIT B

ORGA
Ron Grimes Architects
14 NORTH CENTRAL, SUITE 100
MEDFORD, OREGON 97501
PH: (541) 772-3000
FAX: (541) 779-6483

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TABLE ROCK GARDENS

NEW MULTI-FAMILY PROJECT FOR:
PYDEL PROPERTIES USA CORPORATION
2928 TABLE ROCK ROAD
MEDFORD, OREGON

REVISIONS	BY

FILE:	
DATE:	4-24-20
SCALE:	AS SHWN
DRAWN:	BW
JOB #	1815
SHEET	A-1.0
OF	1 OF 1

TABLE ROCK GARDENS

A 27 UNIT APARTMENT PROJECT, VITO LANE, MEDFORD OREGON

DRAWING INDEX:

ARCHITECTURAL:

SHT. No.	DATE	REV.	SHEET TITLE
A.0	5-1-2020		COVER SHEET
A1.0	5-1-2020		SITE PLAN
A1.1	5-1-2020		NOT USED
A2.1	5-1-2020		FIRST LEVEL FLOOR PLAN
A2.2	5-1-2020		SECOND AND THIRD LEVEL FLOOR PLANS
A6.1	5-1-2020		EXTERIOR ELEVATIONS
A9.1	5-1-2020		ROOF PLAN

CIVIL

C1	5-1-2020		CIVIL SITE PLAN

LANDSCAPE:

L1	5-1-2020		LANDSCAPE PLAN, NOTES AND DETAILS
L2	5-1-2020		IRRIGATION SCHEMATIC AND NOTES
L3	5-1-2020		PLANTING AND IRRIGATION DETAILS

SURVEY

S1	9-1-2020		PROPERTY SURVEY AND EXISTING CONDITIONS

RON GRIMES ARCHITECTS, P.C.
14 N. CENTRAL, SUITE 106
MEDFORD, OREGON 97501
PH: (541) 772-3000
FAX: (541) 779-3493

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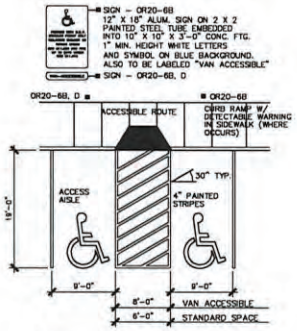


DOUBLE ACCESSIBLE PARKING SPACE

ONE ACCESSIBLE PARKING SPACE MUST BE DESIGNATED "VAN ACCESSIBLE", THE OTHER SPACE CAN BE EITHER "VAN ACCESSIBLE", OR STANDARD PARKING SPACE.

VAN– ACCESSIBLE SPACE SHALL HAVE AN ADDITIONAL SIGN (OR20–6D) MOUNTED BELOW THE STANDARD SPACE

6 HC PARKING DETAIL
SCALE: N.T.S.

PROJECT DESCRIPTION:

ADDRESS:
TBD, VITO LANE
MEDFORD, OREGON

ZONING:
MULTIFAMILY RESIDENTIAL, MFR 30

LEGAL DESCRIPTION:
SECTION 37 2W 12D, TAXLOT 9000
CITY OF MEDFORD, JACKSON COUNTY, OREGON

LOT AREA:
1.21 AC. - TAX LOT 9000

LOT COVERAGE:
BUILDING FOOTPRINTS: 14,551 SF.
14,551 / LOT AREA = 52,708 (1.21) AC. = 27.61 %
MAX. ALLOW LOT COVERAGE = 50%. THEREFORE OK.

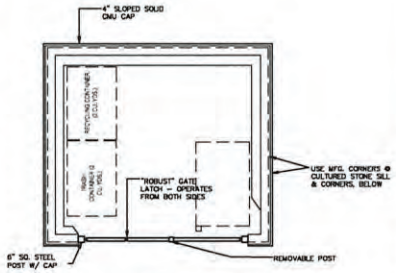
LANDSCAPE AREAS:
11,406 SF.

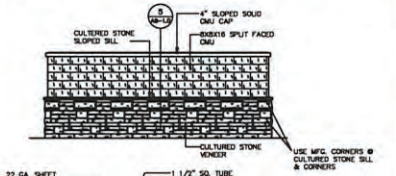
MATERIALS, FINISHES AND COLORS:

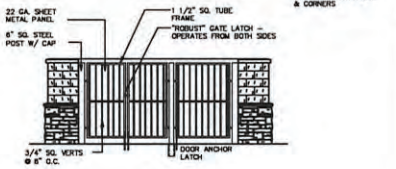
THE COLOR PALETTE WILL BE EARTH TONE PAINTS ON FIBER CEMENT HORIZONTAL LAPPED (VARIED REVEAL) AND SHINGLE SIDING AND TRIM WITH VINYL WINDOWS, A DARK COMPOSITION SHINGLE ROOF. WE ANTICIPATE WHITE VINYL WINDOWS, TRIM AND GUARDS/HANDRAILS. SIMILAR TO THE LOOK SHOWN ABOVE.

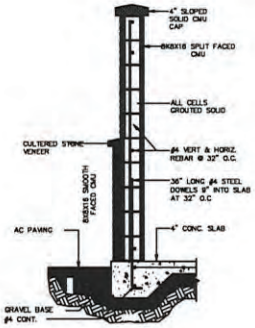
DIRECTORY:

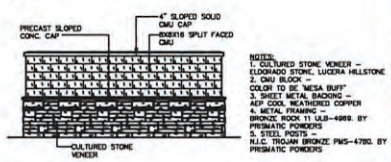
DEVELOPER: PYDEL PROPERTIES USA MEDFORD, OR. 97501 VINCENT PILEGGI LEONARD LORDS	ARCHITECT: RON GRIMES ARCHITECTS 14 N. CENTRAL, SUITE 106 MEDFORD, OR. 97501 PH: (541) 772-3000 BRIAN WESTERHOUT DAVID EVANS
CONTRACTOR: BUNTIN CONSTRUCTION, LLC MEDFORD, OR 97504 PH: 541-776-6032 TERRY BUNTIN	LANDSCAPE: TOTAL IRRIGATION, LLC LCB 8596 PH: 541-773-1968 MICHAEL CUCCIA
MECHANICAL ENGINEERING: MARQUESS ENGINEERING 1120 EAST JACKSON STREET MEDFORD, OR 97504 PH: 541-772-7115	ELECTRICAL ENGINEERING: MARQUESS ENGINEERING 1120 EAST JACKSON STREET MEDFORD, OR 97504 PH: 541-772-7115
PLUMBING: MARQUESS ENGINEERING 1120 EAST JACKSON STREET MEDFORD, OR 97504 PH: 541-772-7115	CIVIL ENGINEERING: MARQUESS ENGINEERING 1120 EAST JACKSON STREET MEDFORD, OR 97504 PH: 541-772-7115
SURVEY: HOFFBUHR & ASSOCIATES, INC. 80 GOLF VIEW Dr # 201 MEDFORD, OR 97504 PH: 541-772-6641 DARRELL HOUCK	PROPERTY AGENT: RICHARD STEVENS & Associates MEDFORD, OR. 97501 PH: 541-776-5268 MR. CLARK STEVENS











NOTES:
1. CULTURED STONE VENEER – ELDORADO STONE, LUCERA HILLSTONE
2. CMU BLOCK – COLOR TO BE "MESA BUFF"
3. SHEET METAL BACKING – AEP COOL WEATHERED COPPER
4. METAL FRAMING – BRONZE, ROCK 11 ULB-4969, BY PRISMATIC POWDERS
5. STEEL POSTS – N.C. TROJAN BRONZE PWS-4780, BY PRISMATIC POWDERS

5 NOT USED
SCALE: N.T.S.

4 NOT USED
SCALE: N.T.S.

3 NOT USED
SCALE: N.T.S.

2 WALL SECTION TRASH ENCLOSURE
SCALE: 3/4"=1'-0"

1 TRASH ENCLOSURE
SCALE: N.T.S.

EXHIBIT C

TABLE ROCK GARDENS
MEDFORD OREGON

REVISIONS	BY

FILE:
DATE: 5-1-2020
SCALE:
DRAWN: FC/BW
JOB # 1815
SHEET AS–1.0
OF 00

BUILDING 1

BUILDING 2

1 SOUTH ELEVATION
SCALE: 1/8"=1'-0"
BUILDINGS 1 & 2

2 EAST ELEVATION (BUILDING 2)
SCALE: 3/16"=1'-0"

3 EAST ELEVATION (BUILDING 1)
SCALE: 3/16"=1'-0"
WEST ELEVATIONS BUILDINGS 1 & 2 SIMILAR OPPOSITE HAND

BUILDING 2

BUILDING 1

4 NORTH ELEVATION
SCALE: 1/8"=1'-0"
BUILDINGS 1 & 2

EXHIBIT D

ACUMEN DESIGN GROUP, INC.
541.772.3000
acumendesigngroup.com
ARCHITECTURAL & CIVIL DESIGN SERVICES
1000 EAST MAIN STREET, SUITE 101
MEDFORD, OREGON 97501
PH. (541) 772-3000
FAX (541) 779-4483

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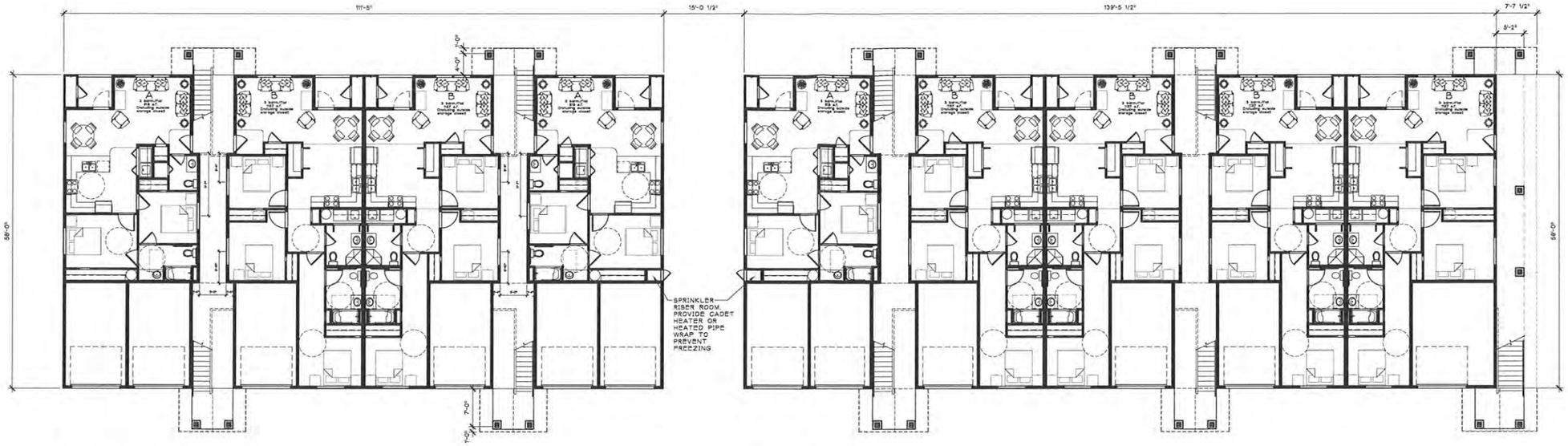
PROJECT NAME
TABLE ROCK GARDENS
MULTI-FAMILY
2928 TABLE ROCK ROAD
MEDFORD, OREGON

REVISIONS	BY

FILE: 1815- A61 EXT. ELEVS.	
DATE:	11-01-19
SCALE:	AS SHWN
DRAWN:	DLE
JOB #	1815
SHEET OF	A6.1



1 FIRST FLOOR PLAN
SCALE: 1/8"=1'-0"

NORTH

EXHIBIT E

UNIT TABULATION - BUILDING ONE				
	FIRST FLR.	SECOND FLR.	THIRD FLR.	TOTAL
2 BEDROOM 1 1/2 BATH	2		-	2
3 BEDROOM 2.5 BATH		*Living area	4 *Bedrooms/baths	4
3 BEDROOM 2 BATH		*Living area	4 *Bedrooms/baths	4
TOTAL UNITS	4		8	12

BUILDING ONE AREA TABULATION (SQ. FT.)				
UNCOND. GARAGE	FIRST FLR.	SECOND FLR.	THIRD FLR.	TOTAL
1,492	4,092	5,395	6,296	15,784 + 1,492 (GARAGE) = 17,276

UNIT TABULATION - BUILDING'S TWO				
	FIRST FLR.	SECOND FLR.	THIRD FLR.	TOTAL
2 BEDROOM 1 1/2 BATH	1		-	1
3 BEDROOM 2 BATH	3		-	3
3 BEDROOM 2 BATH	1		-	1
3 BEDROOM 2.5 BATH		*Living area	4 *Bedrooms/baths	2
3 BEDROOM 2 BATH		*Living area	4 *Bedrooms/baths	6
3 BEDROOM 2 BATH		*Living area	4 *Bedrooms/baths	2
TOTAL UNITS	4		8	12

BUILDING TWO AREA TABULATION (SQ. FT.)				
UNCOND. GARAGE	FIRST FLR.	SECOND FLR.	THIRD FLR.	TOTAL
1,607	5,588	6,888	7,881	20,353 + 1,607 (GARAGE) = 21,965

GENERAL NOTES:

1. PROVIDE SOLID 2x BLOCKING BEHIND ALL FIXTURES AND WALL MOUNTED ACCESSORIES.
2. ALL EXTERIOR STUD WALLS SHALL BE 2 X 6 FRAMING WITH R-21 F.G. BATT-INSULATION (MIN) U.N.O.
3. PROVIDE 18" X 24" MIN. CRAWL SPACE ACCESS AS NOTED ON PLANS.
4. PROVIDE 22" X 30" ATTIC ACCESS, AS NOTED ON PLANS.
5. VENT DRYERS TO EXTERIOR. VENT DUCT SHALL BE 4" IN DIAMETER AND NOT EXCEED 25 FT. IN LENGTH. LENGTH MUST BE REDUCED 2.5' PER 45 BEND AND 5' PER 90 BEND.
6. UNDER FLOOR VENTILATION SHALL BE PROVIDED AT NOT LESS THAN 1 S.F. PER 150 S.F. OF UNDER FLOOR AREA. PROVIDE 8" X 16" UNDER FLOOR VENTS WITH 1/4" X 1/4" GALVANIZED WIRE MESH SCREEN. DISTRIBUTE EVENLY AROUND PERIMETER OF BUILDING.
7. PROVIDE MOISTURE RESISTANT GWB AT TUBS AND SHOWERS.

ACUMEN DESIGN GROUP, INC.
541.772.3000
ARCHITECTURE & PLANNING
PH. (541) 773-3000
FAX (541) 779-9483
8 NORTH BIDDLE STREET, SUITE 101
MEDFORD, OREGON 97501

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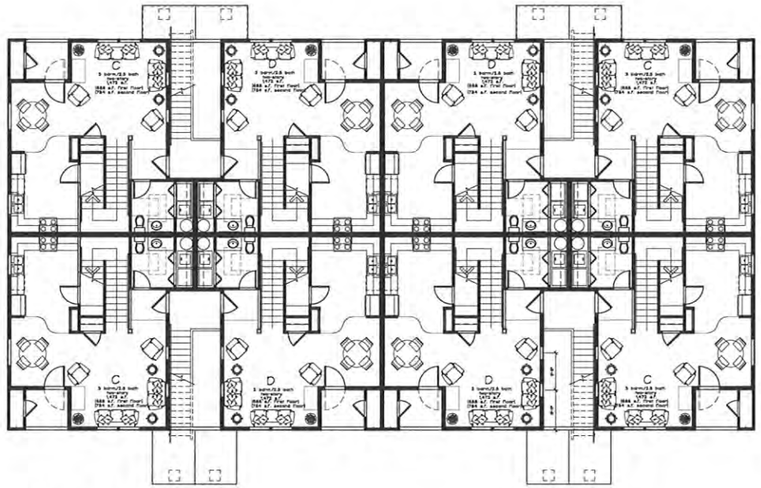
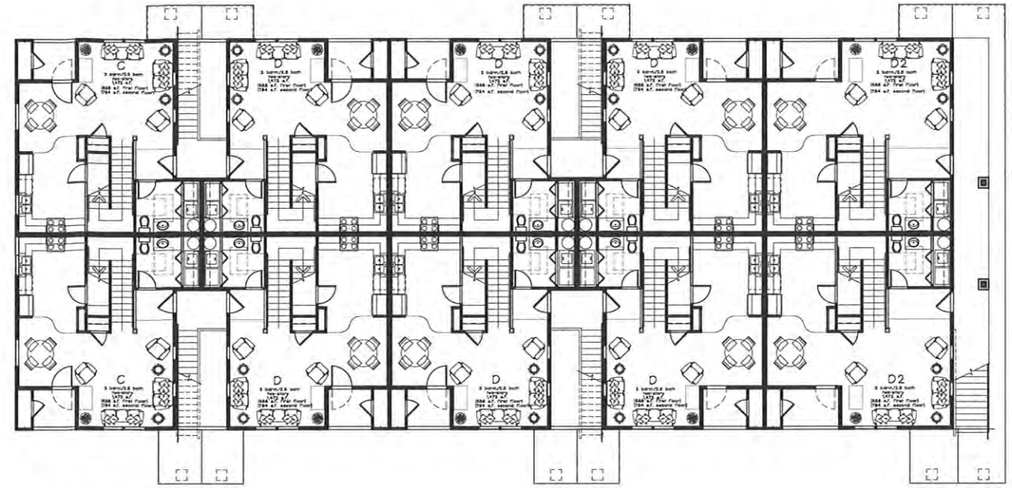
PROJECT NAME
TABLE ROCK GARDENS
MULTI-FAMILY
2928 TABLE ROCK ROAD
MEDFORD, OREGON

REVISIONS	BY

FILE:	1818-A2.1 FLR PLN
DATE:	04-30-19
SCALE:	AS SHWN
DRAWN:	DLE/bw
JOB #	1815
SHEET	A2.1
OF	45

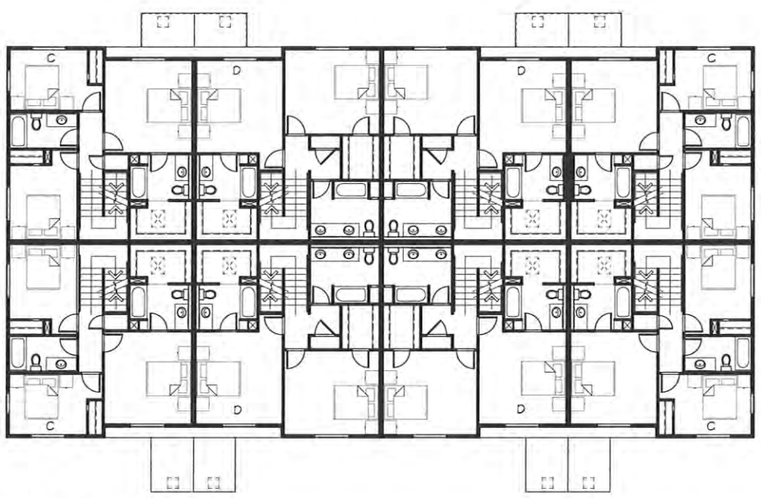


BUILDING ONE

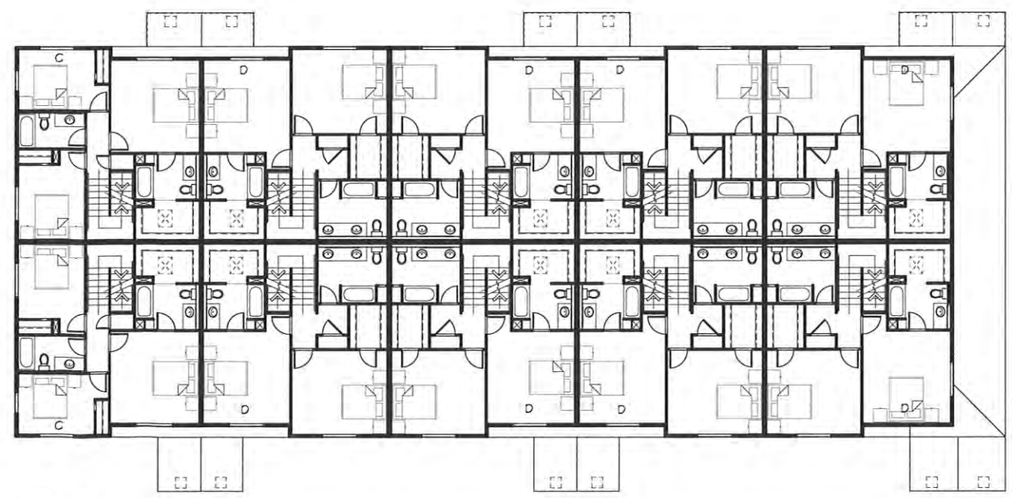


BUILDING TWO

1 SECOND FLOOR PLAN
SCALE: 1/8"=1'-0"



BUILDING ONE



BUILDING TWO

2 THIRD FLOOR PLAN
SCALE: 1/8"=1'-0"

GENERAL NOTES:
1. PROVIDE 24 GA. G.I. FLASHING BTWN. CONCRETE & EXTERIOR WALL SHEATHING. TYPICAL WHERE CONCRETE ABUTS EXTERIOR WALL.

RON GRIMES ARCHITECTS, PC
14 NORTH CENTRAL SUITE 101
MEDFORD, OREGON 97501
PH: (541) 772-3000
FAX: (541) 779-0483

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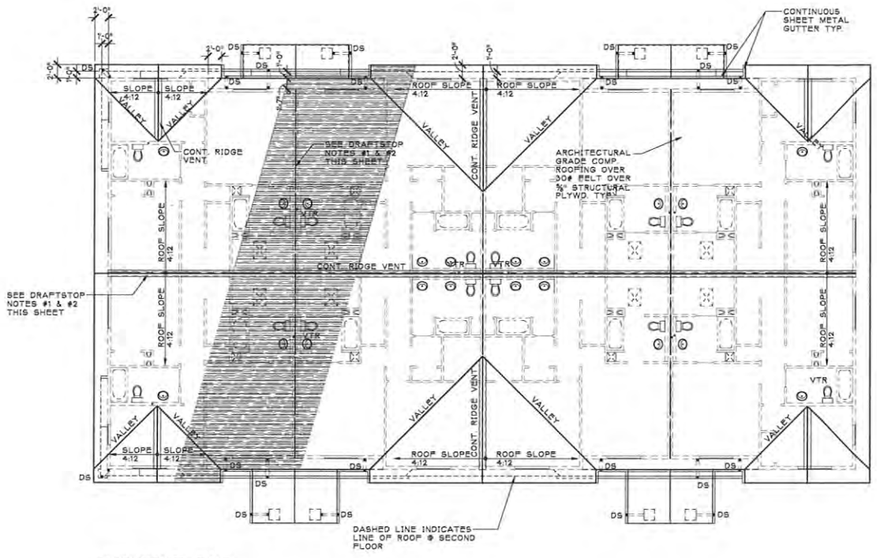
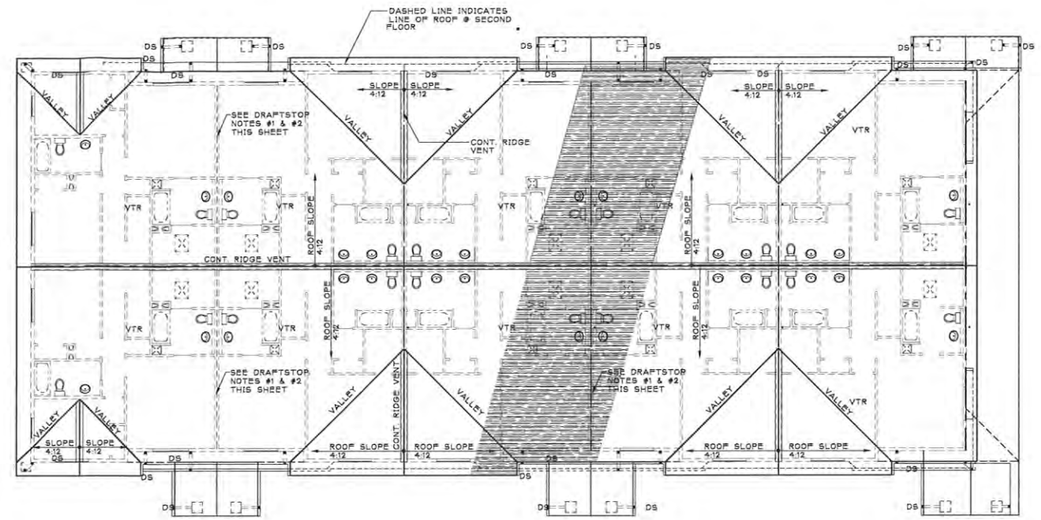
PROJECT NAME
A NEW MULTI-FAMILY PROJECT FOR:
MAGNOLIA HEIGHTS, LLC.
441 TALENT AVE.
TALENT, OR. 97540

REVISIONS	BY

FILE:	1815-A2.1 FLR PLN
DATE:	04-30-20
SCALE:	AS SHWN
DRAWN:	DLE/bw
JOB #	1815
SHEET	A2.2
OF 45	



BUILDING ONE



BUILDING TWO

REQUIRED ATTIC VENTILATION:
14,390 S.F. ATTIC AREA-
PROVIDE 1/150 OF NET FREE AREA

NOTE: CONTRACTOR TO VERIFY ALL VENTS THRU ROOF LOCATION AND INSTALL PER DETAIL -/A-

NORTH

1 ROOF PLAN - BUILDINGS 1 AND 2

SCALE: 1/8"=1'-0"

DRAFTSTOP NOTE #1:
NOTE: DRAFT STOPS TO BE PROVIDED INTO AREAS NOT EXCEEDING 3000 SQUARE FEET OR BETWEEN EVERY TWO DWELLING UNITS, WHICHEVER IS SMALLER (DRAFTSTOPPING NOT REQUIRED IN BUILDINGS EQUIPPED THROUGHOUT WITH AN NFPA 13 SPRINKLER SYSTEM). INSTALL & FIRE TAPE 5/8" TYPE 'X' GWB OVER BOTH SIDES OF ROOF TRUSS W/ 24"X30" SELF CLOSING DOORS W/ AUTOMATIC LATCHES PER 2014 O.S.S.C. SECTION 718.4.1.1 (EXCEPTION 3)

DRAFTSTOP NOTE #2:
CENTER TRUSS OV/ PARTY WALL PROVIDE 5/8" GWB OV/ BOTH SIDES OF TRUSS, FROM BOTTOM CHORD TO UNDERSIDE OF ROOF SHEATHING. TYPICAL @ PARTY WALLS

EXHIBIT F

ACUMEN DESIGN GROUP, INC.
541.772.3000
Architecture & Planning • Construction
14 NORTH CENTRAL SUITE 106
MEDFORD, OREGON 97501
PH. (541) 772-3000
FAX (541) 779-9403

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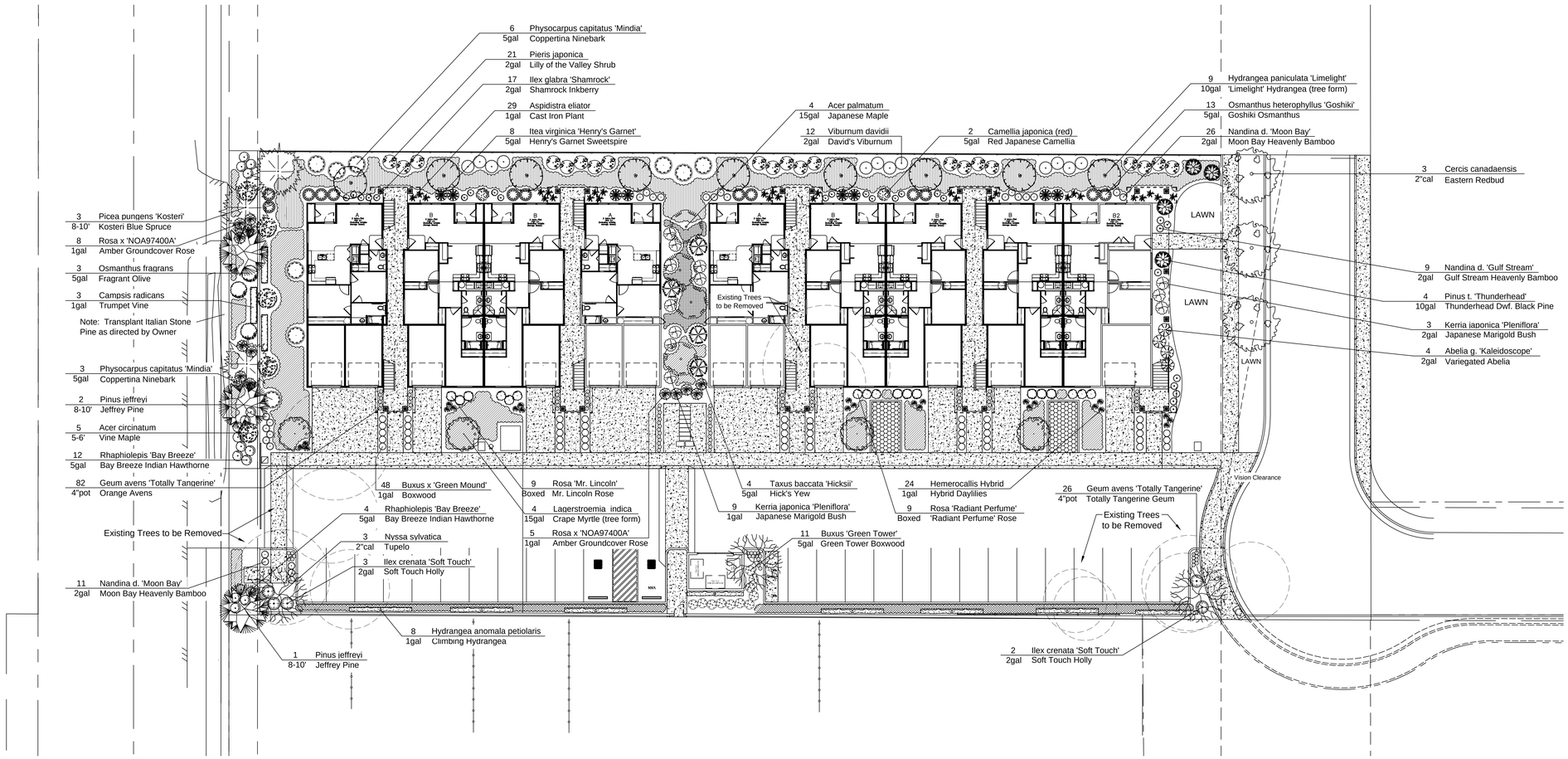
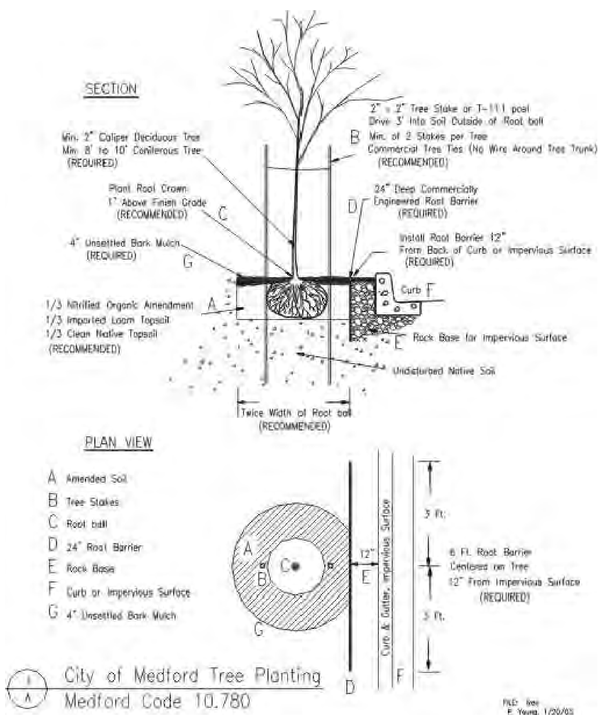
PROJECT NAME
TABLE ROCK GARDENS
MULTI-FAMILY
2928 TABLE ROCK ROAD
MEDFORD, OREGON

REVISIONS	BY

FILE:	1815-A2.1 FLR PLN
DATE:	4-30-20
SCALE:	AS SHWN
DRAWN:	DLE/BW
JOB #	1815
SHEET	A9.1
OF 45	





SHRUBS:

Abelia g. 'Kaleidoscope'	Variegated Abelia	2 gal
Acer circinatum	Vine Maple	5-6'
Aspidistra eliator	Aspidistra eliator	1 gal
Berberis 'Crimson Pygmy'	Dwarf Red Barberry	2 gal
Buxus 'Green Mound'	Green Mound Boxwood	5 gal
Buxus 'Green Tower'	Green Tower Boxwood	5 gal
Camellia japonica (red)	Red Japanese Camellia	5 gal
Campsis radicans	Trumpet Vine	1 gal
Geum avens 'Totally Tangerine'	Totally Tangerine Chilean Avens	4" pot
Hemerocallis Hybrid	Hybrid Daylily	1 gal
Hydrangea anomala petiolaris	Hydrangea anomala petiolaris	1 gal
Hydrangea paniculata 'Limelight'	Limelight Hydrandgea (tree form)	10 gal
Ilex glabra 'Shamrock'	Shamrock Inkberry	2 gal
Ilex crenata 'Soft Touch'	Soft Touch Holly	2 gal
Itea virginica 'Henry's Garnet'	Itea virginica 'Henry's Garnet'	5 gal
Kerria japonica 'Pleniflora'	Japanese Marigold Bush	1 gal
Lagerstroemia indica	Tree Form Crape Myrtle	15 gal
Nandina d. 'Gulf Stream'	Gulf Stream Heavenly Bamboo	2 gal
Nandina d. 'Moon Bay'	Moon Bay Heavenly Bamboo	2 gal
Osmanthus fragrans	Fragrant Olive	5 gal
Osmanthus heterophyllus 'Goshiki'	Goshiki Osmanthus	5 gal
Physocarpus opufolius 'Mindia'	Coppertina Ninebark	5 gal
Pieris japonica	Lily of the Valley Shrub	5 gal
Pinus t. 'Thunderhead'	Pinus t. 'Thunderhead'	10 gal
Rhaphiolepis 'Bay Breeze'	Bay Breeze Indian Hawthorne	5 gal
Rosa x NOA97400A'	Amber Carpet Rose	1 gal
Rosa 'Mr. Lincoln'	Mr. Lincoln Hybrid Rose	Boxed
Rosa 'Radiant Perfume'	Radiant Perfume Hybrid Rose	Boxed
Taxus baccata 'Hicksii'	Hick's Yew	5 gal
Viburnum davidii	David's Viburnum	2 gal

ALTERNATE SHRUBS:

Itea virginica 'Henry's Garnet'	Itea vir. 'Henry's Garnet'	
Ribes Sanguineum	Red Flowering Currant	
Cornus s. 'Kelseyi'	Dwf. Redtwig Dogwood	
Lavandula a. 'Hidcote'	Hidcote English Lavender	
Euonymus microphylla	Box-leaf Euonymus	
Euonymus japonicus 'Greenspire'	Greenspire Euonymus	
Camellia japonica (pink)	Pink Japanese Camellia	
Clematis armandii	Evergreen Clematis	
Geum avens 'Georgenberg'	Georgenberg Avens	
Rudbeckia hirta	Blanket Flower	
Parthenocissus tricuspidata	Boston Ivy	
Lagerstroemia indica (tree form)	Tree Form Crape Myrtle	
Distylium ' Blue Cascade'	Blue Cascade Distylium	
Ilex vomitoria 'Nana'	Dwarf Yaupon Holly	
Sarcococca ruscifolia	Sweet Box	
Aucuba japonica	Japanese Aucuba	
Rhaph. 'Majestic Beauty (tree form)	Indian Hawthorne	
Nandina d. 'Moon Bay'	Nandina d. 'Moon Bay'	
Nandina d. 'Sienna Sunrise'	Nandina d. 'S. Sunrise'	
Osmanthus delavey	Delavey Osmanthus	
Ilex crenata 'Compacta'	Compact Japanese Holly	
Pinus t. 'Thunderhead'	Thunderhead Pine	
Aucuba japonica	Japanese Aucuba	
Pinus strobus 'Nana'	Dwarf Eastern White Pine	
Prunus laurocerasus 'Otto Luyken'	Otto Luyken Laurel	
Rosa cv. ' WEKsurdicla'	Happy Trails G/C Rose	
Rosa Owner's Choice	Owner's Choice Rose	
Rosa Owner's Choice	Owner's Choice Rose	
Chamaecyparis o. 'Nana'	Dwarf Hinoki Cypress	
Hypericum frondosum 'Sunburst'	Shrub Hypericum	

TREES:

Acer palmatum	Japanese Maple	15gal
Cercis canadensis	Eastern Redbud	2" cal
Nyssa sylvatica	Nyssa sylvatica	2" cal
Picea pungens 'Kosteri'	Kosteri Blue Spruce	8-10'
Pinus jeffreyi	Jeffrey Pine	8-10'

ALTERNATE TREES:

Stewartia pseudocamellia	Japanese Stewartia
Zelcova serrata	Zelcova
Styrax japonica	Japanese Snowbell
Picea pungens 'Hoopsii'	Hoopsii Blue Spruce
Pinus banksiana	Jack Pine

Spacing:
36"o.c.
30"o.c.
42"o.c.
18"o.c.

GROUNDCOVER:

Arctostaphylos u. 'Massachusetts'	Kinnikinnick	4" pot
Pachysanda terminalis	Japanese Spurge	4" pot
Rubus calcynoides	Bramble	4" pot
Veronica penducularis 'Georgia Blue'	Georgia Blue Speedwell	4" pot

ALTERNATE GROUNDCOVER:

Cotoneaster dammeri	Bearberry Cotoneaster
Cornus canadensis	Bunchberry
Vinca minor	Dwarf Periwinkle
Vinca minor	Dwarf Periwinkle

Landscape Notes:

1. Landscape & Irrigation shall be installed per City of Medford Municipal Code 10.780
2. Landscape shall include Automatic Irrigation and a City of Medford approved Backflow Prevention Device
3. Lawn to be three-way Perennial Ryegrass Sod.
4. All planting beds are to receive a minimum of 9" Amended Topsoil Blend with a minimum of 3% aged organic soil amendment.
   Meets City of Medford organic content requirements per subsection 10.780(G)

   Required Organic Content:
   Mature Compost (Section 10.780[D]) shall be added to the soil of landscaping areas at a rate of three (3) cubic yards of compost per 1000 square feet of landscaping area to be planted.

   "REQUIRED SOIL PREPARATION PROCEDURES
   1. Assure that soil is suitably dry before beginning;
   2. Spread desired topsoil (optional);
   3. Open/rip soil to a depth of eight (8) inches;
   4. Assure organic content as required by Subsection 10.780(G)(9)(a);
   5. Cultivate soil and amendment(s) to a depth of four (4) to six (6) inches."
5. Tree planting shall be per City of Medford Tree Planting Detail.
6. All planter areas are to receive a 3" layer of 'Beauty-bark' or similar bark mulch.
7. Landscape design reflects City of Medford requirement for a minimum of 85% coverage in 8 years.

SQUARE FOOTAGE:

Total Landscape Square Footage	11,406 SF
Total Parking Area Landscape	1,334 SF
Total High Water Usage Landscape	1,940 SF
Percentage High Water Usage Landscape	17.01 %

EXHIBIT G

16 32

" - 16'-0"

TOTAL IRRIGATION, LLC

541-773-1968

LCB #8596
CCB #179194

TABLE ROCK GARDENS
PLANTING PLAN

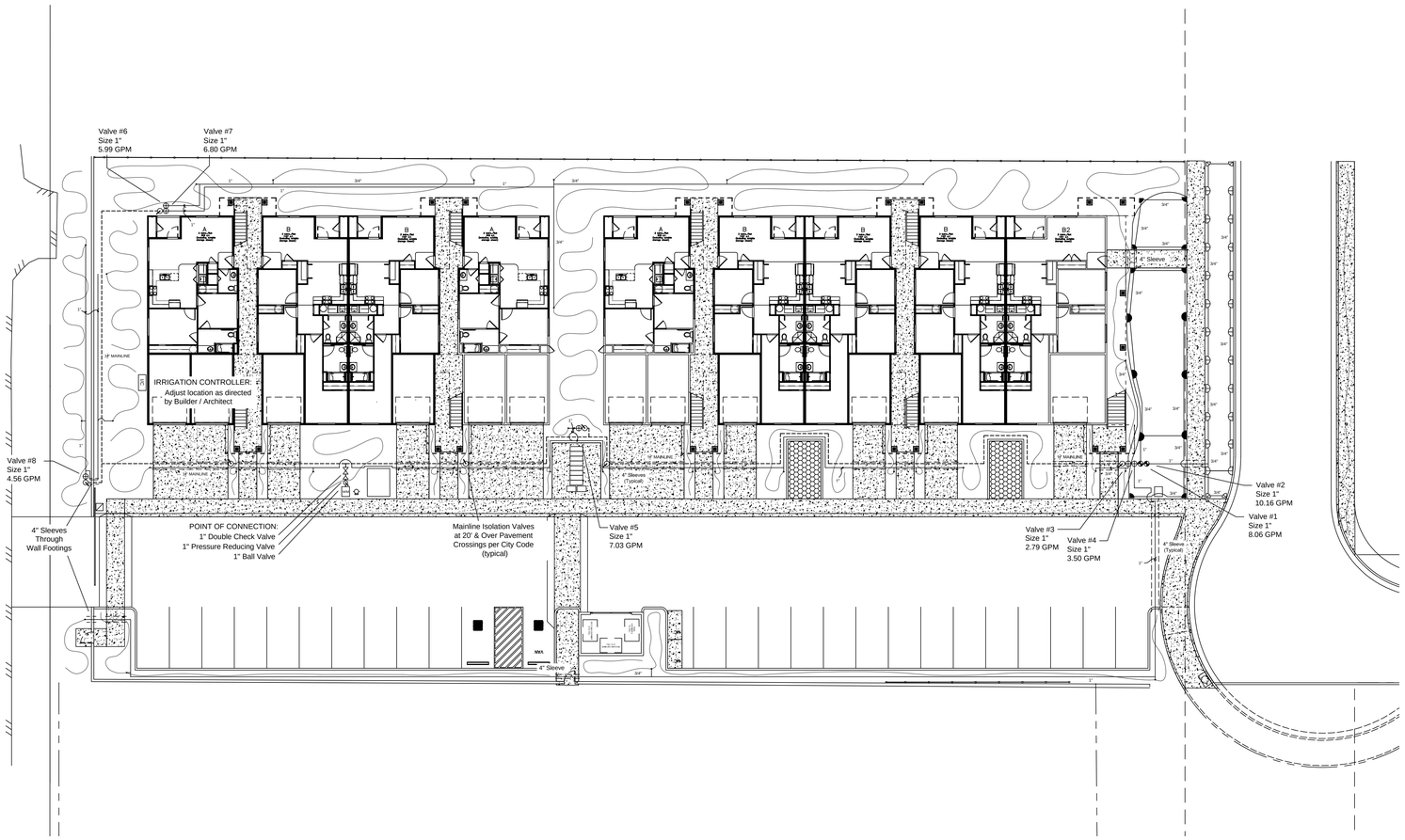
Designer:
Michael Cuccia
Total Irrigation, LLC
LCB License #8596
CCB License #179194

Project: Table Rock Gardens

Date: 04.24.20

Scale: $\frac{1}{16}$" = 1'-0"

Sheet: L1



IRRIGATION NOTES:

1. IRRIGATION SOURCE
   City of Medford Water Commission: $\frac{3}{4}$" Water Meter
   Static water pressure: 90 PSI
   One-inch copper service line: 26 feet
   Design limit: 14 GPM Highest zone: 10.16 GPM
   Estimated loss through meter at design gallonage: .75 PSI
   Estmated loss through City service line at design gallonage: .220 PSI

2. PRESSURE REDUCING VALVE
   System requires a 1" pressure-reducing valve
   System design pressure: 60 PSI Zones reduced to 40 PSI
   Contractor is responsible for adjusting pressure to assure the irrigation components operate within the manufacturer's recommendations
   Contractor is responsible for verifying proper operation of this irrigation system

3. SLEEVES
   All Piping under paving shall be in sleeves
   Any mainline crossing over 20' in length shall be proceeded with a line-size isolation valve

4. COVER
   Mainline minimum cover: 12"
   Lateral line munimum cover: 8"
   Drip line minimum cover: 2" - 4" Staples on maximum 6' centers

5. CONTROLLER ZONE SCHEDULE

ZONE	LOCATION	TYPE	GPM
1	Lawn - Large Lawn East	Pop-up Rotators	8.06
2	Lawn - Parking Strip W of Road	Pop-up Rotators	10.16
3	Shrubs - E/NE of Bldg / E of Road	Point-source Drip	2.79
4	Shrubs - South Parking	Point-source Drip	3.50
5	Shrubs - South @ Building	Point-source Drip	7.03
6	Shrubs - North @ Building	Point-source Drip	5.99
7	Shrubs - Between Bldgs / NE of Building	Point-source Drip	6.80
8	Shrubs - Road Frontage Table Rock	Point-source Drip	4.56

DRIP EMITTER SCHEDULE:

1. INITIAL INSTALLATION

4" pot size plants	One 1 GPH Emitter
One & Two gallon size shrubs	Two 1 GPH Emitter
Five gallon size shrubs	Two 2 GPH Emitters
10 gallon size conifers	Three 2 GPH Emitters
Trees	Six 2 GPH Emitters

NOTE: Adjust emitter size and quantity to accomodate for plants with unique watering requirements

2. THREE YEARS

Groundcover	Add One 1 GPH Emitter
Shrubs	Add Two 1 GPH Emitters
Trees	Add Three 2 GPH Emitters

3. SIX YEARS

Groundcover	Add Two 1 GPH Emitter
Shrubs	Add Three 1 GPH Emitters
Trees	Add Three 2 GPH Emitters

4. TREES - NINE YEARS & BEYOND
   Add emitters as needed, calculated at 10 gallons of water per week per each one-inch of tree caliper (DBH)

DRIP TUBING:

1. Do not exceed 220 GPH on any single run of .700 Drip Tube
2. Do not exceed 400' length on any single run of .700 Drip Tube
3. Do not exceed 30 GPH on any single run or connection of $\frac{1}{4}$" Drip Tube
4. Do not exceed 30' length on any single run of $\frac{1}{4}$" Drip Tube

PVC PIPE:

1. Do not exceed 9 GPM on any single run of $\frac{3}{4}$" PVC Pipe
2. Do not exceed 14 GPM on any single run of 1" PVC Pipe
3. All lateral lines are $\frac{3}{4}$" except where noted as 1".
4. Piping is oversized for future expansion.

IRRIGATION LEGEND:

I/C	Irrigation Controller Hunter IC-600-M with (1) ICM-600 Expansion Module
	1" Rainbird 100-PGA Control Valves or approved equal
	1" Commercial Drip Zone Kit 1" Rainbird XCZ100-PRBLC or approved equal
	1" Double Check Valve 1" Wilkins-Zurn 350 XL or approved equal
	1" Pressure Reducing Valve Watts LFN45B-EZ or approved equal
	1" Ball Valve Isolation Valve Spears or approved equal
	Hunter PROS-04-PRS40 Pop-up Sprinkler with MP2000 Rotator Nozzles
	Hunter PROS-04-PRS40 Pop-up Sprinkler with MP800SR Rotator Nozzles
W/M	$\frac{3}{4}$" Water Meter
	4" PVC Sleeve
	$\frac{3}{4}$" & 1" Lateral Line PVC Schedule 40 - 1" Size Except Where Noted
	11/2" Main Line PVC Schedule 40
	.700" Drip Tube Rainbird XT-700 or approved equal Rainbird XQ $\frac{1}{4}$" Distribution Tubing (not shown) DBK Emitters (not shown)

N

0 16 32

1" - 16'-0"

TOTAL IRRIGATION, LLC

541-773-1968

LCB #8596
CCB #179194

TABLE ROCK GARDENS IRRIGATION PLAN

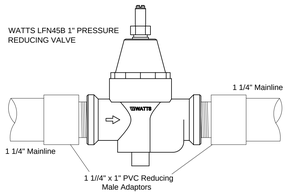
Designer:
Michael Cuccia
Total Irrigation, LLC
LCB License #8596
CCB License #179194

Project: Table Rock Gardens

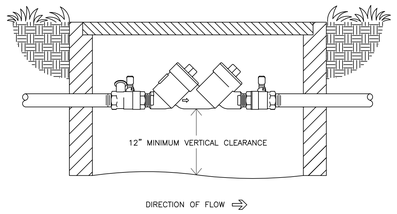
Date: 04.24.2020

Scale: $\frac{1}{16}$" = 1'-0"

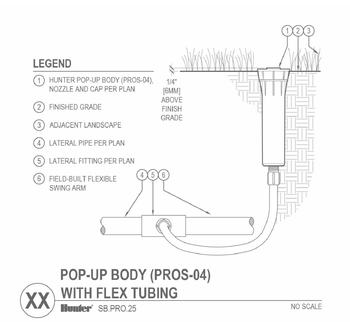
Sheet: **L2**

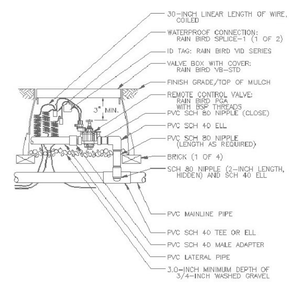


PRESSURE REDUCING VALVE

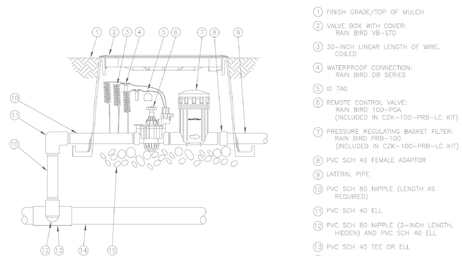


WILKINS MODEL 950XLT
DOUBLE CHECK VALVE ASSEMBLY
PIT INSTALLATION





D ELECTRIC REMOTE-CONTROL VALVE
N.T.S. PGA SERIES
1-22-94



D CZK-100-PRB-LC 1" LIGHT COMMERCIAL CONTROL ZONE KIT
N.T.S. OPTION 1
12-22-10

DETAIL SHEET

TOTAL IRRIGATION, LLC

541-773-1968

LCB #8596
CCB #179194

TABLE ROCK GARDENS
IRRIGATION PLAN

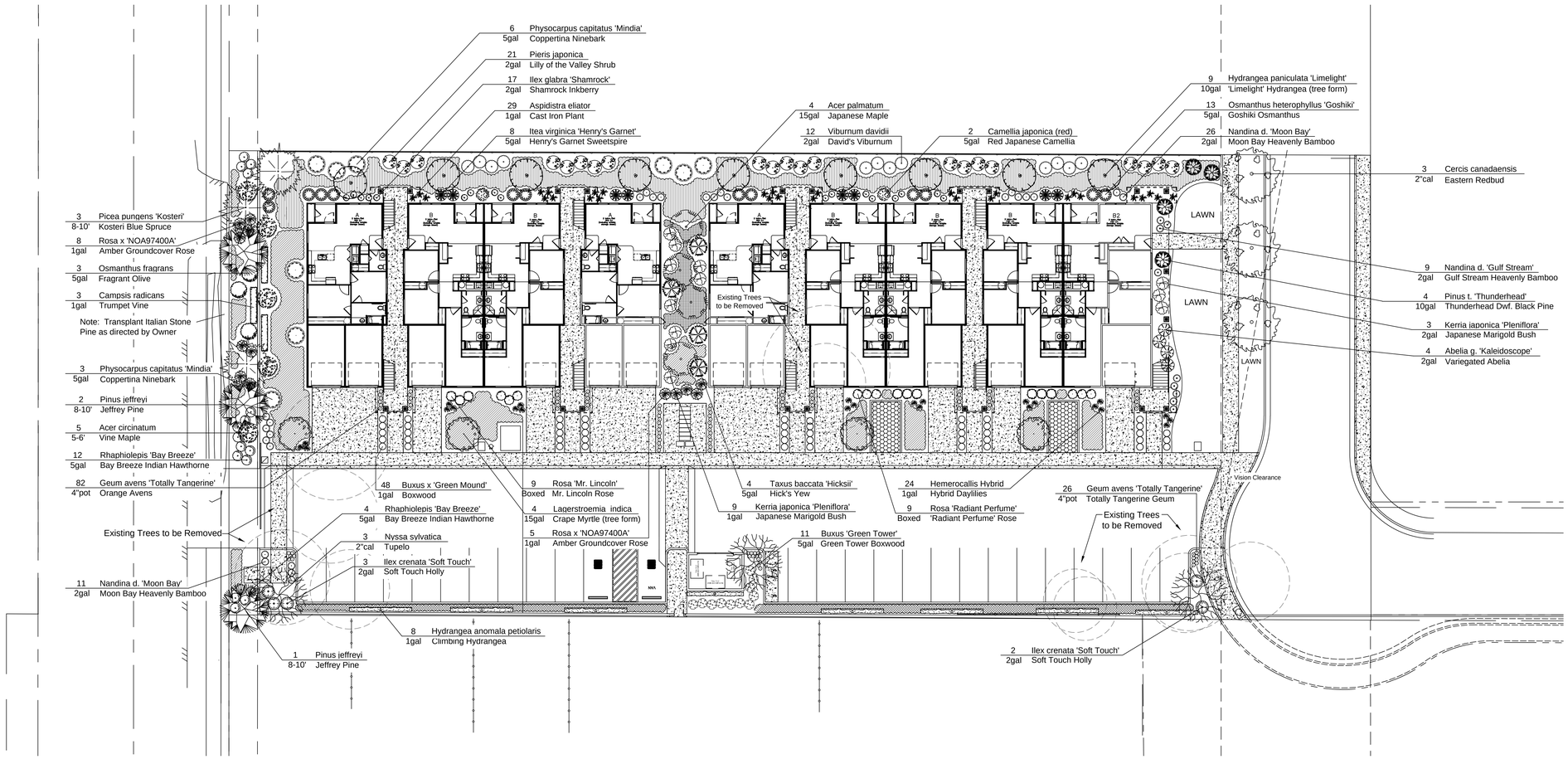
Designer:
Michael Cuccia
Total Irrigation, LLC
LCB License #8596
CCB License #179194

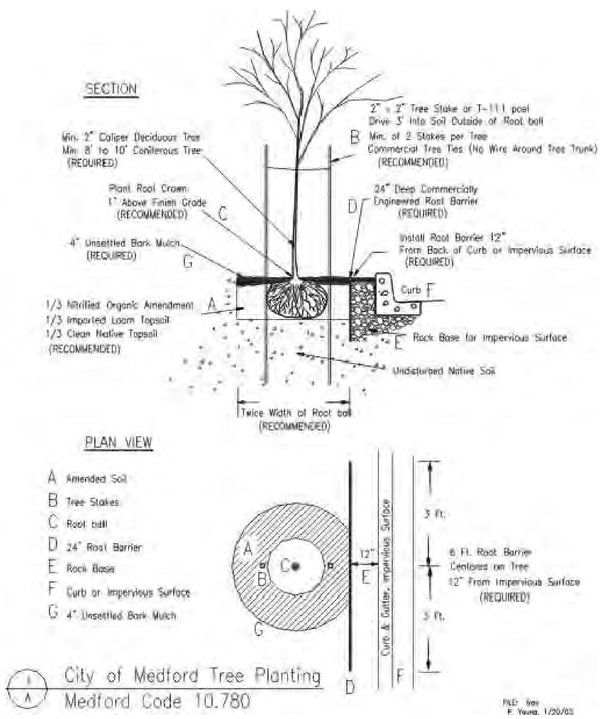
Project: Table Rock Gardens

Date: 04.24.2020

Scale: $\frac{1}{16}$" = 1'-0"

Sheet: **L3**





SHRUBS:

Abelia g. 'Kaleidoscope'	Variegated Abelia	2 gal
Acer circinatum	Vine Maple	5-6'
Aspidistra eliator	Aspidistra eliator	1 gal
Berberis 'Crimson Pygmy'	Dwarf Red Barberry	2 gal
Buxus 'Green Mound'	Green Mound Boxwood	5 gal
Buxus 'Green Tower'	Green Tower Boxwood	5 gal
Camellia japonica (red)	Red Japanese Camellia	5 gal
Campsis radicans	Trumpet Vine	1 gal
Geum avens 'Totally Tangerine'	Totally Tangerine Chilean Avens	4" pot
Hemerocallis Hybrid	Hybrid Daylily	1 gal
Hydrangea anomala petiolaris	Hydrangea anomala petiolaris	1 gal
Hydrangea paniculata 'Limelight'	Limelight Hydrandgea (tree form)	10 gal
Ilex glabra 'Shamrock'	Shamrock Inkberry	2 gal
Ilex crenata 'Soft Touch'	Soft Touch Holly	2 gal
Itea virginica 'Henry's Garnet'	Itea virginica 'Henry's Garnet'	5 gal
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Lagerstroemia indica	Tree Form Crape Myrtle	15 gal
Nandina d. 'Gulf Stream'	Gulf Stream Heavenly Bamboo	2 gal
Nandina d. 'Moon Bay'	Moon Bay Heavenly Bamboo	2 gal
Osmanthus fragrans	Fragrant Olive	5 gal
Osmanthus heterophyllus 'Goshiki'	Goshiki Osmanthus	5 gal
Physocarpus opufolius 'Mindia'	Coppertina Ninebark	5 gal
Pieris japonica	Lily of the Valley Shrub	5 gal
Pinus t. 'Thunderhead'	Pinus t. 'Thunderhead'	10 gal
Rhaphiolepis 'Bay Breeze'	Bay Breeze Indian Hawthorne	5 gal
Rosa x NOA97400A'	Amber Carpet Rose	1 gal
Rosa 'Mr. Lincoln'	Mr. Lincoln Hybrid Rose	Boxed
Rosa 'Radiant Perfume'	Radiant Perfume Hybrid Rose	Boxed
Taxus baccata 'Hicksii'	Hick's Yew	5 gal
Viburnum davidii	David's Viburnum	2 gal

ALTERNATE SHRUBS:

Itea virginica 'Henry's Garnet'	Itea vir. 'Henry's Garnet'	
Ribes Sanguineum	Red Flowering Currant	
Cornus s. 'Kelseyi'	Dwf. Redtwig Dogwood	
Lavandula a. 'Hidcote'	Hidcote English Lavender	
Euonymus microphylla	Box-leaf Euonymus	
Euonymus japonicus 'Greenspire'	Greenspire Euonymus	
Camellia japonica (pink)	Pink Japanese Camellia	
Clematis armandii	Evergreen Clematis	
Geum avens 'Georgenberg'	Georgenberg Avens	
Rudbeckia hirta	Blanket Flower	
Parthenocissus tricuspidata	Boston Ivy	
Lagerstroemia indica (tree form)	Tree Form Crape Myrtle	
Distylium ' Blue Cascade'	Blue Cascade Distylium	
Ilex vomitoria 'Nana'	Dwarf Yaupon Holly	
Sarcococca ruscifolia	Sweet Box	
Aucuba japonica	Japanese Aucuba	
Rhaph. 'Majestic Beauty (tree form)	Indian Hawthorne	
Nandina d. 'Moon Bay'	Nandina d. 'Moon Bay'	
Nandina d. 'Sienna Sunrise'	Nandina d. 'S. Sunrise'	
Osmanthus delavey	Delavey Osmanthus	
Ilex crenata 'Compacta'	Compact Japanese Holly	
Pinus t. 'Thunderhead'	Thunderhead Pine	
Aucuba japonica	Japanese Aucuba	
Pinus strobus 'Nana'	Dwarf Eastern White Pine	
Prunus laurocerasus 'Otto Luyken'	Otto Luyken Laurel	
Rosa cv. ' WEKsurdicla'	Happy Trails G/C Rose	
Rosa Owner's Choice	Owner's Choice Rose	
Rosa Owner's Choice	Owner's Choice Rose	
Chamaecyparis o. 'Nana'	Dwarf Hinoki Cypress	
Hypericum frondosum 'Sunburst'	Shrub Hypericum	

TREES:

Acer palmatum	Japanese Maple	15gal
Cercis canadensis	Eastern Redbud	2" cal
Nyssa sylvatica	Nyssa sylvatica	2" cal
Picea pungens 'Kosteri'	Kosteri Blue Spruce	8-10'
Pinus jeffreyi	Jeffrey Pine	8-10'

ALTERNATE TREES:

Stewartia pseudocamellia	Japanese Stewartia
Zelcova serrata	Zelcova
Styrax japonica	Japanese Snowbell
Picea pungens 'Hoopsii'	Hoopsii Blue Spruce
Pinus banksiana	Jack Pine

Spacing:
36"o.c.
30"o.c.
42"o.c.
18"o.c.

GROUNDCOVER:

Arctostaphylos u. 'Massachusetts'	Kinnikinnick	4" pot
Pachysanda terminalis	Japanese Spurge	4" pot
Rubus calcynoides	Bramble	4" pot
Veronica penducularis 'Georgia Blue'	Georgia Blue Speedwell	4" pot

ALTERNATE GROUNDCOVER:

Cotoneaster dammeri	Bearberry Cotoneaster
Cornus canadensis	Bunchberry
Vinca minor	Dwarf Periwinkle
Vinca minor	Dwarf Periwinkle

Landscape Notes:

1. Landscape & Irrigation shall be installed per City of Medford Municipal Code 10.780
2. Landscape shall include Automatic Irrigation and a City of Medford approved Backflow Prevention Device
3. Lawn to be three-way Perennial Ryegrass Sod.
4. All planting beds are to receive a minimum of 9" Amended Topsoil Blend with a minimum of 3% aged organic soil amendment.
   Meets City of Medford organic content requirements per subsection 10.780(G)

   Required Organic Content:
   Mature Compost (Section 10.780[D]) shall be added to the soil of landscaping areas at a rate of three (3) cubic yards of compost per 1000 square feet of landscaping area to be planted.

   "REQUIRED SOIL PREPARATION PROCEDURES
   1. Assure that soil is suitably dry before beginning;
   2. Spread desired topsoil (optional);
   3. Open/rip soil to a depth of eight (8) inches;
   4. Assure organic content as required by Subsection 10.780(G)(9)(a);
   5. Cultivate soil and amendment(s) to a depth of four (4) to six (6) inches."
5. Tree planting shall be per City of Medford Tree Planting Detail.
6. All planter areas are to receive a 3" layer of 'Beauty-bark' or similar bark mulch.
7. Landscape design reflects City of Medford requirement for a minimum of 85% coverage in 8 years.

SQUARE FOOTAGE:

Total Landscape Square Footage	11,406 SF
Total Parking Area Landscape	1,334 SF
Total High Water Usage Landscape	1,940 SF
Percentage High Water Usage Landscape	17.01 %

EXHIBIT H

N

0 16 32
1" - 16'-0"

TOTAL IRRIGATION, LLC
541-773-1968
LCB #8596
CCB #179194

TABLE ROCK GARDENS
PLANTING PLAN

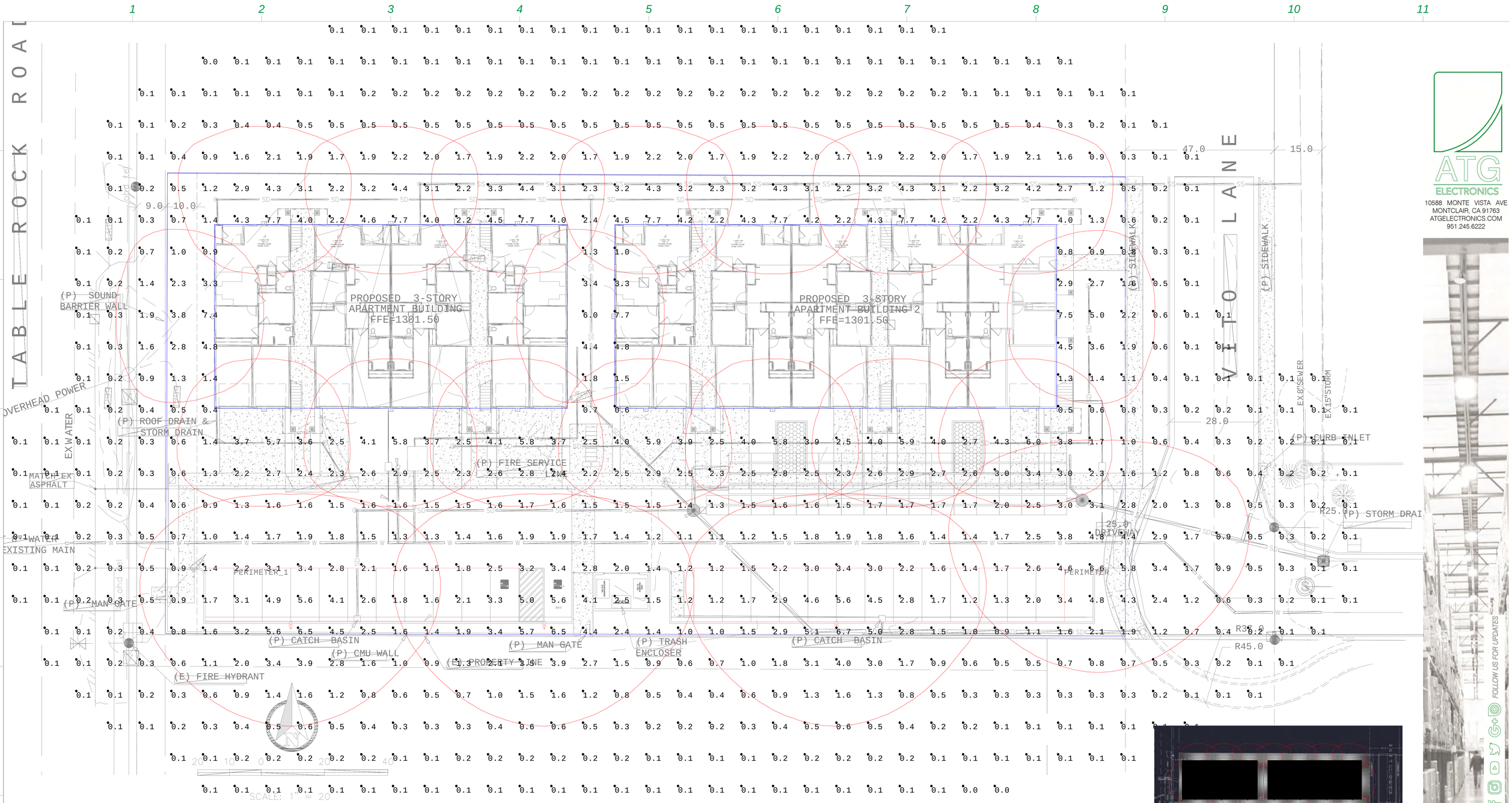
Designer:
Michael Cuccia
Total Irrigation, LLC
LCB License #8596
CCB License #179194

Project: Table Rocks Gardens

Date: 04.24.20

Scale: $\frac{1}{16}$" = 1'-0"

Sheet: L1



ATG ELECTRONICS
10588 MONTE VISTA AVE
MONTCLAIR, CA 91763
ATGELECTRONICS.COM
951.245.6222

EXHIBIT I

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CalcPts_1	Illuminance	Fc	1.45	7.7	0.0	N.A.	N.A.
PERIMETER	Illuminance	Fc	2.74	5.6	1.2	2.28	4.67
PERIMETER_1	Illuminance	Fc	3.41	5.6	1.6	2.13	3.50

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LLF	Description	Lum. Watts	BUG Rating
	4	1-T3	SINGLE	0.950	ATG ARIA AA-100W-40-T3-SINGLE @ 20' MTG. HT.	99.1681	N.A.
	17	WM16	SINGLE	0.950	ATG GUARD PACK WPGP-40-50-T3S-WALL @ 16' MTG. HT.	36.4	B2-U2-G1

PROJECT NAME
CA050720CW-TABLE ROCK GARDENS-01.AGI

EMAIL
carlos.alvarenga@atgledlighting.com

DATE
05/08/20

REVISE DATE
-@date

FIRM
NAME

NOTES
CALCULATIONS AT GRADE UNLESS OTHERWISE SPECIFIED, GRID @ 10'x10'

DISCLAIMER BASED ON THE INFORMATION PROVIDED, ALL DIMENSIONS AND LUMINAIRE LOCATIONS SHOWN REPRESENT RECOMMENDED POSITIONS. THE PROJECT ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING OR FUTURE FIELD CONDITIONS. LIGHTING FIXTURES SHOWN MAY HAVE BEEN SELECTED BASED ON ENVIRONMENTAL CONDITIONS AND/OR APPLICATION REQUIREMENTS PROVIDED TO ATG ELECTRONICS BY OTHERS. ACTUAL PERFORMANCE MAY VARY DUE TO VARIATIONS IN ELECTRICAL VOLTAGE, INSTALLATION TOLERANCE LEVELS, BUILDINGS, OTHER LIGHTING, AND OTHER VARIABLES THAT WERE NOT CONSIDERED WHEN THIS PHOTOMETRIC REPORT WAS CREATED. IT IS THE RESPONSIBILITY OF THE OWNER OR PROJECT ENGINEER TO ENSURE COMPLIANCE OF ALL STANDARDS IN EFFECT. THIS PHOTOMETRIC LAYOUT IS THE PROPERTY OF ATG ELECTRONICS AND IS CANNOT BE USED FOR INSTALLATION OF PRODUCTS OTHER THAN SPECIFIED. ATG ELECTRONICS DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION PROVIDED BY OTHERS. ALL DIMENSIONS, LUMINAIRE LOCATIONS, AND ALL OTHER PROJECT DOCUMENTS ARE NOT SUPPLIED.
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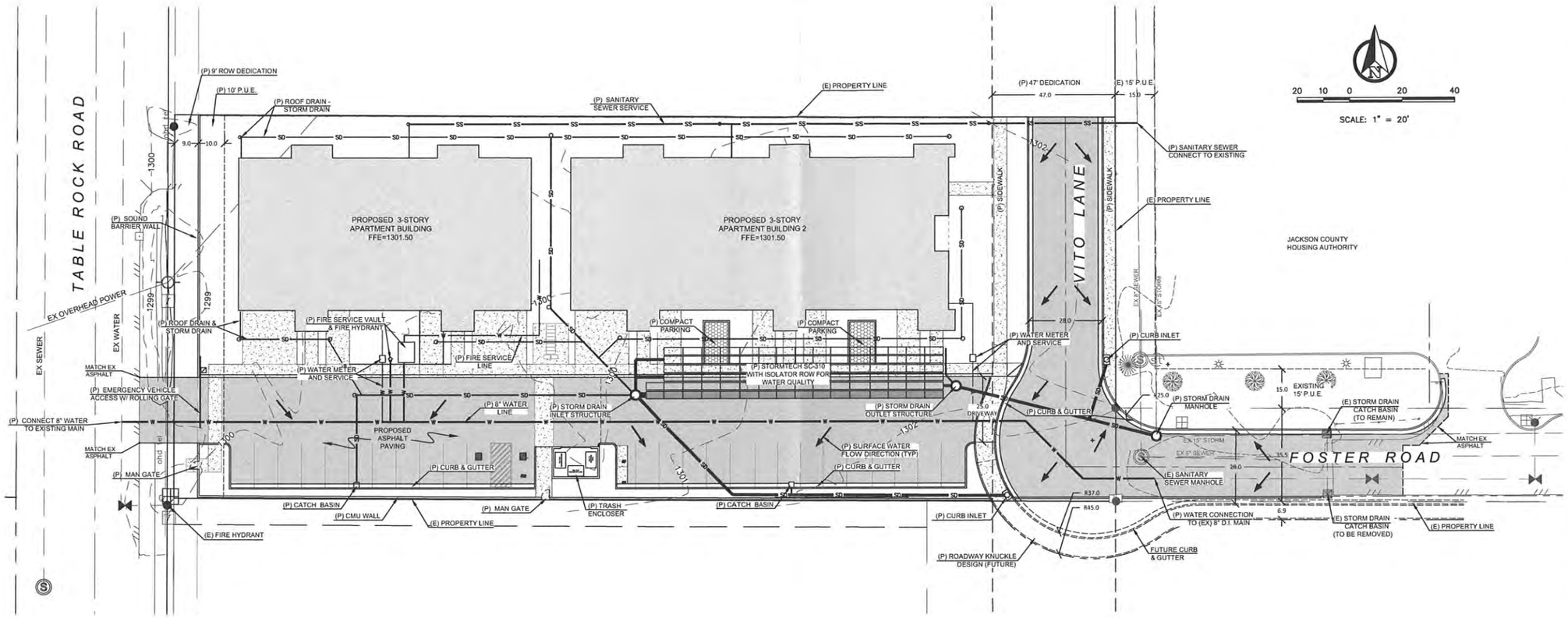

STORMWATER NOTES:

1. DETENTION FOR THE NEW PAVEMENT AND BUILDING AREAS WILL BE PROVIDED BY INSTALLING STORMTECH SC-310 CHAMBERS USING A RESTRICTED ORIFICE LOCATED IN THE OUTLET STRUCTURE FOR GROUP OF CHAMBERS.

2. RELEASE RATES FROM THE NEW PAVEMENT AND BUILDING AREAS WILL BE LIMITED TO PRE-DEVELOPMENT RATES. FLOWS FROM THE SITE WILL BE DISCHARGED INTO A EXISTING 15" STORM DRAIN PIPE LYING ALONG WEST SIDE OF ADJACENT PROPERTY.

3. STORMWATER QUALITY WILL BE PROVIDED BY AN ISOLATOR ROW IN GROUP OF SC-310 CHAMBERS.

4. ROOF DRAIN FROM NEW BUILDINGS WILL BE PIPED INTO THE STORMTECH CHAMBERS TO PROVIDE WATER QUALITY AND DETENTION FOR THE ROOF AREAS.

UTILITY NOTES:

1. WATER SERVICE (DOMESTIC AND FIRE) FOR THE PROJECT WILL BE PROVIDED BY AN EXISTING PUBLIC WATER MAIN RUNNING ALONG TABLE ROCK ROAD. THE METER SIZE FOR THE NEW BUILDINGS WILL BE DETERMINED DURING FINAL DESIGN OF THE PROJECT.

2. SANITARY SEWER SERVICE FOR THE NEW BUILDINGS WILL COME OFF OF THE EXISTING 8" SANITARY SEWER MAIN ALONG THE WEST SIDE OF THE ADJACENT PROPERTY.

4. ELECTRIC SERVICE WILL COME FROM EXISTING OVERHEAD UTILITY LINES LOCATED ALONG THE TABLE ROCK FRONTAGE OF THE PROPERTY. POINT OF CONNECTION WILL BE COORDINATED WITH PP&L AND AN UNDERGROUND SERVICE WILL BE RUN TO NEW BUILDING.

5. THERE ARE EXISTING TELEPHONE AND CATV UTILITIES RUNNING OVERHEAD ALONG THE FRONTAGE OF THE PROPERTY. CONNECTIONS TO THESE UTILITIES WILL BE COORDINATED WITH THE INDIVIDUAL SERVICE PROVIDER DURING THE FINAL PROJECT DESIGN PHASE.

LEGEND OF ABBREVIATIONS

(E) - EX EXISTING FEATURE
(P) PROPOSED FEATURE

CALL BEFORE YOU DIG
1-800-332-2344
48 HOURS BEFORE BEGINNING EXCAVATION
OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THE RULES BY CALLING THE CENTER AT 503-232-1987.

37-2W-12D, TL 9000

EXHIBIT J

PRELIMINARY
THESE DRAWINGS SHALL NOT BE USED FOR:
CONSTRUCTION
BIDDING
RECORDATION
CONVEYANCE
ISSUANCE OF A PERMIT
XX% XX

P 541-772-7115
F 541-779-4079
1120 EAST JACKSON
PO BOX 1083
MEDFORD, OR 97501
WEB: www.marquess.com
MARQUESS & ASSOCIATES, INC.
YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1957
STRUCTURAL | MECHANICAL | ELECTRICAL
CIVIL | GEOTECHNICAL | SURVEY | CONSTRUCTION TESTING

TABLE ROCK GARDENS
MULTI - FAMILY PROJECT
2928 TABLE ROCK ROAD
MEDFORD OREGON

CONCEPTUAL SITE DRAINAGE AND UTILITY PLAN

MAI JOB NO.	19-192
FILE NAME	CSITE
ISSUE DATE	04/24/2020
DRAWN	REC
CHECKED	JEH

REVISIONS

SHEET 1 OF 1 SHEETS

This document, and the ideas and designs incorporated herein, as an instrument of professional service, is the property of Marquess & Associates, Inc. and is not to be used, in whole or in part, for any other project without the written authorization of Marquess & Associates, Inc.

WPGP Guard Pack WallPack

Outdoor

Our new Guard Pack(GP) WallPack is a full cut-off series wallpack designed for an easy, universal installation best suited for outdoor illumination. With effective thermal management, corrosion-resistant, and die cast aluminum enclosure, the GP WallPack offers a glare free and uniform lighting, all while providing a comfortable visual experience.

Luminaire	WPGP Guard Pack Wall Pack	Type
Project		
Product		
Notes		

Features

- Can be used to replace HIDs up to 400W
- Alkali and salt erosion resistant
- Maintenance Free & Environmentally Friendly

IP65 | 1-10V Dim | Toxin-Free | -20°C - 40°C Operating | Photocell | Motion Sensor | 5 Year Warranty

Order Format

Sample: WPGP-40-40-T3S-BL

Series		Wattage		CCT		Voltage	Dimming	Distribution	Finish Color	Options
WPGP =Guard Pack Wallpack	-	28=28W 40=40W 60=60W 80=80W	-	40=4000K 50=5000K	-	Blank=100-277VAC V=347-480VAC	Blank= 1-10V Dimming ND= Non-Dimming	T3S=T3S	Blank=Bronze BL= Black WH=White GR=Gray	PH=Photocell SE=Sensor

Application

Directly mount on to any vertical surface over a standard 4" outlet box or for surface wiring.

Construction

Constructed in a heavy-duty die cast aluminum with clear glass for brilliant light distribution. The housing is coated in an environmentally friendly polyester powder formulated for a durable and long-lasting color in a bronze finish. No toxic heavy metals, VOC, or mercury were used in the design of this product.

Electrical

Luminaire is compatible with sensors, photocells and EM units. The fixture is available with 347-480V driver options. All luminaires have been tested by an independent laboratory in accordance with IESNA LM79 and LM80. Product certifications include: UL, DLC(Pending), Title 24, RoHS, Lighting Facts, and Safety Listing.

Optics

The Guard Pack is available with Type III optics. Color accuracy is rated at 70+ CRI, in a color temperature of 4000K and 5000K.

Certifications

- DLC
- UL Listed
- RoHS
- Title 24

Input Voltage (VAC)	100-277 / 347-480
CRI	70+
CCT(K)	4,000, 5,000
PF	>.9
THD	<15%
L70 (Hours)	81,000
Color	Bronze, Black White, Gray, Custom
Housing	Die Cast Aluminum
Optic Types	Clear, T3
Temperature Range	-20°C to 40°C
Warranty	5 Years

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10588 Monte Vista Ave
Montclair, CA 91763

www.atgelectronics.com
T: 951.245.6222
E: sales@atgelectronics.com

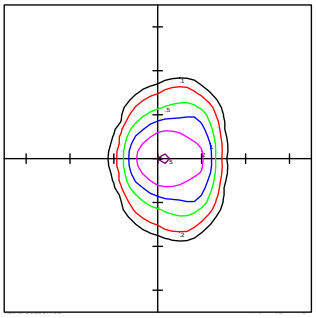
EXHIBIT K WPGP

Data subject to change. Updated: August 22, 2019 12:58 PM

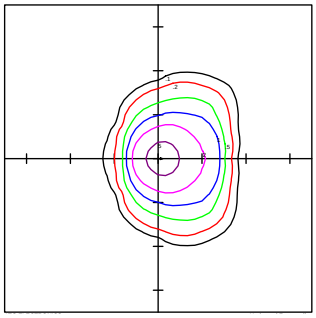
Lumen Data

Catalog Number	Wattage (W)	BUG Rating	4K			5K		
			System Wattage	Efficacy (Lm/W)	Lumens (Lm)	System Wattage	Efficacy (Lm/W)	Lumens (Lm)
WPGP-28-XX-T3S	28	B1-U1-G1	28.1	128	3,603	27.62	131	3,619
WPGP-40-XX-T3S	40	B2-U2-G1	36.4	140	5,119	37.16	140	5,231
WPGP-60-XX-T3S	60	B2-U2-G1	55.3	136	7,552	55.35	137	7,623
WPGP-80-XX-T3S	80	B3-U2-G1	75.1	135	10,187	75.12	136	10,283

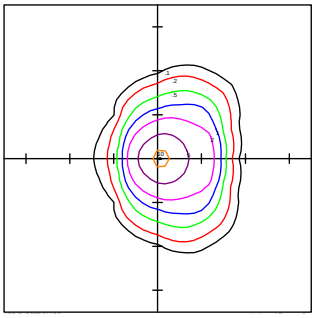
Photometric



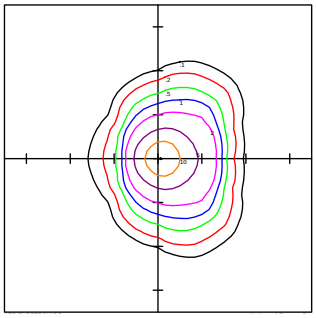
WGP-28-50-T3S @16'



WGP-40-50-T3S @16'



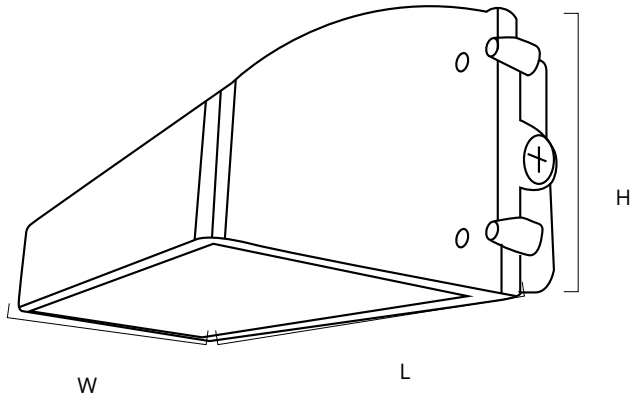
WGP-60-50-T3S @16'



WGP-80-50-T3S @16'

Dimensions

28W
40W
60W
80W



Part No.	Length (L)	Height(H)	Width (W)
WPGP-28	12.61	6.86	5.10
WPGP-40	12.61	6.86	5.10
WPGP-60	12.61	6.86	5.10
WPGP-80	12.61	6.86	5.10

Recorded in inches

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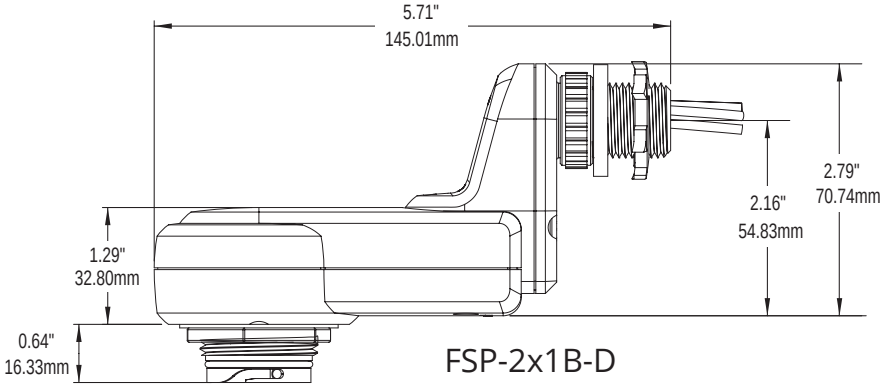
Electrical Accessories

Photocell
Motion Sensor
1-10V Dim

FSP-221B-D*
BiLevel Sensor
IP66 Rated
110-480V

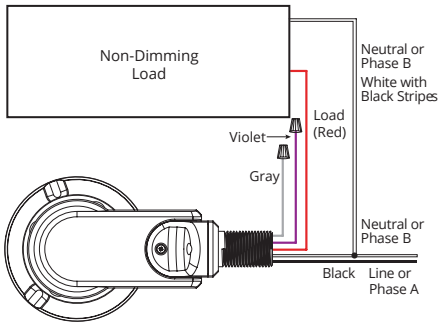
Load Ratings	@120V 0-800W tungsten, ballast, LED driver; 1/6hp motor @230-240V 0-300W ballast, LED driver @277V 0-1200W ballast, LED driver; 1/6hp motor @347/480V 0-1200W ballast, LED driver
0-10V Sinking Current	50mA
High/Low Modes	high:0-10V, low: off, 0-9.8V
Time Delay	30 sec, 1-30 min
Cut Off Delay	none, 1-59 minutes, 1-5 hours
Sensitivity/Service mode	low, med, max: on-fix, off-fix
Setpoints	hold off setpoint: none, 1-250 fc, auto photocell on/off setpoint: 1-250fc
Ramp and Fade Times	1-60 sec
Op Temperature	-40°F to +167°F (-40°C to +75°C)

Dimensions

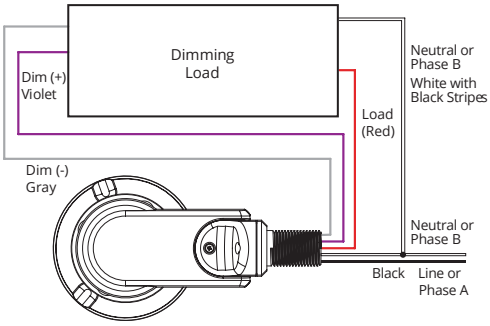


Wiring

Wiring with non-dimming load.



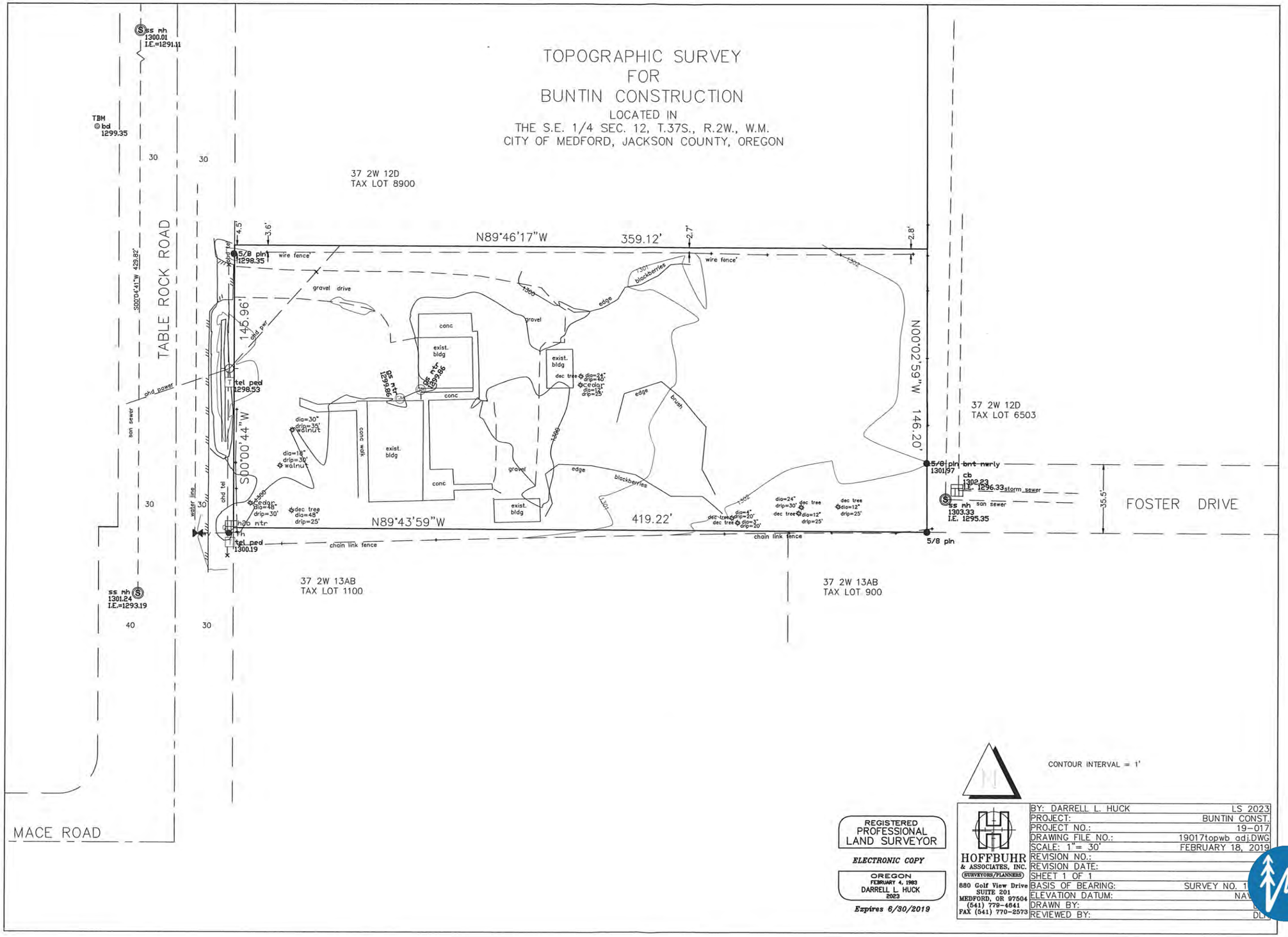
Wiring with dimming load.



*See Sensor Specsheet for more information

TOPOGRAPHIC SURVEY
FOR
BUNTIN CONSTRUCTION

LOCATED IN
THE S.E. 1/4 SEC. 12, T.37S., R.2W., W.M.
CITY OF MEDFORD, JACKSON COUNTY, OREGON



CONTOUR INTERVAL = 1'

REGISTERED
PROFESSIONAL
LAND SURVEYOR

ELECTRONIC COPY

OREGON
FEBRUARY 4, 1983
DARRELL L. HUCK
2023

Expires 6/30/2019

HOFFBUHR
& ASSOCIATES, INC.
SURVEYORS/PLANNERS
880 Golf View Drive
SUITE 201
MEDFORD, OR 97504
(541) 779-4841
FAX (541) 770-2573

BY: DARRELL L. HUCK	LS 2023
PROJECT:	BUNTIN CONST.
PROJECT NO.:	19-017
DRAWING FILE NO.:	19017topwb adj.DWG
SCALE: 1"= 30'	FEBRUARY 18, 2019
REVISION NO.:	
REVISION DATE:	
SHEET 1 OF 1	
BASIS OF BEARING:	SURVEY NO. 1
ELEVATION DATUM:	NAV
DRAWN BY:	
REVIEWED BY:	DLH

EXHIBIT
L

BEFORE THE SITE PLAN AND ARCHITECTURAL COMMISSION
FOR THE CITY OF MEDFORD, OREGON

IN THE MATTER OF A SITE PLAN AND ARCHITECTURAL REVIEW FOR A 27-UNIT, MULTIPLE-FAMILY DEVELOPMENT ON 1.21 ACRES; LOCATED ON THE EAST SIDE OF TABLE ROCK ROAD, SOUTH OF MORNINGSIDE STREET AND NORTH OF MIDWAY ROAD; DESCRIBED AS T.37S-R.2W-SEC.12D, TAX LOT 9000; PYDEL PROPERTIES, APPLICANT; RICHARD STEVENS & ASSOCIATES, INC., AGENTS.	)	**FINDINGS OF FACT AND CONCLUSIONS**

RECITALS:

Property Owner/ Applicant-	Pydel Properties USA Corporation 1186 Cardiff Blvd Mississauga Ontario L5S 1P6 Canada
Designer-	Ron Grimes Architects 14 N Central Suite 106 Medford, OR 97501 (541) 772-3000
Landscaper-	Total Irrigation, LLC 1940 Redbud Lane Medford, OR 97504 (541) 773-1968
Agents-	Richard Stevens & Associates, Inc. P.O. Box 4368 Medford, OR 97501 (541) 773-2646
Property Description-	T.37S-R.2W-S.12D, Tax Lot 9000
Acreage-	1.21 net acres or 1.31 gross acres
Zoning-	MFR-30

EXHIBIT M

PROPOSAL:

The applicant is requesting approval to develop a 1.21-acre parcel located on the east side of Table Rock Road south of Morningside Street and north of Midway Road with 27 multiple family dwelling units within two separate structures. The property is zoned MFR-30, which allows for multiple-family residential development. The applicant is also requesting approval of an Exception, submitted concurrently with this application, to allow for reduced right-of-way width for a new street (Vito Lane) to be constructed along the eastern boundary of the property. The applicant is also requesting an adjustment to the buffer yard requirements for the 10-foot landscape strip, along the southern boundary.

APPROVAL CRITERIA:

The approval criteria for Site Plan and Architectural Review for residential development are listed in Section 10.200(E)(2), Medford Land Development Code (MLDC), which states:

The Site Plan and Architectural Commission shall approve a site plan and architectural review application for a residential development if the proposed development complies with the applicable provisions of all city ordinances, or if the Site Plan and Architectural Commission has approved any of the following:

(a) Any Exceptions, as provided for in MLDC Section 10.186, which resolve(s) any instances of non-compliance with those provisions,
(b) Any Adjustments or Exceptions from the Special Development Standards for Multiple-Family Dwellings, as provided for in MLDC Section 10.715A through 10.717.
(c) Any adjustments or Exceptions from the Development Standards for a Cottage Cluster Development, as provided for in MLDC Section 10.818A.

The City of Medford has provided a questionnaire to be completed along with the application for a Site Plan and Architectural Review. That questionnaire directs applicants to provide a project narrative for residential development.

Section I - Narrative

The applicant is requesting approval to develop a 1.21-acre parcel (1.31-gross acres) with 27 multiple-family dwelling units (DU). The property is located on the east side of Table Rock Road south of Morningside Street and north of Midway Road. The property contains a single-family dwelling that will be removed prior to the proposed redevelopment of the site. The development will initially take access from Foster Drive to the east and will include the construction of a portion of a new north/south street on the east side of the property, Vito Lane. The future extension of Vito Lane to the north along with the future connection of Morningside with Table Rock Road will provide future traffic

circulation and connectivity in the neighborhood. Additional access from Table Rock Road will be provided for emergency vehicles only, with an approved gate. A sound barrier wall will be constructed along Table Rock Road property line to help reduce street noise. The required buffer wall will be provided along the south property line to buffer between the subject MFR property and the neighboring SFR-6 property, containing the Southern Oregon Humane Society. An adjustment to the bufferyard is being requested for the 10-foot planter strip, consistent with Section 10.790(E). All required parking, landscaping, and site development standards are met with the exception of street right-of-way standards for Vito Lane, for which an Exception is being requested.

Section II – Code Compliance: Criterion for Approval

A brief summary of applicable standards is provided below for reference:

Section 10.717 Multiple-Family Dwellings, Special Development Standards:

The subject property is approximately 146' wide (frontage along Table Rock Road) and has a depth of approximately 360'. As shown on the submitted site plan and vicinity map, the development of the site will include connecting the site to Foster Drive to the east and creating a portion of Vito Lane to run parallel to Table Rock Road along the eastern edge of the property. Vito Lane will eventually connect to Morningside Street to the north and Midway Road to the south. These street improvements will help to provide street connectivity and vehicle circulation for the area east of Table Rock Road and north of Midway Road. Access to the site will initially come from the east via Foster Drive and the road approach access to Table Rock Road will be limited to emergency vehicles only. With the proposed street improvements, the subject property will have frontage on Table Rock Road to the west and frontage on Vito Lane to the east. Approximately 10' of right-of-way width will be dedicated along the frontage of the property on Table Rock Road and 47-feet of right-of-way will be dedicated on the east side of the property for Vito Lane, depending on whether the requested Exception is approved. These street circulation improvements and site access requirements further limits design flexibility on the subject site.

The existing dimensional constraints, with the required setback standards, makes meeting code requirements for density while also strictly adhering to the Special Development Standards for Multiple-Family Dwellings (Section 10.717) very challenging. The zoning of the property as MFR-30 calculated with the gross area for density, requires a minimum of 26.2 dwelling units for this property. In order to meet minimum density requirements and overcome the site constraints present, the applicant is electing to use the Optional Adjustment of Special Development Standards provided for in Sections 10.718 and 10.719 while still meeting the Special Development Standards for Multiple-Family Dwelling of Section 10.717 to the greatest extent practicable.

As demonstrated below, the building and site as designed will meet most of the standards of Section 10.717.

Compliance with 10.717(A) – Building Orientation and Entrances:

This section requires multiple-family buildings to be oriented to public streets and intersections and to have entrances facing public streets. The subject property is not located on the corner of a street intersection; therefore, a corner building entrance is not applicable. Section 10.717(A)(3)(c) provides relief to the requirement for main entrances facing the public street when access and/or dimensional constraints, not created by the applicant, cause the building to be oriented perpendicular to the street. As discussed above, the property is relatively narrow with frontages on both Table Rock Road and proposed Vito Lane. The dimensions of the property, along with the requirement to provide emergency vehicle access through the property, forces the building to be oriented perpendicular to the streets. The entrances to all units will be via pass-throughs at the covered entries that lead to entrances for ground floor units and stairs leading to entrances for upper floor units. The entrances to these pass-throughs will be visible from Vito Lane but visibility from Table Rock Road will be obscured by the sound wall. Internal walkways from Vito Lane will enhance visibility from the public street. As shown on the submitted building elevations, the building sides (east and west) facing the two public streets will both have windows occupying more than 15% of the overall street façade.

Compliance with 10.717(B) – Building Mass and Facade:

(1) The proposed development includes 27 multiple-family units in two separate buildings. Building 1 will be approximately 58-feet wide (street side elevations) by approximately 112-feet long (parking lot and side yard elevations); Building 2 will be approximately 58-feet wide by approximately 143-feet long. This subsection allows for buildings up to 150' or possibly 200' in length; therefore, the proposed building massing is in compliance.

(2) Not applicable. The proposed development includes two three-story buildings. The proposed buildings will not be <u>greater</u> than three stories.

(3) All street facing facades include a minimum of 15% windows.

Compliance with 10.717(C) – Building Articulation:

The first and second floor plans along with the building elevations show that the wall surfaces of the buildings will include off-sets, balconies, windows and entries to break-up the building both vertically and horizontally. These features occur in intervals of less than 40 feet horizontally and 30 feet vertically. The entrances to all units will be via pass-throughs that lead to entrances for ground floor units and stairs leading to entrances for upper floor units. Entrances to the pass-throughs are articulated by changed roof lines/covered entries.

Compliance with 10.717(D) – Building Materials:

As shown on the building elevations, no building façade will have more than 35% corrugated metal, plain or split faced concrete block, plain concrete or spandrel glass. At least 65% of the primary building material for all building facades will be Hardi board and batten siding, Hardi lap siding and Hardi shake siding. Vertical and horizontal changes to wall cladding materials will occur as prescribed. No prohibited building materials will be used. The proposed building colors will be earth tones with a dark composition shingle roof along with white trim. The Buffer Wall will consist of Cultured Stone Veneer, color to be Eldorado Stone, Lucera Hillstone and split faced CMU color to be "Mesa Buff". The sound barrier wall will be entirely split faced CMU with "Mesa Buff" color. The fencing along the northern boundary will be made of Cedar wood.

Compliance with 10.717(E) – Roof Forms:

The roof pitch will be 4:12 and the eaves will project 12" from the building wall, meeting the minimum roof pitch and eave requirements.

Compliance with 10.717(F) – Vehicle Circulation and Parking:

The submitted site plan shows that no parking will occur within the required front yard and that no parking or automobile circulation will occur between the buildings and adjacent streets.

FINDING:

Based on the above discussion along with the submitted site plan, building floor plans and building elevations, the Site Plan and Architectural Review Commission finds that the buildings meets the building development standards for multifamily dwellings of Section 10.717(A)-(F), MLDC.

Density: The subject property is zoned MFR-30. Per Section 10.312, this urban high density residential district provides for the highest density for multiple-family dwellings and group quarters with a density range of 20 to 30 DU per acre. The subject property has a net area of 1.21 acres and a gross area of approximately 1.31 acres. Given the gross area, the property must be developed with between 26 and 39 DU. The proposed 27- dwelling units within two apartment buildings are within the permitted range.

Parking: Per Table 10.743-1, Multiple-Family Residential uses are required to provide parking at a ratio of at least 1.5 spaces per dwelling unit. This 27-unit complex requires a minimum of 41 parking spaces. There is no maximum number of parking spaces for this use category. The submitted site plan provides 26 parking spaces provided in the parking lot, which includes 2 ADA spaces, along with 12 spaces located within garages. The site plan also provides for 2 motorcycle spaces and 2 compact spaces adjacent to Building 2.

This totals to 42 off-street parking spaces, meeting the minimum required. Another 12 vehicle parking spaces in the driveways, may be counted in front of the proposed garages for additional parking opportunities. This site plan provides for a total of 54 vehicle parking spaces, that includes 2 ADA spaces, and 2 motorcycle parking spaces.

Bicycle Parking: Section 10.748 requires multiple family residential uses to provide bicycle parking at a ratio of at least 1 space per dwelling unit. The 27-unit development requires a minimum of 27 bicycle parking spaces. Each of the lower floor dwelling units (9) will be provided an internal storage area for bicycles, in addition, each garage (12) will have internal storage for bicycles. Additional 8 bicycle spaces will be provided as an outdoor covered storage area that is centrally located. A total of 29 bicycle parking spaces will be provided.

Setbacks: Section 10.714 requires a minimum 15' building setback for front yards (when garage doors do not face the street), a minimum 10' street side yard setback (when garage doors do not face the street) and a 4-foot setback, plus ½ foot for each foot in building height over 15 feet, for interior side yards and rear yards. The site plan shows the proposed buildings will have approximately 17-foot front yard setback, which exceeds the minimum 15' front yard setback along Vito Lane. The minimum side yard setback is calculated to be 11-feet. The proposed building height will be 29.1-feet, which requires a minimum 11' side yard setback (29' 1" – 15' = 14' 1" X 0.5 = 7.05' + 4' = 11'). The minimum rear yard setback along an arterial street, Table Rock Road, requires a minimum setback of 13.6-feet (29.1' – 10' = 19.1' X 0.5 = 9.55 + 4' = 13.55'). The submitted site plan shows the buildings being setback approximately 15 feet from the north property line, more than 70-feet from the south property line, and approximately 15.5-feet rear yard setback along Table Rock Road.

Lot Coverage: Per Section 10.714, lot coverage is not to exceed 50%. The subject property is approximately 1.21 acres or 52,707 square feet, allowing for a maximum lot coverage of 26,354 square feet. The total area under a roof for the proposed two multiple-family buildings will be 14,551 square feet, or 27.6% of the subject property.

Access Standards: Per Section 10.550(3)(a), no driveway access to an arterial or collector street shall be allowed for any parcel that abuts the right-of-way of a lower order street. Table Rock Road is an arterial street and Vito Lane will be a local street (minor residential). The plans show that primary access and frontage will be provided from Vito Lane, the local street and that access to Table Rock Road will be gated and restricted for emergency vehicles only. As access will come from the local street and not Table Rock Road, cross-access easements are not required to be provided for adjoining properties. However, the development of Vito Lane will provide access to properties north and south of the subject property through what is currently a part of the existing property.

The plans show that the emergency vehicle access gate on Table Rock Road will be setback from the new right-of-way line following the required dedication along Table Rock Road. Per Section 10.732(5), secondary access gates may be set back less than 20 feet from the right-of-way line if approved by the Engineering Division. The applicant requests

approval for this gate to be located approximately 1-foot from the right-of-way line as it will provide access for emergency vehicles only and it will not provide any regular access (secondary or otherwise). The urban designed travel lane for a minor arterial street will be no less than 21-feet from the proposed gate location. This separation will be preserved/maintained when Table Rock Road is redeveloped to urban standards with a planter strip, sidewalk and a bicycle lane that will be installed between the gate and the nearest travel lane.

Street Circulation and Connectivity: Per Section 10.426 (C)(1), the maximum block length for residential zones is 660' and the maximum block perimeter length is 2,100'. The subject property is located on an existing block that is bound by Table Rock Road to the west, Interstate-5 to the north, Cummings Lane to the east and Midway Road to the south. This block is approximately 2,000 feet long along Table Rock Road and has a perimeter of approximately 5,200 feet. There is also no public outlet onto the east side of Table Rock Road north of Midway Road.

Per Section 10.426 (C)(2), the approving authority may find that proposed blocks that exceed the maximum standards are acceptable when it is demonstrated by findings that certain constraints, conditions, or uses exist on, or adjacent to the site. The constraints and conditions listed in Sections 10.426 (C)(2)(d) (location of highways, freeways, airport, etc.) and 10.426 (C)(2)(f) (future development reducing block length and improving circulation) apply to this development. Block length and area circulation cannot be improved to the north or the east as the location of the I-5 freeway precludes street connections in these directions. The planned street improvements shown on the site plan and vicinity/connectivity plan will help to reduce block length and improve traffic circulation in the vicinity as properties develop/redevelop in the area. The plan shows that Vito Lane can be extended south to connect to Midway Road and that Mace Road and Morningside Street can both be extended across Table Rock Road to connect to Vito Lane. These eventual improvements will greatly improve connectivity and reduce block and perimeter lengths.

It is important to note that both block length and block perimeter length in the vicinity of the subject property are existing conditions that were created through the street and land development patterns that were approved in the past. The proposed development does not include any land division but it does include right-of-way dedication along Table Rock Road to provide additional right-of-way width and along the east side of the property to establish Vito Lane paralleling Table Rock Road. The planned redevelopment of this site will not fix all existing issues with block length and circulation in the vicinity, but it will definitely help to improve these conditions as the area continues to redevelop.

Per Section 10.426 (C)(4), when block length standards are exceeded, the site plan must provide a public access for pedestrian traffic through the site. The plan shows a 25' wide shared driveway/access aisle running the length of the property between Table Rock Road and Vito Lane to the east. Although automobile access to/from Table Rock Road will be restricted to emergency vehicles only, bicycle traffic can use this area to cross from Table Rock Road to Cummings Lane. In addition, the plan shows the construction of a 5'

wide pedestrian walkway running the length of the property from Table Rock Road to Vito Lane. This pathway will reduce block length for pedestrians and provide for enhanced pedestrian circulation in the vicinity.

Buffer yards: The property to the east of the subject property is zoned for, and developed with, multiple-family dwellings. The property to the north is currently zoned SFR-00, a holding zone, that has a UH GLUP map designation and will receive a MFR zoning designation prior to development. The property to the south is zoned SFR-6 with an UR GLUP designation and is currently developed with a commercial/non-profit use (Southern Oregon Humane Society). Per Section 10.790, a Type A buffer yard is prescribed to separate MFR zoning from adjacent SFR zones. However, Section 10.790(E)(6) allows for adjustments to the buffer yard standards, which the applicant is requesting for elimination of the prescribed 10-foot landscape area along the southern boundary.

As the Humane Society property south of the subject property is zoned SFR-6, a Type A buffer yard is prescribed by Table 10.790-1. Section 10.790(E)(6) allows the Commission to have discretion in making adjustments to the buffer yard standards when an unusual circumstance exists. In this situation, a commercial use is occurring along the southern boundary, that is non-conforming within the SFR-6 zoning district. This area to the south contains Southern Oregon Humane Society that is used as an animal shelter and rescue for cats and dogs. Improvements on this site include several cross-fenced areas used for dog runs, which currently connects to an existing fence near the property line, along with a vehicle parking and maneuvering area. If agreed upon by the Humane Society, the existing fence will be removed and replaced by the required 6-foot tall buffer wall, located on the subject property, and the cross-fencing can be extended to connect to the new wall; therefore, the usable property area for the Humane Society may be increased, or will not change.

The proposed multiple-family development is not expected to have adverse impacts on what is a nonconforming commercial use abutting to the south. The purpose of the buffer yard is to demonstrate that there will be sufficient buffering to avoid significant adverse impacts on livability and value to the abutting properties. In this case, the proposed residential use will not have an adverse impact on livability for a commercial use. In addition, the property values will not be adversely impacted with the proposed urban improvements made on the subject property. It can be argued that the animal shelter will have a greater adverse impact onto the proposed residential use on the subject property.

A Type A buffer yard is prescribed to separate MFR zoning from adjacent SFR zones. However, due to the narrow width of the subject property along with dedication for street right-of-ways, the requirement for through-access across the subject property, with the animal shelter abutting the subject site, demonstrates that there are unusual circumstances existing to allow for the buffer yard adjustment. The removal/elimination of the 10-foot landscape strip will not have an adverse impact on livability or value for the property abutting to the south.

FINDING:

The City of Medford finds that based on the submitted information, including the associated exhibits, the proposed multi-family development complies with the applicable provisions of all site development standards within the Medford Land Development Code, with the exception to the adjustment for Type A Bufferyard, and from the right-of-way width and construction standards for Vito Lane, for which an Exception, as provided for in MLDC Section 10.186, is requested concurrently with this application.

SUMMARY & CONCLUSIONS

Based upon the above discussions and findings regarding Section 10.200, MLDC with the submitted application materials, including: site plan, architectural plan, landscape plan and conceptual stormwater plan, the Site Plan and Architectural Commission can conclude that the proposed development of this 1.21-acre parcel on the east side of Table Rock Road, south of Morningside Street and north of Midway Road, with a 27-unit multiple-family development within two separate structures, as proposed, meets the criteria for Site Plan and Architectural Review, complying with the applicable provisions of all city ordinances, along with the approval of an Exception to right-of-width/street cross-section for Vito Lane.

Respectfully Submitted:

RICHARD STEVENS & ASSOCIATES, INC.

BEFORE THE SITE PLAN AND ARCHITECTURAL COMMISSION FOR THE CITY OF MEDFORD, OREGON

IN THE MATTER OF A SITE PLAN AND ARCHITECTURAL REVIEW FOR AN EXCEPTION TO RIGHT-OF-WAY WIDTH AND BUFFER YARD REQUIREMENTS, ON 1.21 ACRES, LOCATED ON THE EAST SIDE OF TABLE ROCK ROAD SOUTH OF MORNINGSIDE STREET AND NORTH OF MIDWAY ROAD; DESCRIBED AS T.37S- R.2W -SEC.12D, TAX LOT 9000; PYDEL PROPERTIES, APPLICANT; RICHARD STEVENS & ASSOCIATES, INC., AGENTS.	)	**FINDINGS OF FACT AND CONCLUSIONS**

RECITALS:

Property Owner/ Applicant-	Pydel Properties USA Corporation 1186 Cardiff Blvd Mississauga Ontario L5S 1P6 Canada
Designer-	Ron Grimes Architects 14 N Central Suite 106 Medford, OR 97501 (541) 772-3000
Agents-	Richard Stevens & Associates, Inc. P.O. Box 4368 Medford, OR 97501 (541) 773-2646
Property Description-	T.37S-R.2W-S.12D, Tax Lot 9000
Acreage-	1.21 net acres 1.31 gross acres
Zoning-	MFR-30

EXHIBIT N

PROPOSAL:

The applicant is requesting approval to develop a 1.21-acre parcel located on the east side of Table Rock Road south of Morningside Street and north of Midway Road with 27 multiple family dwelling units. The property is zoned MFR-30, which allows for multiple-family residential development.

The applicant is requesting approval of an Exception to allow for reduced right-of-way width for a new street (Vito Lane) to be constructed along the east side of the property. This Exception application is being submitted concurrently with the SPAC application for review of Table Rock Gardens.

The applicant is requesting approval to develop a 1.31-gross acre parcel with 27 multiple-family dwelling units (DU). The property is located on the east side of Table Rock Road south of Morningside Street and north of Midway Road. The property contains a single-family dwelling that will be removed prior to the proposed redevelopment of the site. The development will take access initially from Foster Drive to the east and will include the construction of a portion of a new north/south street on the east side of the property, Vito Lane. Access from Table Rock Road will be provided for emergency vehicles only, through a gated entry approved by the Medford Fire Department. A sound barrier wall will be constructed along Table Rock Road to help reduce street noise to the proposed residential use. The required Type A buffer wall will be provided along the south property line to buffer any significant impacts between the subject MFR property and the neighboring SFR-6 property, currently used by the Southern Oregon Humane Society as a nonconforming use. All required parking, landscaping, and site development standards are met with the exception of street right-of-way standards for Vito Lane for which an exception is being requested. The Type A buffer yard requirement is also being requested to be adjusted for the property to the south.

APPROVAL CRITERIA:

SECTION 10.186: *Exception Request*

The applicant is requesting relief from the standards of the Code Section 10.430(B), relating to right-of-way width and cross-section for Minor Residential Streets.

Section 10.186(B): *Criteria for an Exception:*

No exception, in the strict application of the provisions of this chapter, shall be granted by the approving authority having jurisdiction over the plan authorization unless it finds that all of the following criteria and standards are satisfied. The power to authorize an exception from the terms of this code shall be sparingly exercised. Findings must indicate that:

"(1) The granting of the exception shall be in harmony with the general purpose and intent of the regulations imposed by this code for the zoning district in which the exception request is located, and shall not be injurious to the general area or otherwise detrimental to the health, safety, and general welfare or adjacent natural resources. The approving authority shall have the authority to impose conditions to assure that this criterion is met."

Discussion: The submitted plans show the development of Vito Lane on the east side of the property as a minor residential street with a proposed 47-foot right-of-way being dedicated. Therefore, the applicant is requesting an exception to Section 10.430(B) to allow for the construction of this new minor residential street with a 47-foot right-of-way rather than the typical 55-foot right-of-way dedication. This request allows for the removal of the 8-foot planter strip on the east side of the new street, Vito Lane.

There are several reasons why the exception to right-of-way width and cross sections standards is being requested, including:

1) The existing multiple-family development to the east was constructed without the requirement for right-of-way dedication or improvements along this new street alignment/route;
2) The lack of existing right-of-way and/or half street improvements from the neighboring property to the east places the entire burden of dedication and construction on the subject property and the other properties along the planned street route to the north;
3) The requested exception would allow for the construction of this needed street without placing further undue burden on the subject property or the other properties along the planned Vito Lane alignment;
4) By removing unnecessary cost and right-of-way dedication requirements, the requested exception will help to encourage development along the remainder of the planned route, thereby providing for much needed connectivity and circulation within the vicinity;
5) If planter strip landscaping is required on the east side of Vito Lane, the irrigation and maintenance of the proposed landscaping must come from the subject property, private irrigation lines will need to be extended across the public right-of-way;
6) The right-of-way design without a planter strip will match the existing improvements on the north side of Foster Drive, Housing Authority of Jackson County;
7) There is only one property abutting the planned street route on the east side that is already developed with multiple-family housing, this property has an existing internal walkway which interconnects the dwelling units and buildings present throughout the site. This walkway provides for pedestrian circulation within the Housing Authority site on the east of Vito Lane.

8) A landscape area is already existing along the western boundary of the Housing Authority project along the common boundary. Direct connection of the internal walkways can be connected to the Vito Lane sidewalk at logical crossing locations (e.g. the planned connection with Morningside), similar to the existing walkway connections along Foster Drive;

Based on the reasons presented above, it can be concluded that the planned street improvements without the planter strip on the east side of Vito Lane, will be in harmony with the general purpose and intent of these code sections as there are existing landscaping with internal pedestrian walkway improvements on the east side of the street. The proposed design of Vito Lane without a planter strip matches the existing improvements in the vicinity, along Foster Drive. The requested exception can also be found to improve the health, safety and welfare of neighboring properties and the general public by making reasonable accommodations which should help in the development of this much needed public streets to improve access and circulation.

"(2) The granting of an exception will not permit the establishment of a use which is not permitted in the zoning district within which the exception is located."

Discussion: The requested exception will allow for the development of this property within the permitted residential density range for the MFR-30 zone. This is the highest density residential zone in the City and the required density can be very difficult to achieve for infill/redevelopment properties given requirements for right-of-way dedication, gross area calculations for density, required parking, access standards, block length standards, and buffer yards. Rather than permitting the establishment of a use not allowed in the zone, the requested exception will allow for the primary permitted use of multiple-family dwellings to be developed on the subject property within the required density range.

"(3) There are unique or unusual circumstances which apply to this site which do not typically apply elsewhere in the City, and that the strict application of the standard(s) for which an exception is being requested would result in peculiar, exceptional, and undue hardship on the owner."

Discussion: There are several reasons why the exception to right-of-way width and public street cross section standards is being requested, including:

1) The existing multiple-family development to the east was constructed without the requirement for right-of-way dedication or improvements along this new street route;
2) The lack of existing right-of-way and/or half street improvements from the neighboring property to the east places the entire burden of dedication and construction on the subject property and other properties along the planned street route to the north;

3) The applicant is also required to dedicate right-of-way along the frontage of Table Rock Road, to meet Arterial street standards for a total 39-feet to the centerline.
4) The requested exception would allow for the construction of this needed street without placing further undue burden on the subject property or the other properties along the planned street route;
5) By removing unnecessary improvement and maintenance cost and right-of-way dedication requirements, the requested exception will help to encourage development along the remainder of the planned route, thereby providing for much needed connectivity and circulation within the vicinity;
6) If planter strip landscaping is required on the east side of Vito Lane, and the maintenance of the proposed landscaping must come from the subject property, private irrigation lines will need to be extended through the right-of-way;
7) The right-of-way design without a planter strip will match the existing improvements on the north side of Foster Drive;
8) The only property abutting the planned street route on the east side is already fully developed with multiple-family housing, this property has an existing internal walkway which runs throughout the Housing Authority project, this internal walkway provides for resident circulation within the project area, and that the existing private internal walkway can be connected to the Vito Lane sidewalk at logical crossing locations, similar to the north side of Foster Drive;

The reasons presented above are each unique or an unusual circumstance that do not typically apply to other properties in the City and together they result in an exceptional undue hardship to the owner with the strict application of the standards for right-of-way width and street cross-sections.

The required right-of-way dedications for both Table Rock Road and Vito Lane will result in loss of buildable area on the property while still counting toward required density, the narrowness of the property and the required through-access for emergency vehicles are all unique or unusual circumstance that do not typically apply to other properties in the City. These conditions result in an exceptional undue hardship to the owner with the strict application of the standards.

> *"(4) The need for the exception is not the result of an illegal act nor can it be established on this basis by one who purchases the land or building with or without knowledge of the standards of this code. It must result from the application of this chapter, and it must be suffered directly by the property in question. It is not sufficient proof in granting an exception to show that greater profit would result."*

The exception requested is based on existing conditions created by past development and updated block length standards. The area around the subject property is lacking in street connections and access. Due to this fact, through-access is to be developed across the subject property from Table Rock Road to Foster Drive and a new street, Vito Lane, will be developed along the east side of the property. Both of these improvements will greatly improve connectivity and access to adjacent properties both immediately and into

the future. However, this full dedication requirement inhibits the ability to develop the subject property with the required number of dwelling units for the MFR-30 zone. The requested exception will allow the project to provide needed street connectivity improvements while also meeting minimum density requirements. The requested exception is not the result of an illegal act or lack of due diligence on the part of the property owner. The requested exception is not being requested in order to increase profit, but rather, they are requested in order to meet code requirements for access, circulation and density.

FINDING:

> **The City of Medford finds that based on the information provided above, demonstrating that Vito Lane can be developed with a 47-foot right-of-way dedication that matches existing development and/or to minimize unnecessary impacts on development along this route, while still providing for safe pedestrian circulation. The proposed development with the requested exception to the right-of-way standard is in harmony with the general purpose of the Ordinance.**

SUMMARY & CONCLUSIONS:

The City of Medford concludes that based upon the above discussions addressing Section 10.186, with the submitted application materials, including: site plan, architectural plan, landscape plan and conceptual stormwater plan, the Site Plan and Architectural Commission can conclude that the proposed development of this 1.21-acre parcel on the east side of Table Rock Road, south of Morningside Street and north of Midway Road, with a 27-unit multiple-family complex, as proposed, meets the criteria for an Exception to the minor residential street right-of-way standard, that still provides street connectivity, pedestrian safety and meeting block length standards. This Site Plan and Architectural Review, is in compliance with the applicable provisions of all city ordinances with the approval of Exception to right-of-width/street cross-section standards for the proposed Vito Lane.

Respectfully Submitted:

RICHARD STEVENS & ASSOCIATES, INC.

LD DATE: 6/17/2020
Revised Date: 6/18/20
File Number: AC-20-124/E-20-125

PUBLIC WORKS DEPARTMENT STAFF REPORT

2928 Table Rock Road (TL 9000)

27-MFR Units – Table Rock Gardens

Project: Consideration of plans for the construction of 27 multiple family dwelling units on a 1.21-acre parcel.

Location: Located on the east side of Table Rock Road, approximately 50 feet south of Morningside Street (2928 Table Rock Road), together with an Exception request to the required right-of-way width, within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (372W12D9000).

Applicant: Applicant, Pydel Properties USA; Agent, Richard Stevens & Associates; Planner, Steffen Roennfeldt.

NOTE: The items listed here shall be completed and accepted prior to the respective issuances of permits and certificates:

Prior to issue of the first building permit, the following items shall be completed and accepted:

- Submittal and approval of plans for site grading and drainage, and detention, if applicable.
- Completion of all public improvements, if required. The Applicant may provide security for 120% of the improvements prior to issuance of building permits. Construction plans for the improvements shall be approved by the Public Works Engineering Division prior to acceptance of security.
- Items A – D, unless noted otherwise.

Prior to issue of Certificate-of-Occupancy for completed structures, the following items shall be completed and accepted:

- Paving of all on-site parking and vehicle maneuvering areas
- Verification by the design Engineer that the stormwater quality and detention system was constructed per the approved plan, if applicable.
- Completion of all public improvements, if applicable.

EXHIBIT O

A. <u>STREETS</u>

1. Dedications

An **exception request** has been submitted requesting a reduced right-of-way width of 47-feet for a new street (Vito Lane) to be constructed along the eastern boundary of the property. If the exception request is denied then right-of-way shall be dedicated per Medford Land Development (MLDC), Section 10.430 as noted below.

Table Rock Road is classified as a Minor Arterial street within the MLDC, Section 10.428 and requires a total right-of-way width of 78-feet. The developer shall dedicate for public right-of-way, sufficient width of land along the frontage of this development to comply with the half width of right-of-way for a Minor Arterial street, which is 39-feet. **The Developer's surveyor shall verify the amount of additional right-of-way required.**

The Developer will receive SSDC (Street System Development Charge) credits for the public right-of-way dedication on higher order streets, per the methodology established by the MLDC 3.815. **Should the Developer elect to have the value of the land be determined by an appraisal, a letter to that effect must be submitted to the City Engineer within sixty (60) calendar days of the date of the Final Order of the Planning Commission. The City will then select an appraiser, and a cash deposit will be required as stated in Section 3.815.**

Foster Road is classified as a Minor Residential street within the MLDC 10.430. Right-of-way has already been dedicated with the Final Plat for LDP-01-157 (Survey #17696). However, additional right-of-way or a public easement will be needed at the intersection of Vito Lane or the improvements to Vito Lane shifted to the west to allow the public improvements to be entirely within the right-of-way or a public easement.

Vito Lane is proposed as Minor Residential street within the MLDC 10.430. The Developer shall dedicate for public right-of-way, sufficient width of land along the frontage to comply with the full width of right-of-way, which is 55-feet. The Developer shall also dedicate adequate right-of-way for the portion of the knuckle within the limits of this development at the intersection with Foster Road to City of Medford standards with a minimum right-of-way radius of 45-feet.

Streets, as shown on the Site Plan, in which any portion terminates to a boundary line of the Development shall be dedicated to within one foot of the boundary line, and the remaining one foot shall be granted in fee simple, as a non-access reserve strip to the City of Medford. Upon approved dedication of the extension of said streets, the one-foot reserve strip shall automatically be dedicated to the public use as part of said street without any further action by the City of Medford (MLDC 10.439).

In accordance with MLDC 10.471**, the property owner shall dedicate a 10-foot wide**

public utility easement (PUE) adjacent to the right-of-way line along this Developments frontage.

The right-of-way and easement dedications shall be submitted directly to the Engineering Division of the Public Works Department. The submittal shall include: the right-of-way and easement dedication, including an exhibit map; a copy of a current Lot Book Report, Preliminary Title Report, or Title Policy; a mathematical closure report (if applicable), and the Planning Department File Number; for review and City Engineer acceptance signature prior to recordation by the applicant. Releases of interest shall be obtained by holders of trust deeds or mortgages on the right-of-way and PUE area.

2. Public Improvements

a. Public Streets

An **exception request** has been submitted to eliminate the 8-foot planter strip and provide the typical paved section (per MLDC 10.430) along Vito Lane on the east side. This will provide all elements of the standard street section, except for the planter strip. If the exception request is denied, Vito Lane shall be constructed to Minor Residential Lane standards, in accordance with MLDC 10.430 as noted below.

Table Rock Road – Currently has pavement with no other improvements. **No additional improvements are required with this proposed development.**

Foster Road shall be constructed to Minor Residential street standards, in accordance with MLDC 10.430. The Developer shall construct the remaining north half plus 12-feet south of the centerline. All of the improvements shall be within the public right-of-way and/or a public easement.

Vito Lane shall be constructed to Minor Residential street standards, in accordance with MLDC 10.430. The Developer shall also construct the portion of the knuckle within the limits of this development at the intersection with Foster Road to City of Medford standards with a minimum paved section radius of 37-feet. All of the improvements shall be within the public right-of-way and/or a public easement.

b. Street Lights and Signing

The Developer shall provide and install in compliance with Section 10.495 of the Medford Municipal Code (MMC). Based on the preliminary plan submitted, the following number of street lights and signage will be required:

<u>Street Lighting – Developer Provided & Installed:</u>

A. 2 – Type R-100 LED (Foster Road/Vito Lane)

Traffic Signs and Devices – City Installed, paid by the Developer:

A. 1 – Barricade

Numbers are subject to change if changes are made to the plans. All street lights shall be installed per City standards and be shown on the public improvement plans. Public Works will provide preliminary street light locations upon request. All street lights shall be operating and turned on at the time of the final "walk through" inspection by the Public Works Department.

The Developer shall pay for City installed signage required by the development. City installed signs include, but are not limited to, street name signs, stop signs, speed signs, school signs, dead end signs, and dead end barricades. Sign design and placement shall be per the Manual on Uniform Traffic Control Devices (MUTCD). All signs shall be shown on the public improvement plans and labeled as City installed.

The Developer shall be responsible for the preservation and re-installation of all signs removed during demolition and site preparation work. The Developer's contractor shall coordinate with the City of Medford Public Works, Maintenance and Operations Division to remove any existing signs and place new signs provided by Medford Public Works Department.

c. Pavement Moratoriums

There is a no pavement cutting moratorium currently in effect along this developments frontage.

The Developer shall be responsible for notifying by certified letter all utility companies, as well as all current property owners of parcels which are adjacent to any Public Street being constructed or paved as part of this project. The letter shall inform the utility companies and property owners of the City's street moratorium policy with respect to pavement cutting for future utility services. The utility companies and property owners shall be given the opportunity to install utility services within the right-of-way prior to paving and the subsequent moratorium. Notifications shall be mailed by the Developer at least 6 months before a street is resurfaced or rebuilt per Medford Municipal Code (MMC), Section 3.070. Copies of the certifications shall be submitted to the City Engineer with the submittal of the preliminary construction drawings.

d. Soils Report

The Developer's Engineer shall obtain a soils report to determine if there is shrink-swell potential in the underlying soils in this development. If they are present, they shall be accounted for in the roadway and sidewalk design within this Development. The soils report shall be completed by a licensed Geotechnical Engineer in the state of Oregon.

e. Access and Circulation

The Engineering Division approves the emergency gate setback as shown on the plans (approximately one foot from the right-of-way line). This gate shall be signed "Emergency Access Only" on both sides of the gate to inform the residents of Table Rock Gardens and their visitors that it is not for their use.

Public Works supports the applicant's proposed street layout. It provides flexibility for future street connectivity to be developed by future adjacent developments.

In accordance with MLDC 10.550, driveway access shall be from Vito Lane. No driveway access, other than the required emergency vehicle access, shall be allowed on Table Rock Road.

3. Section 10.668 Analysis

To support a condition of development that an Applicant dedicate land for public use or provide a public improvement, the Medford Code requires a nexus and rough proportionality analysis which is essentially a codification of the constitutional provisions in Nollan and Dolan cases.

10.668 Limitation of Exactions

Notwithstanding any other provisions of this Chapter 10, an Applicant for a development permit shall not be required, as a condition of granting the application, to dedicate land for public use or provide public improvements unless:

(1) the record shows that there is an essential nexus between the exaction and a legitimate government purpose and that there is a rough proportionality between the burden of the exaction on the Developer and the burden of the development on public facilities and services so that the exaction will not result in a taking of private property for public use, or

(2) a mechanism exists and funds are available to fairly compensate the Applicant for the excess burden of the exaction to the extent that it would be a taking.

1. **Nexus to a legitimate government purpose**
   The purposes for these dedications and improvements are found throughout the Medford Code, the Medford Transportation System Plan, and the Statewide Planning Rule, and supported by sound public policy. Those purposes and policies include, but are not limited to: development of a balanced transportation system addressing all modes of travel, including motor vehicles, transit, bicycles, emergency services and pedestrians. Further, these rights-of-way are used to provide essential services such as sanitary sewer, domestic water and storm drains to serve the developed parcels. It can be found that the listed right-of-way dedications and improvements have a nexus to these purposes and policies.

2. **<u>Rough proportionality between the dedications and improvements, and the impacts of development.</u>**
   No mathematical formula is required to support the rough proportionality analysis. Furthermore, benefits to the development resulting from the dedication and improvements when determining "rough proportionality" have been considered, including but not limited to: increased property values, intensification of use, as well as connections to municipal services and the transportation network.

As set forth below, the dedications and improvements recommended herein can be found to be roughly proportional to the impacts reasonably anticipated to be imposed by this development.

<u>Table Rock Road</u>:

The additional right-of-way on Table Rock Road will provide the needed width for a future planter strip and sidewalk. Table Rock Road is currently a 35 mile per hour facility, which currently carries approximately 9,300 vehicles per day. The planter strip moves pedestrians a safe distance from the edge of the roadway. Table Rock Road will be the primary route for pedestrians traveling to and from this development.

The City assesses System Development Charges (SDCs) to help pay for acquisition of right-of-way and construction of additional Arterial & Collector Street capacity (including street lights) required as a result of new development. Because a mechanism exists in the form of SDC credit for right-of-way dedication and street improvements in accordance with Medford Municipal Code (MMC) 3.815 and other applicable parts of the Code, to fairly compensate the applicant, the conditions of MLDC, Section 10.668 are satisfied.

Local street right-of-way dedication and construction requirements identified by the Public Works Department and required by the City are the minimum required to protect the public interest and are necessary for additional or densification of development in the City without detracting from the common good enjoyed by existing properties. Developments are required to provide all internal local streets and half-street improvements to abutting streets, including associated right-of-way dedications, to ensure that new development and density intensification provides the current level of urban services and adequate street circulation is maintained.

Dedication of the Public Utility Easement (PUE) will benefit development by providing public utility services, which are out of the roadway and more readily available to each lot or building being served. The additional traffic of all modes of travel generated by this proposed development supports the dedication and improvements for all modes of travel and utilities. As indicated above, the area required to be dedicated for this development is necessary and roughly proportional to that required in similar developments to provide a

transportation system that meets the needs for urban level services.

The additional street lighting on Foster Road and Vito Lane will provide the needed illumination to meet current MLDC requirements.

B. SANITARY SEWERS

The proposed development is situated within the Medford sewer service area. The Developer shall provide one separate individual service lateral to the site or ensure that the site is served by an individual service lateral. All unused laterals adjacent and stubbed to the development shall be capped at the main.

C. STORM DRAINAGE

1. Drainage Plan

A comprehensive drainage plan showing the entire project site with sufficient spot elevations to determine direction of runoff to the proposed drainage system, and also showing elevations on the proposed drainage system, shall be submitted with the first building permit application for approval.

The Developer shall provide copies of either a Joint Use Maintenance Agreement or a private stormdrain easement for any stormwater draining onto or from adjacent private property.

A Site/Utility Plan shall be submitted with the building permit application to show the location of existing or proposed stormdrain lateral/s for the site.

All private storm drain lines shall be located outside of the public right-of-way and/or any public utility easements (PUE).

2. Grading

A comprehensive grading plan showing the relationship between adjacent property and the proposed development will be submitted with the improvement plans for approval. Grading on this development shall not block drainage from an adjacent property or concentrate drainage onto an adjacent property without an easement. The Developer shall be responsible that the final grading of the development shall be in compliance with the approved grading plan.

3. Detention and Water Quality

Stormwater quality and detention facilities shall be required in accordance with MLDC Section 10.481 and 10.729.

4. Verification

Upon completion of the project, and prior to certificate of occupancy of the building, the Developer's design Engineer shall verify that the construction of the stormwater quality and detention system was constructed per plan. Verification shall be in writing and submitted to the Engineering Division of Public Works. Reference Rogue Valley Stormwater Quality Design Manual, Appendix I, Technical Requirements.

5. Erosion Prevention and Sediment Control

All development that disturbs 5,000 square feet or greater shall require an Erosion Prevention and Sediment Control Plan. Developments that disturb one acre and greater shall require a 1200C permit from the Department of Environmental Quality (DEQ). Erosion Prevention and Sediment Control Plans shall be submitted to the Building Department with the project plans for development. All disturbed areas shall be covered with vegetation or properly stabilized prior to certificate of occupancy.

D. GENERAL CONDITIONS

1. Design Requirements and Construction Drawings

All public improvements shall be constructed in accordance with the "Engineering Design Standards for Public Improvements", adopted by the Medford City Council. Copies of this document are available in the Public Works Engineering office.

2. Construction Plans

Construction drawings for any public improvements for this project shall be prepared by a professional Engineer currently licensed in the State of Oregon, and submitted to the Engineering Division of Medford Public Works Department for approval. Construction drawings for public improvements shall be submitted only for the improvements to be constructed with each phase. Approval shall be obtained prior to beginning construction. Only a complete set of construction drawings (3 copies) shall be accepted for review, including plans and profiles for all streets, minimum access drives, sanitary sewers, stormdrains, and street lights as required by the governing Commission's Final Order, together with all pertinent details and calculations. A checklist for public improvement plan submittal can be found on the City of Medford, Public Works web site (http://www.ci.medford.or.us/Page.asp?NavID=3103). The Developer shall pay a deposit for plan review and construction inspection prior to final plan approval. Public Works will keep track of all costs associated with the project and, upon our acceptance of the completed project, will reconcile the accounting and either reimburse the Developer any excess deposit or bill the Developer for any additional amount not covered by the deposit. The Developer shall pay Public Works within 60 days of the billing date or will be

automatically turned over for collections.

In order to properly maintain an updated infrastructure data base, the Surveyor of Record shall submit an as-built survey prior to the Final Inspection and, the Engineer of Record shall submit mylar “as-constructed” drawings to the Engineering Division within sixty (60) calendar days of the Final Inspection (walk through). Also, the Engineer shall coordinate with the utility companies, and show all final utility locations on the "as built" drawings.

3. Construction and Inspection

The Developer or Developer’s contractor shall obtain appropriate right-of-way permits from the Department of Public Works prior to commencing any work within the public right-of-way that is not included within the scope of work described within approved public improvement plans.

Contractors proposing to do work on public streets (including street lights), sewers, or stormdrain shall ‘prequalify’ with the Engineering Division prior to starting work. Contractors shall work off a set of public improvement drawings that have been approved by the City of Medford Engineering Division. Any work within the County right-of-way shall require a separately issued permit from the County.

For City of Medford facilities, the Public Works Maintenance Division requires that public sanitary sewer and stormdrain mains be inspected by video camera prior to acceptance of these systems by the City.

Where applicable, the Developer shall bear all expenses resulting from the adjustment of manholes to finish grades as a result of changes in the finish street grade.

4. Site Improvements

All on-site parking and vehicle maneuvering areas related to this development shall be paved in accordance with MLDC, Section 10.746, prior to issuance of certificate of occupancy for any structures on the site. Curbs shall be constructed around the perimeter of all parking and maneuvering areas that are adjacent to landscaping or unpaved areas related to this site. Curbs may be deleted or curb cuts provided wherever pavement drains to a water quality facility.

5. System Development Charges (SDC)

Buildings in this development are subject to system development charges (SDCs). All SDC fees shall be paid at the time individual building permits are issued.

Prepared by: Jodi K Cope
Reviewed by: Doug Burroughs

SUMMARY CONDITIONS OF APPROVAL
2928 Table Rock Road (TL 9000)
27-MFR Units – Table Rock Gardens AC-20-124/E-20-125

A. Streets

1. Street Dedications to the Public:

- **Table Rock Road** – Dedicate additional right-of-way.
- **Foster Road** – Dedicate additional right-of-way or public easement as needed.
- **Vito Lane** – Dedicate full width right-of-way (55'), unless otherwise approved with the exception request.
- Dedicate 10-foot Public Utility Easement (PUE) along the frontage.

2. Improvements:

Public Streets

- **Table Rock Road** – No additional improvements are required with this development.
- **Foster Road** – Construct to Minor Residential street standards, north half plus 12' south of centerline.
- **Vito Lane** – Full width, to Minor Residential street standards, with a portion of a standard knuckle, unless otherwise approved with the exception request.

Lighting and Signing

- Developer supplies and installs all street lights at own expense.
- City installs traffic signs and devices at Developer's expense.

Access and Circulation

- The Engineering Division approves the emergency gate setback as shown on the plans (approximately one foot from the right-of-way line).
- Public Works supports the applicant's proposed street layout. It provides flexibility for future street connectivity to be developed by future adjacent developments.
- In accordance with MLDC 10.550, driveway access shall be from Vito Lane. No driveway access, other than the required emergency vehicle access, shall be allowed on Table Rock Road.

Other

- No pavement moratorium currently in effect along this frontage to Table Rock Road.
- Provide pavement moratorium letters.
- o Provide soils report.

B. Sanitary Sewer:

- The site is situated within the RVSS area.

C. Storm Drainage:

- Provide a comprehensive grading and drainage plan.
- Provide water quality and detention facilities, calculations and O&M Manual.
- Provide engineers verification of stormwater facility construction.
- Provide copy of an approved Erosion Control Permit (1200C) from DEQ for this project.

- = City Code Requirement
- o = Discretionary recommendations/comments

The above summary is for convenience only and does not supersede or negate the full report in any way. If there is any discrepancy between the above list and the full report, the full report shall govern. Refer to the full report for details on each item as well as miscellaneous requirements for the project, including requirements for public improvement plans (Construction Plans), design requirements, phasing, draft and final plat processes, permits, system development charges, pavement moratoriums and construction inspection.

BOARD OF WATER COMMISSIONERS

Staff Memo

TO: Planning Department, City of Medford

FROM: Rodney Grehn P.E., Water Commission Staff Engineer

SUBJECT: AC-20-124 & E-20-125

PARCEL ID: 372W12D TL 9000

PROJECT: Consideration of plans for the construction of 27 multiple family dwelling units on a 1.21-acre parcel on the east side of Table Rock Road, approximately 50 feet south of Morningside Street (2928 Table Rock Road), together with an Exception request to the required right-of-way width, within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (372W12D9000). Applicant, Pydel Properties USA; Agent, Richard Stevens & Associates; Planner, Steffen Roennfeldt.

DATE: June 17, 2020

I have reviewed the above plan authorization application as requested. Conditions for approval and comments are as follows:

CONDITIONS

1. The water facility planning/design/construction process will be done in accordance with the Medford Water Commission (MWC) "Regulations Governing Water Service" and "Standards For Water Facilities/Fire Protection Systems/Backflow Prevention Devices."

2. All parcels/lots of proposed property divisions will be required to have metered water service prior to recordation of final map, unless otherwise arranged with MWC.

3. The existing ¾-inch water meter along the east side of Table Rock Road that serves the existing home located at 2928 & 2930 Table Rock Road is required to be abandoned per MWC Standards.

4. Installation of an 8-inch water line is required. This 8-inch water line shall extend from the existing 6-inch water line on the east side of Table Rock Road and shall extend through the proposed paved travel lane and connect to the existing 8-inch water line in Foster Road.

5. Installation of an 8-inch water line is required in Vito Way. Said water line shall terminate at the north property line.

6. Installation of two water meters is required, one for each proposed Apartment Building. Proposed Water meter for the "West" Apartment Building shall be installed as shown on provided exhibit. The "East" Proposed Apartment Building shall have its water meter located at the north end of Vito Way, on the west side of Vito Way in a "on-site" Water Line easement.

Continued to Next Page

EXHIBIT P

Continued from Previous Page

7. Installation of two Fire Hydrant is required. One near the proposed Fire Vault as shown; and another Fire Hydrant at the north end of Vito Lane in the proposed park strip on the west side of Vito Way per MWC Standards.

8. Dedication of a 10 foot wide (minimum) access and maintenance easement to MWC over all water facilities located outside of public right-of-way is required. Easement shall be submitted to MWC for review and recordation prior to construction.

9. Static water pressure is expected to be 88 psi on this site. See attached document from the City of Medford Building Department on "Policy on Installation of Pressure Reducing Valves".

10. Installation of an Oregon Health Authority approved backflow device is required for all commercial, industrial, municipal, and multi-family developments. New backflow devices shall be tested by an Oregon certified backflow assembly tester. See MWC website for list of certified testers at the following web link http://www.medfordwater.org/Page.asp?NavID=35 .

11. If a well is located on this parcel it will be required to be abandoned per State of Oregon water Resources Department regulations per Oregon Water Resources Department Chapter 690 Division 220.

12. Applicant and/or their Civil Engineer shall coordinate with MWC engineering staff for available pressure, and fire hydrant flow testing for design use of the proposed fire sprinkler system.

COMMENTS

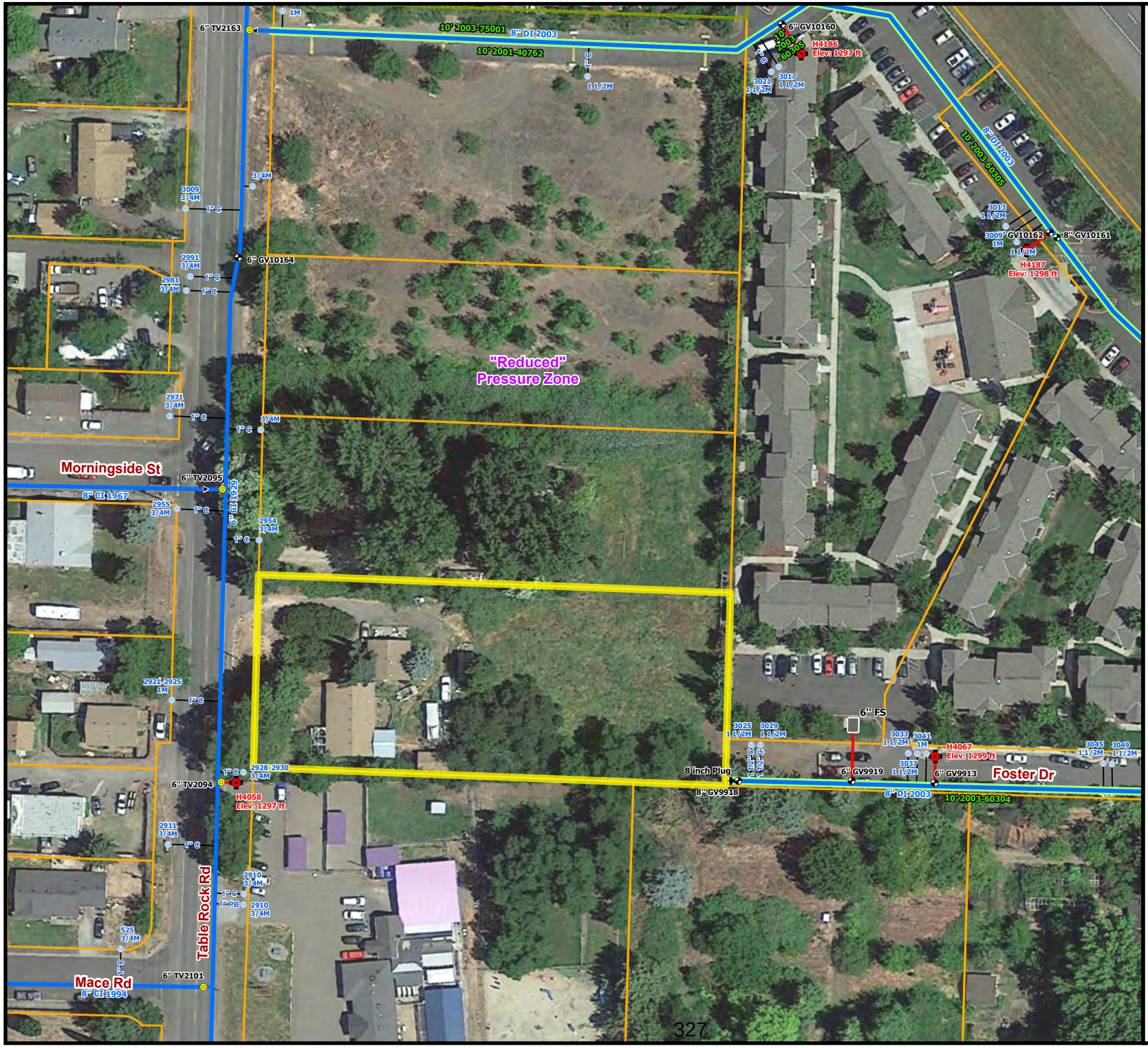
1. Off-site water line installation is not required.

2. On-site water facility construction is required. (See Condition 4 & 5 above)

3. Static water pressure is expected to be 88 psi. (See Condition 3 above)

4. MWC-metered water service does exist to this property. A ¾-inch water meter serves the existing dwellings located at 2928 & 2930 Table Rock Road. (See Condition 3 above)

5. Access to MWC water lines is available. There is an existing 6-inch water line located on the east side of Table Rock Road. There is also an existing 8-inch water line in Foster Drive that is stubbed for extension at the east property line of the parcel being developed.



N

Feet

0 25 50 100

Scale: 1"= 100'

Water Facility Map for AC-20-124 & E-20-125

June 17, 2020

Legend

- Air Valve
- Sample Station
- Fire Service
- Hydrant
- Reducer
- Blow Off
- Plugs-Caps

Water Meters:

- Active Meter
- On Well
- Unknown
- Vacant

Water Valves:

- Butterfly Valve
- Gate Valve
- Tapping Valve

Water Mains:

- Active Main
- Active Main w/ Easement
- Abandoned Main
- Reservoir Drain Pipe
- Pressure Zone Line

Boundaries:

- Urban Growth Boundary
- City Limits
- Tax Lots

MWC Facilities:

- Control Station
- Pump Station
- Reservoir

MEDFORD WATER COMMISSION

This map is based on a digital database compiled by Medford Water Commission from a variety of sources. Medford Water Commission cannot accept responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied.

Date: 6/9/2020
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Medford Fire-Rescue Land Development Report

Review/Project Information

Reviewed By: Kleinberg, Greg

Review Date: 6/8/2020
Meeting Date: 6/17/2020

LD File #: AC20124 **Associated File #1:** E-20-125

Planner: Steffen Roennfeldt

Applicant: Pydel Properties USA

Site Name: n/a

Project Location: 2928 Table Rock Road

ProjectDescription: Consideration of plans for the construction of 27 multiple family dwelling units on a 1.21-acre parcel on the east side of Table Rock Road, approximately 50 feet south of Morningside Street (2928 Table Rock Road), together with an Exception request to the required right-of-way width, within the MFR-30 (Multiple Family Residential – 20 to 30 dwelling units per gross acre) zoning district (372W12D9000)

Specific Development Requirements for Access & Water Supply

Conditions

Reference	Comments	Description
OFC 507.5	In addition to the proposed fire hydrant near the vault, an additional fire hydrant is required near the north side of the driveway entrance at Vito Lane/Foster Road.	When fire hydrants are required, the approved water supply for fire protection (hydrants) is required to be installed prior to construction when combustible material arrives at the site. In addition, blue reflective fire hydrant markers are required to be installed on the road surface to identify fire hydrant locations at night. Plans and specifications for fire hydrant system shall be submitted to Medford Fire-Rescue for review and approval prior to construction. Submittal shall include a copy of this review (OFC 501.3).
OFC 503.2.1	Fire apparatus road/fire lane design requirements.	Fire apparatus access roads and fire lanes shall have an unobstructed width of not less than 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches. The required width of a fire apparatus access road or fire lane shall not be obstructed in any manner, including parking of vehicles. Minimum required widths and clearances established under section 503.2.1, shall be maintained at all times. The fire apparatus access road or fire lane shall be constructed as asphalt, concrete or other approved all-weather driving surface capable of supporting the imposed load of fire apparatus weighing up to 75,000 pounds. (See also OFC 503.4; D102.1) The turning radius on fire department access roads and fire lanes shall meet the following Medford Fire Department requirements: Minimum Inside Turning Radius: 25 feet Minimum Outside Turning Radius: 35 feet (OFC 503.2.4)

EXHIBIT Q

OFC 503.3	Parking shall be posted as prohibited along one side of Vito Lane and along one side of Foster Road.	Where parking is prohibited on public roads for fire department vehicle access purposes, NO PARKING signs shall be spaced at minimum 50' intervals along the fire lane (minimum 75' intervals in 1 & 2 family residential areas) and at fire department designated turn-around areas. The signs shall have red letters on a white background stating "NO PARKING". Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths (20' wide) and clearances (13' 6" vertical) shall be maintained at all times (OFC 503.4; ORS 98.810-12). Fire apparatus access roads 20-26' wide shall be posted on both sides as a fire lane. Fire apparatus access roads more than 26' to 32' wide shall be posted on one side as a fire lane (OFC D103.6.1). This restriction shall be recorded on the property deed as a requirement for future construction. Contact Public Works Transportation Manager Karl MacNair 541-774-2115 for further information.
OFC 503.4; D103.6; D103.6.1; D103.6.2	The north curb of the parking lot shall be posted/marked (painted and stenciled curb) to prohibit parking.	Fire apparatus access roads 20-26' wide shall be posted on both sides as a fire lane. Fire apparatus access roads more than 26' to 32' wide shall be posted on one side as a fire lane (OFC D103.6.1). Where parking is prohibited for fire department vehicle access purposes, NO PARKING-FIRE LANE signs shall be spaced at minimum 50' intervals along the fire lane (minimum 75' intervals in 1 & 2 family residential areas) and at fire department designated turn-around's. The signs shall have red letters on a white background stating "NO PARKING-FIRE LANE" (See handout). For privately owned properties, posting/marking of fire lanes may be accomplished by any of the following alternatives to the above requirement (consult with the Fire Department for the best option): Alternative #1: Curbs shall be painted red along the entire distance of the fire department access. Minimum 4" white letters stating "NO PARKING-FIRE LANE" shall be stenciled on the curb at 25-foot intervals. Alternative #2: Asphalt shall be striped yellow or red along the entire distance of the fire department access. The stripes shall be at least 6" wide, be a minimum 24" apart, be placed at a minimum 30-60 degree angle to the perimeter stripes, and run parallel to each other. Letters stating "NO PARKING-FIRE LANE" shall be stenciled on the asphalt at 25-foot intervals. Fire apparatus access roads shall not be obstructed in any manner, including the parking of vehicles. The minimum widths (20' wide) and clearances (13' 6" vertical) shall be maintained at all times (OFC 503.4; ORS 98.810-12). This restriction shall be recorded on the property deed as a requirement for future construction. A brochure is available on our website at: http://www.ci.medford.or.us/Files/Fire%20Lane%20Brochure.pdf

Construction General Information/Requirements

Development shall comply with access and water supply requirements in accordance with the Oregon Fire Code in affect at the time of development submittal. Fire apparatus access roads are required to be installed prior to the time of construction. The approved water supply for fire protection (fire hydrants) is required to be installed prior to construction when combustible material arrives at the site.

Specific fire protection systems may be required in accordance with the Oregon Fire Code.

This plan review shall not prevent the correction of errors or violations that are found to exist during construction. This plan review is based on information provided only.

Design and installation shall meet the Oregon requirements of the International Fire, Building, Mechanicial Codes and applicable NFPA Standards.

Medford Fire-Rescue, 200 S Ivy St. Rm 180, Medford OR 97501 541-774-2300

www.medfordfirerescue.org

MEMORANDUM

To: Steffen Roennfeldt, Planning Department

From: Chad Wiltrout, Building Department (541) 774-2363

CC: Applicant, Pydel Properties USA; Agent, Richard Stevens & Associates

Date: June 16, 2020

Subject: AC-20-124_E-20-125_Table Rock Gardens_Multifamily_2928 Table Rock Rd.

Please Note:

This is not a plan review. Unless noted specifically as Conditions of Approval, general comments are provided below based on the general information provided; these comments are based on the 2019 Oregon Structural Specialty Code (OSSC) unless noted otherwise. Plans need to be submitted and will be reviewed by a commercial plans examiner, and there may be additional comments.

Fees are based on valuation. Please contact Building Department front counter for estimated fees at (541) 774-2350 or building@cityofmedford.org.

For questions related to the Conditions or Comments, please contact me, Chad Wiltrout, directly at (541) 774-2363 or chad.wiltrout@cityofmedford.org.

General Comments:

1. For list of applicable Building Codes, please visit the City of Medford website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Design Criteria" on left side of screen and select the appropriate design criteria.

2. All plans are to be submitted electronically. Information on the website: www.ci.medford.or.us Click on "City Departments" at top of screen; click on "Building"; click on "Electronic Plan Review (ePlans)" for information.

3. A site excavation and grading permit will be required if more than 50 cubic yards is disturbed.

EXHIBIT R

4. A separate demolition permit will be required for demolition of any structures not shown on the plot plan.

Comments:

1. Per application this would be an R-2 occupancy. Per Table 504.3 any Type of Construction is allowed for this project. Meets allowable number stories per Table 504.4. See Table 506.2 for allowable area factor in square feet.

2. Per Section 903.2.8 New Group R occupancies are required to be protected by an automatic sprinkler system.

3. The building and building appurtenances shall be designed by an Oregon licensed design professional in accordance with 107.1 OSSC. A design professional of responsible charge shall be required to oversee this project in accordance with 107.3.4 OSSC. (over 4,000 sf)

4. ADA accessibility for the site and the building shall be addressed in detail to show compliance with Chapter 11 OSSC and 2009 ANSI A117.1. ADA parking spaces shall be required in accordance with code section 1106 OSSC.

5. A code analysis providing occupant load, means of egress plan, type of construction, use/occupancy classification, occupant load, fire protection systems, mixed occupancies, plumbing fixtures, etc. . . . . will be required.

6. Special inspections may be required for this project in accordance with Chapter 17 OSSC.

7. Oregon Building Codes Division provides 2 options for meeting energy code requirements for new construction. There are several forms and detailing requirements needed to show compliance depending on which code path you choose. Please visit the Oregon BCD website for details/requirements.

8. A geotechnical analysis is required for this project in accordance with 1803.5 OSSC. (over 4,000 sf)

9. Proposed construction in proximity to fire separation distance line shall comply with Table 602 and code section 705 of the OSSC. See Table R705.8 for maximum area of exterior wall openings.

JACKSON COUNTY
Roads

JC Roads
Engineering

Chuck DeJanvier
Construction Engineer

200 Antelope Road
White City, OR 97503
Phone: (541) 774-6255
Fax: (541) 774-6295
dejanvca@jacksoncounty.org

www.jacksoncounty.org

June 11, 2020

Attention: Steffen Roennfeldt
Planning Department
City of Medford
200 South Ivy Street, Lausmann Annex, Room 240
Medford, OR 97501

RE: Consideration of a proposal for 27 multiple family dwellings on Table Rock Road – a city-maintained road.
Planning File: AC-20-124/E-20-125

Dear Steffen:

Thank you for the opportunity to comment on this consideration of plans for the construction of 27 multiple family dwelling units on a 1.21-acre single parcel on the east side of Table Rock Road, approximately 50 feet south of Morningside Street (2928 Table Rock Road), together with an Exception to the required right-of-way width, within the Multiple Family Residential – 20 to 30 dwelling units per gross acre (MFR-30) the Zoning District (37-1W-12D TL 9000). Jackson County Roads has no comments.

If you have any questions or need further information feel free to call me at 774-6255

Sincerely,

Chuck DeJanvier
Construction Engineer

EXHIBIT
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I:\Engineering\Development\CITIES\MEDFORD\2020\AC-20-124 - E-20-125.docx

MEDFORD
PLANNING

MEMORANDUM

To: Jon Proud, Engineering

From: Steffen Roennfeldt, Planning Department

CC:

Date: June 3, 2002

Subject: Legal Description

File No.: AC-20-124 / E-20-125

Please verify the attached legal description covering the below subject at your earliest convenience. See attached map.

1. AC-20-124 / E-20-125
   Applicant: Pydel Properties USA Corp
   Agent: Richard Stevens & Associates, Inc.

Steffen,
There is no vicinity map attached to yellow paper as is typ. The attached description describes property generaly known as 2928 Table Rock Road. TL372w12d 9000.
Thanks, Jon
6-5-20

EXHIBIT
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FRICTION LOSS CALCULATION

Gray area identifies information needed

Job Name & Location:	**2928 Table Rock Road**
Date Modified:	**04.24.2020**

Maximum Design Gallonage	**10.16**	GPM
Pressure @ Water Meter:	**90**	PSI
Total PSI Gains / Losses	**17.6**	PSI
Working Pressure	**72.4**	PSI
Required Sprinkler Pressure	**40**	PSI

	Yes	No
Is a Pressure Regulator required?	**Yes**	
Is a Booster Pump required?		**N/A**

(Note an air gap is required when booster pumps are used; no direct connect allowed)

Mainline Design

	GPM	Size	Length	Loss per 100'	Total Loss
Service Line to Water Meter	**10.16**	**1**	**26**	**3.63**	**0.9438**
Water Meter	**10.16**	**1**	N/A	N/A	**0.75**
Potable Waterline to Backflow	**10.16**	**1**	**4**	**5.19**	**0.2076**
Backflow Preventer	**10.16**	**1**	N/A	N/A	**5.5**
Mainline to Farthest Zone	**10.16**	**1.5**	**261**	**0.68**	**1.7748**
Solenoid Valve	**10.16**	**1**	N/A	N/A	**5.95**
Contingency 15%	N/A	Misc. Avg.	N/A	N/A	**2.09622**
Mainline Total	**17.0**	PSI Loss			

Elevation gain or loss	**0**	Feet
Pressure Gain or Loss	**0**	PSI

EXHIBIT U

Lateral design (Highest Gallonage Zone)

Zone #	2.0
Sprinkler model & nozzle	PROS-04 w/ MP Rotator
Pipe Class or Schedule	Schedule 40

Location	GPM	Pipe Size	Length	Loss/100'	Loss
Valve to Tee	10.16	1	17	2.51	0.43
Tee to First Head	5.56	1	2	0.795	0.02
Head to Next Head	4.62	1	7	0.51	0.04
Head to Next Head	4.2	1	8	0.48	0.04
Head to Next Head	3.78	1	8	0.41	0.03
Head to Next Head	3.36	1	8	0.29	0.02
Head to Next Head	2.94	1	8	0.25	0.02
Head to Next Head	2.52	1	8	0.19	0.02
Head to Next Head	2.1	1	8	0.13	0.01
Head to Next Head	1.68	1	8	0.1	0.01
Head to Next Head	1.26	1	8	0.06	0.00
Head to Next Head	0.84	1	8	0.018	0.00
Head to Last Head	0.42	1	8	0.014	0.00
					0.00
					0.00
					0.00
					0.00
					0.00
					0.00
					0.00
					0.00
					0.00
					0.00
					0.00
					0.00

Zone Total	**0.6** PSI Loss

Jackson County Official Records **2018-021541**
R-WD
Stn=3 FOOTENL **07/10/2018 09:15:53 AM**
$10.00 $10.00 $8.00 $11.00 $60.00 **$99.00**

I, Christine Walker, County Clerk for Jackson County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.
Christine Walker - County Clerk

THIS SPACE R

After recording return to:
Pydel Properties USA Corporation
1186 Cardiff Blvd
Mississauga, Ontario, L5S 1P6

Until a change is requested all tax statements shall be sent to the following address:
Pydel Properties USA Corporation
1186 Cardiff Blvd
Mississauga, Ontario, ~~L5S 1P6~~

File No.: 7161-3035085 (lb)
Date: ~~March 29, 2018~~

STATUTORY WARRANTY DEED

Richard Zeegers and Misha Christman not as tenants in common, but with rights of survivorship, Grantor, conveys and warrants to **Pydel Properties USA Corporation** , Grantee, the following described real property free of liens and encumbrances, except as specifically set forth herein:

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

LOT 15, GARDEN ACRES, IN JACKSON COUNTY, OREGON, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED IN VOLUME 5, PAGE 65 OF PLAT RECORDS.

Subject to:

1. Covenants, conditions, restrictions and/or easements, if any, affecting title, which may appear in the public record, including those shown on any recorded plat or survey.

The true consideration for this conveyance is **$385,000.00**. (Here comply with requirements of ORS 93.030)

EXHIBIT V

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

Dated this 5th day of July, 2018.

Richard Zeegers

Misha Christman

STATE OF Oregon)
)ss.
County of Jackson)

This instrument was acknowledged before me on this 5th day of July, 2018 by **Richard Zeegers and Misha Christman.**

OFFICIAL STAMP
JENNIFER KATHLEEN SCOFIELD
NOTARY PUBLIC-OREGON
COMMISSION NO. 952480
MY COMMISSION EXPIRES JULY 21, 2020

Notary Public for Oregon
My commission expires: 7-21-20