



Planning Department

(541) 535-2050 Fax (541) 535-5769
112 W 2nd Street/PO Box 330, Phoenix, OR 97535

CONDITIONAL USE APPLICATION

File No. CUP 13-01 Fee \$

NOTICE TO APPLICANT: Applicants are advised to review the list of submittal requirements indicated on each application form prior to submitting an application. Incomplete applications will not be acted upon or scheduled for a public hearing until the Planning Department receives all required submittal materials and fees. Failure to provide complete and/or accurate information may result in delay or denial of your request.

APPLICANT BDK Architecture & Planning, Bruce Dana Kelling, Architect

Mailing address 370 Englemann Lane, Medford, OR 97501

Phone 541) 301-6041 Fax Email bdkarchplan@gmail.com

Applicant's interest in property Project Architect

Signature [Signature] Date March 31, '23

PROPERTY OWNER Medford Acres LLC by Thomas L. Thomsen, managing member

Mailing address 25355 NE Glass Road, Aurora, Oregon 97002

Phone 503-803-0912 Fax Email Lonepinetom@me.com

Property Owner's Consent: I do by certify that I am the legal owner of record of the property described above and as such, I am requesting that the City of Phoenix process this application in accord with state and local ordinances.

Signature [Signature] Date 3/29/2023

If same as applicant, write SAME. If there is more than one property owner, please attach additional sheets as necessary.

SITE LOCATION AND DESCRIPTION

Address Tax Map #(S) T38 R1w S10 Tax Lot #(s) 202 (portion)

Address Tax Map #(S) Tax Lot #(s)

Adjacent property under same ownership (list tax lot ID)

Frontage street or address Grove Road (number not given yet) Nearest cross street NE Phoenix Road

Site size (acres or square feet) 1.35 acres Dimensions 241' x 324'

BUSINESSES Are any businesses operating on the property? If yes, please describe. No

All businesses operating within the City of Phoenix must obtain a Business License.

SPECIFIC REQUEST Land Division [] New Use/Construction [X] Alteration [] Change of Use []

Describe New enclosed Golf training and training facility, including requisite parking

SUBMITTAL REQUIREMENTS

The following items must be received in order to deem an application complete and schedule it for a hearing before the Planning Commission. If you need assistance completing the forms, please contact the Planning Department. If you do not have a copy of the deed to your property to verify ownership, contact the Jackson County Assessor at (541) 774-6059 or https://jacksoncountyor.org/assessor

- 1. Original, signed Application form. This information is public record and must be reproduced so please type or write clearly using dark ink.
2. All information required above and below, unless specifically waived by the Director.
3. The appropriate fee.
4. 7 copies of all submittal materials for staff and Planning Commission distribution.

OFFICE USE ONLY.

This institution is an equal opportunity provider and employer.

120 day time limit Accepted as complete Final decision by
DLCD 45-day notice required Y/N Date mailed Date of first hearing
Planning Commission hearing date Notice mailed
Notice to media Publication date Emailed
Notice of Decision Date mailed Appeal deadline
Associated applications

The following criteria must be satisfied in order to approve a request. See the specific language in Section 4.4.4.1 on page 3 of this form. Please tailor all responses to these criteria. All applications must also demonstrate compliance with applicable standards in Chapter 3 (Design Standards) of the LDC.

Is the proposed use listed as a Conditional Use in the underlying zone? Yes No

Describe in detail how the characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features.

Existing site is vacant, flat land. This facility falls in line with coordination for the nearby Centennial Golf Course. In addition, it provides ample area for the building and required City connections.

Describe in detail how the site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use.

The entire development is relatively new, and complements the development of the City of Phoenix goals. All infrastructure is currently existing, allowing this project to tie-in without further impacting requirements.

Describe in detail how the proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district.

The proposed project coordinates with, and compliments, the adjacent development, in both aesthetics and massing

Describe in detail how the proposal satisfies the goals and policies of the City Comprehensive Plan that apply to the proposed use.

As this development is existing for Commercial use, the introduction of an "entertainment" type facility at this location will enhance the community's use and promote additional commercial properties.

Use this space to provide any additional information.

The Phoenix Land Development Code (LDC) accepts that certain uses, while not permitted outright, can be compatible uses in certain zones. The applicant bears the burden of proof to show that the proposed use is compatible or can be made compatible with the surrounding neighborhood and/or zone through appropriate mitigation.

Electronic submittals to accompany this application form are encouraged. All text submittals should be provided in Microsoft Word; plans and other images should be formatted as a pdf.

The application will not be scheduled for a hearing until deemed complete.

Use additional sheets if necessary.

City of Phoenix Land Development Code**Chapter 4.4 – Conditional Use Permits****4.4.1 – Purpose**

There are certain uses that, due to the nature of their impacts on surrounding land uses and public facilities, require a case-by-case review and analysis. These are identified as Conditional Uses in Chapter 2 – Land Use Districts. The purpose of this Chapter is to provide standards and procedures under which a conditional use may be permitted, enlarged, or altered if the site is appropriate and if other appropriate conditions of approval can be met.

4.4.2 – Approvals Process

- A. Pre-application. A Pre-application Conference is required in accord with Chapter 4.1.7 – General Provisions, Section C.
- B. Initial Application. An application for a new conditional use shall be processed as a Type III procedure subject to the process in Chapter 4.1.5 – Type III Procedure (Quasi-Judicial). The application shall meet submission requirements in Chapter 4.4.3 – Application Submission Requirements and the approval criteria contained in Chapter 4.4.4 – Criteria, Standards, and Conditions of Approval.
- C. Modification of Approved or Existing Conditional Use. Modifications to approved or existing conditional uses shall be processed in accordance with Chapter 4.6 – Modifications to Approved Plans and Conditions of Approval.

4.4.3 – Application Submission Requirements

In addition to the submission requirements required in Chapter 4.1 – Types of Applications and Review Procedures, an application for Conditional Use approval must include the following information, as applicable. For a description of each item, please refer to Chapter 4.2.5 – Site Design Review Application Submission Requirements:

- A. Existing site conditions;
- B. Site plan drawn to scale;
- C. Preliminary grading plan;
- D. A landscape plan;
- E. Elevations of all structures;
- F. Elevations of all proposed signs;
- G. A copy of all existing and proposed restrictions or covenants.
- H. Narrative report or letter documenting compliance with all applicable approval criteria in Chapter 4.4.4 – Criteria, Standards, and Conditions of Approval.
- I. If applicable for residential care, a description of the proposed use, including the number of residents and the nature of the condition or circumstances for which care, or a planned treatment or training program will be provided.
- J. The number of staff and the estimated length of stay per resident and the name of the agency responsible for regulating or sponsoring the use.

4.4.4 – Criteria, Standards, and Conditions of Approval

1. The Planning Commission shall approve, approve with conditions, or deny an application for a conditional use or to enlarge or alter a Conditional Use based on findings of fact with respect to each of the following standards and criteria:
 - A. Use Criteria
 1. The use is listed as a Conditional Use in the underlying district;
 2. The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features;
 3. The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use;
 4. The proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district;
 5. The proposal satisfies the goals and policies of the City Comprehensive Plan that apply to the proposed use.
 - B. Site Design Standards. The criteria in Chapter 4.2.6 – Site Design Approval Criteria shall be met.
 - C. Conditions of Approval. The Planning Commission may impose conditions that are found necessary to ensure that the use is compatible with other uses in the vicinity, and that the negative impact of the proposed use on the surrounding uses and public facilities is minimized. These conditions include, but are not limited to, the following:
 1. Limiting the hours, days, place, and/or manner of operation;
 2. Requiring site or architectural design features that minimize environmental impacts such as noise, vibration, exhaust/emissions, light, glare, erosion, odor and/or dust, no roof-mounted equipment;
 3. Requiring larger setback areas, lot area, and/or lot depth or width;

4. Limiting the building height, size or lot coverage, and/or location on the site;
5. Designating the size, number, location, and/or design of vehicle access points or parking areas and covered bicycle parking;
6. Requiring street right-of-way to be dedicated and streets, sidewalks, curbs, planting strips, pathways, or trails to be improved;
7. Requiring landscaping, screening, drainage, water quality facilities, and/or improvement of vehicle parking, covered bicycle parking and loading areas;
8. Limiting the number, size, location, height, and/or lighting of signs;
9. Limiting or setting standards for the location, design, and/or intensity of outdoor lighting;
10. Requiring berms, screening or landscaping and the establishment of standards for their installation and maintenance;
11. Requiring and designating the size, height, location, and/or materials for fences;
12. Requiring the protection and preservation of existing trees, soils, vegetation, watercourses, habitat areas, drainage areas, historic resources, cultural resources, and/or sensitive lands;
13. Requiring the dedication of sufficient land to the public, and/or construction of pedestrian/bicycle pathways in accordance with the adopted plans. Dedication of land and construction shall conform to the provisions of Chapter 3.2 – Access and Circulation;
14. Trash enclosures shall be screened and located towards the rear of the site.
15. The applicant shall meet a defined time limit to meet development conditions.
16. The Planning Commission may require any other reasonable restriction, condition or safeguard that would mitigate the zoning ordinance, and adverse effects upon the neighborhood properties by reason of the use, extension, construction or alteration allowed as set forth in the findings of the Planning Commission.
17. The Planning Commission may specifically permit, upon approval of a conditional use, further expansion to a specified maximum designated by the Planning Commission without the need to return for additional review.

4.4.5 – Additional Development Standards for Conditional Use Types

- A. Concurrent Variance Applications. A Conditional Use Permit shall not grant Variances to regulations otherwise prescribed by the Development Code. Variance applications may be filed in conjunction with the conditional use application and both applications may be reviewed at the same hearing.
- B. Additional development standards. Development standards for specific uses are contained in Chapter 2 – Land Use Districts.
- C. Traffic studies. Traffic studies may be required for any applications that the Planning Department or the Planning Commission deems necessary.
 1. For properties within the Trip Budget Overlay Zone (Chapter 2.9), a traffic analysis must be submitted to Oregon Department of Transportation (ODOT) and approved by ODOT.
- D. In the case of a use existing prior to the effective date of this ordinance, any change of use expansion of lot area or expansion of structure shall conform with the requirements for conditional use.

4.4.6 – Modifications

Any expansion to, alteration of, or accessory use to a conditional use shall follow procedures in Chapter 4.6.

4.4.7 – Revocation of Conditional Use Permits

The Planning Commission or the City Council may revoke any Conditional Use Permit previously issued by the city or, with regard to lands annexed by the city, those such permits issued by the county. The Planning Commission may revoke such permit upon determining:

- A. One or more conditions attached to the grant of the Conditional Use Permit have not been fulfilled; and
- B. The unfulfilled condition is substantially related to the issuance of the Conditional Use Permit.

Chapter 4.1 – Types of Applications and Review Procedures

4.1.5 – Type III Procedure (Quasi-Judicial)

- A. Pre-application conference. A pre-application conference is required for all Type III applications. The requirements and procedures for a pre-application conference are described in Chapter 4.1.7 – General Provisions, Section C.
- B. Application requirements
 1. Application forms. Type III applications shall be made on forms provided by the Planning Department.
 2. Content. Type III applications shall:
 - a. Include the information requested on the application form;
 - b. Be filed with copies of a narrative statement that explains how the application satisfies each and all of the relevant criteria in sufficient detail for review and action;

- c. Be accompanied by the required fee;
 - d. Include two sets of mailing labels for all property owners of record as specified in Chapter 4.1.5 – Type III Procedure (Quasi-Judicial), Section C (Notice of Hearing). The records of the Jackson County Department of Assessment and Taxation are the official records for determining ownership. The applicant shall demonstrate that the most current assessment records have been used to produce the notice list;
 - e. Include an impact study for all Type III applications. The impact study shall quantify/assess the effect of the development on public facilities and services. The study shall address, at a minimum, the transportation system, including pedestrian ways and bikeways, the drainage system, the parks system, the water system, and the sewer system. For each public facility system and type of impact, the study shall propose improvements necessary to meet City standards and to minimize the impact of the development on the public at large, public facilities systems, and affected private property users. In situations where this Code requires the dedication of real property to the City, the applicant shall either specifically agree to the dedication requirement, or provide evidence that shows that the real property dedication requirement is not roughly proportional to the projected impacts of the development.
- C. Notice of Hearing (*see full text of LDC*)
- D. Conduct of the Public Hearing (*see full text of LDC*)
- E. The Decision Process
1. Basis for decision. Approval or denial of an appeal of a Type II Administrative decision or a Type III application shall be based on standards and criteria in the development code. The standards and criteria shall relate approval or denial of a discretionary development permit application to the development regulations and, when appropriate, to the comprehensive plan for the area in which the development would occur and to the development regulations and comprehensive plan for the City as a whole;
 2. Findings and conclusions. Approval or denial shall be based upon the criteria and standards considered relevant to the decision. The written decision shall explain the relevant criteria and standards, state the facts relied upon in rendering the decision, and justify the decision according to the criteria, standards, and facts;
 3. Form of decision. The hearings body shall issue a final written order containing the findings and conclusions stated in subsection 2, which either approves, denies, or approves with specific conditions. The hearings body may also issue appropriate intermediate rulings when more than one permit or decision is required;
 4. Decision-making time limits. A final order for any Type II Administrative Appeal or Type III action shall be filed with the City Recorder within ten business days after the close of the deliberation.
- F. Notice of Decision. Written notice of a Type II Administrative Appeal decision or a Type III decision shall be mailed to the applicant and to all participants of record within 30 business days after the hearings body decision. Failure of any person to receive mailed notice shall not invalidate the decision, provided that a good faith attempt was made to mail the notice.
- G. Final Decision and Effective Date. The decision of the hearings body on any Type II appeal or any Type III application is final for purposes of appeal on the date it is mailed by the City. The decision is effective on the day after the appeal period expires. If an appeal is filed, the decision becomes effective on the day after the appeal is decided by the City Council. The notification and hearings procedures for Type III applications on appeal to the City Council shall be the same as for the initial hearing.
- H. Appeals. (*see full text of LDC*)



Planning Department

(541) 535-2050 Fax (541) 535-5769

112 W 2nd Street/PO Box 330, Phoenix, OR 97535

Development Review/Site Design Review Application File No. SP23-03 Fee \$ _____

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APPLICANT BDK Architecture & Planning, Bruce Dana Kelling, Architect

Mailing address 370 Englemann Lane, Medford, OR 97501

Phone 541) 301-6041 **Fax** _____ **Email** bdkarchplan@gmail.com

Applicant's interest in property Project Architect

Signature **Date** March 31, '23

PROPERTY OWNER Medford Acres LLC by Thomas L. Thomsen, Managing Member

Mailing address 25355 NE Glass Road Aurora, Oregon 97002

Phone 503-803-0912 **Fax** _____ **Email** lonepinetom@me.com

Signature **Date** 3/30/2023
DocuSigned by: 15F1FF091EED4BF...

Property Owner's Consent: I do hereby certify that I am the legal owner of record of the property described above and as such, I am requesting that the City of Phoenix process this application in accord with state and local ordinances.

Signature **Date** 3/31/2023
DocuSigned by: 15F1FF091EED4BF...

If same as applicant, write **SAME**. If there is more than one property owner, please attach additional sheets as necessary.

SITE LOCATION AND DESCRIPTION

Address Grove Road (no number yet) **Tax Map #(S)** T38 R1w S10 **Tax Lot #(s)** 202 (portion)

Address _____ **Tax Map #(S)** _____ **Tax Lot #(s)** _____

Adjacent property under same ownership (*list tax lot ID*) _____

Frontage street or address Grove Road (no number yet) **Nearest cross street** NE Phoenix Road

Site size (acres or square feet) 1.35 acres **Dimensions** 241' x 324'

BUSINESSES Are any businesses operating on the property? If yes, please describe. No

All businesses operating within the City of Phoenix must obtain a Business License.

SPECIFIC REQUEST New Use/Construction Alteration Change of Use

Describe New Golf training and practice facility, including requisite parking. Include area for potential food truck parking.

OFFICE USE ONLY.

This institution is an equal opportunity provider and employer.

120 day time limit	Accepted as complete _____	Final decision by _____
DLCD 45-day notice required	Y/N Date mailed _____	Date of first hearing _____
Planning Commission hearing date	_____	Notice mailed _____
Notice to media	Publication date _____	Emailed _____
Notice of Decision	Date mailed _____	Appeal deadline _____
Associated applications	_____	

SUBMITTAL REQUIREMENTS

The following items must be received in order to deem an application complete and schedule it for a hearing before the Planning Commission. If you need assistance completing the forms, please contact the Planning Department. If you do not have a copy of the deed to your property to verify ownership, contact the Jackson County Assessor at (541) 774-6059 or <https://jacksoncountyor.org/assessor>

1. Original, signed **Application form**. This information is public record and must be reproduced so please type or write clearly using dark ink.
2. All information required above and below, unless specifically waived by the Director.
3. The appropriate **fee**.
4. **7 copies** of all submittal materials for staff and Planning Commission distribution.

The following criteria must be satisfied in order to approve a request. See the specific language in Section 4.4.4.1 on page 3 of this form. Please tailor all responses to these criteria. All applications must also demonstrate compliance with applicable standards in Chapter 3 (Design Standards) of the LDC.

Is the proposed use listed as a Conditional Use in the underlying zone? Yes No

Describe in detail how the characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features.

Existing site is flat land, vacant and suitable for this project in that it promotes additional commercial facilities to an existing commercial development. There are no existing natural features.

Describe in detail how the site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use.

The entire development is relatively new, and designed for commercial transportation and utility systems. This project will tie-in to the existing systems, and will not require additional upgrades.

Describe in detail how the proposed use will not alter the character of the surrounding area in a manner that substantially limits, impairs, or precludes the use of surrounding properties for the primary uses listed in the underlying district.

This project has been designed to compliment, and coordinate with, the existing adjacent commercial facilities.

Describe in detail how the proposal satisfies the goals and policies of the City Comprehensive Plan that apply to the proposed use.

This project continues the City Comprehensive Plan by locating larger commercial projects within the already existing commercial development, and brings an already popular development additional facilities for the community.

Use this space to provide any additional information.

The Phoenix Land Development Code (LDC) accepts that certain uses, while not permitted outright, can be compatible uses in certain zones. The applicant bears the burden of proof to show that the proposed use is compatible or can be made compatible with the surrounding neighborhood and/or zone through appropriate mitigation.

Electronic submittals to accompany this application form are encouraged. All text submittals should be provided in a Microsoft Word document; plans and other images should be formatted as a PDF.

The application will not be scheduled for a hearing until deemed complete.

Use additional sheets if necessary.

City of Phoenix Land Development Code

Chapter 4.2 – Development Review and Site Design Review

4.2.1 – Purpose

The purpose of this Chapter is to:

- Provide rules, regulations, and standards for efficient and effective administration of site development review.
- Carry out the development pattern and plan of the City and its comprehensive plan policies;
- Promote the public health, safety, and general welfare;
- Lessen or avoid congestion in the streets, and secure safety from fire, flood, pollution and other dangers;
- Facilitate adequate transportation, water supply, sewage, and drainage;
- Encourage the conservation of energy resources;
- Encourage efficient use of land resources, full utilization of urban services, mixed uses, transportation options, and detailed, human-scaled design.

4.2.2 – Applicability

Development Review or Site Design Review shall be required for all new developments and modifications of existing developments, except that regular maintenance, repair, and replacement of materials (e.g., roof, siding, awnings, etc.), parking resurfacing, and similar maintenance and repair shall be exempt. Development Review or Site Design Review applications shall be processed as a Type I, II or III application pursuant to Table 4.2.2, below.

4.2.3 - Development Review.

Development Review is a non-discretionary or ministerial review conducted by the Planning Director without a public hearing. (See Chapter 4.1 – Types of Applications and Review Procedures for review procedure.) It is for less complex developments and land uses that do not require Site Design Review approval. Development Review is based on clear and objective standards and ensures compliance with the basic development standards of the land use district, such as building setbacks, lot coverage, maximum building height, and similar provisions of Chapter 2. Development Review is required for all of the types of development listed in Table 4.2.2.

Type of Use	DR	SDR	SDR
	Type I	Type II	Type III
Single Family Detached	X*		
Duplex	X		
Triplex	X		
Multifamily 4+ and Single Family Attached 5+ units		X	
Additions >50% of existing structure footprint		X	
Minor Modifications	X		
Site approval for CUPs	X		
Temporary Use (see 4.9.1)	X		
Home Occupation (see 4.9.2)	X		
Accessory Structure >50% of existing structure area			X
Mobile Food Vendors	X		
Commercial up to 14 off-street parking spaces	X		
Commercial 15 or more off-street parking spaces		X	
Clearing >2 acres			X
Change of access for Commercial or Industrial		X	
*only if required as a condition of approval			

A. Approval Criteria. Development Review shall be conducted only for the developments listed in Table 4.2.2 and shall be conducted as a Type I procedure, as described in Chapter 4.1.3 – Type I Procedure (Ministerial). Prior to issuance of building permits, the following standards shall be met:

1. The proposed land use is permitted by the underlying land use district (See Chapter 2);
2. The land use, building/yard setback, lot area, lot dimension, density, lot coverage, building height and other applicable standards of the underlying land use district and any sub-districts are met (See Chapter 2);
3. All provisions of Chapter 3 – Design Standards are met;
4. All applicable building and fire code standards are met; and
5. The approval shall lapse, and a new application shall be required, if a building permit has not been issued within one year of Site Review approval, or if development of the site is in violation of the approved plan or other applicable codes.

4.2.4 – Site Design Review.

Site Design Review is a discretionary review conducted by the Planning Director and/or the Planning Commission with or without a public hearing. (See Chapter 4.1 – Types of Applications and Review Procedures for review procedure.) It applies to all developments in the City, except those specifically listed under “A” (Development Review). Site Design Review ensures compliance with the basic development standards of the land use district (e.g., building setbacks, lot coverage, maximum building height), as well as the more detailed design standards and public improvement requirements in Chapters 2 and 3. Site Design Review requires a pre-application conference in accordance with Chapter 4.1.7 – General Provisions, Section C.

Site Design Review shall be conducted as a Type II or Type III procedure as specified in Table 4.2.2, using the procedures in Chapter 4.1 – Types of Applications and Review Procedures, and using the approval criteria contained in Chapter 4.2.6 – Site Design Approval Criteria.

4.2.5 – Site Design Review Application Submission Requirements

All of the following information is required for Site Design Review application submittal:

A. General Submission Requirements. The applicant shall submit an application containing all of the general information required by Chapter 4.1.4 – Type II Procedure (Administrative) or Chapter 4.1.5 – Type III Procedure (Quasi-Judicial), as applicable. The type of application shall be determined in accordance with subsection A of 4.2.4 – Site Design Review Application Review Procedure. Site Design Review requires a pre-application conference in accordance with Chapter 4.1.7 – General Provisions, Section C.

GOLF GARAGE FACILITY

Chapter 3.2 – Access and Circulation

Section 3.2.2, Vehicle Circulation – “... Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. ...”. *Response – As shown in the Site Plan, this project is proposing a single vehicle access drive directly to Grove Road, a Public Street. Additionally, this proposal includes a cross-access drive connecting the existing lot to the west, running continuously to the proposed Lot to the east. Per Table 6: 3.2.2.F, the drive access separation to the drive access to the adjacent lot to the west exceeds the 75-foot minimum distance.*

Section 3.2.3, Pedestrian Access & Circulation – “... all developments except single-family detached housing on individual lots shall provide a continuous pedestrian and/or multi-use pathway system between residential areas and neighborhood activity centers ...”. *As shown in the Site Plan, this project is including a pedestrian path from Grove Road to the building’s sidewalk, which shall be concrete. That portion which crosses the asphaltic drive to the easterly Lot shall be painted per the vehicle parking stalls. Separation of the pedestrian access from the vehicle drive access is approximately 21-feet, greater than the minimum required.*

Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls

Section 3.3.3.C.3, Landscape Area Standards – “Commercial Districts. A minimum of 20 percent of the site shall be landscaped.”. *The proposed site consists of approximately 58,688-square feet. Of this, the proposed Landscape area is approximately 17,906-sf, or 31% of the site, exceeding the minimum area required.*

Additionally, as noted in Sections 3.3.1 and 3.3.2, there is no vegetation existing on this site.

Section 3.3.3.E, Landscape Standards – “... Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space, shading, and wind buffering, based on the following standards: ...”.

- 1) *Yard Setbacks – Per the Land Development Code, this zone “C-H” does not require setbacks. However, this project will be installing Landscaping along all property lines per the Landscape Plan*
- 2) *Parking Areas – Per the Site and Landscape Plans, this project will be providing Landscape Islands and Landscape separating vehicle drive / parking areas.*
- 3) *Buffering / Screening – The area between the Building and Parking stalls is designed as an elevated pedestrian sidewalk. All other areas shall comply for required screening (ie – HVAC equipment)*

Section 3.3.4, Street Trees – *This project is including Street Trees per this Section requirements. The intent is to install trees / landscaping to coordinate / continue the overall Development scheme for Street Trees.*

Chapter 3.4 – Vehicle and Bicycle Parking

Section 3.4.3.A, Vehicle Parking Standards – “The minimum number of required off-street vehicle parking spaces ... shall be determined based on the standards in Table 3.4.3.A.”.

Based upon this Table, specifically “Commercial Uses: Theaters, auditoriums, stadiums, gymnasiums, similar uses: One space per four seats.”, with the Project using total of (68)-seats for the Owner’s portion, this creates requirement of (17)-vehicle stalls.

Additionally, with the Lease Space not yet known, using the Table for “Business, General Retail, Personal Services” at 1:350-sf creates requirement of (4)-stalls.

Total required is (21)-stalls, while this project is providing (22)-stalls, which is more than required.

Per Table 9, all parking stall dimensions shall be met, including dimensional requirements for the ADA parking stall and aisle.

Per Section 3.4.3.B – Location, all vehicle stalls are located at the side of the building, as required.

Section 3.4.4 and Table 3.4.4, Bicycle Parking – “Commercial Entertainment – Indoor and Outdoor”, (1)-space is required for each (20)-vehicle stalls, requiring (1)-Bike Stall. For the “Office and Business Services - The greater of 4 spaces or 1 space per 3,000 square feet of gross floor area”, this requires (1)-Bike Stall. This, then, requires (2)-Bike Stalls for the Project.

Per Section 3.4.4.B, all bike parking is located near the building entrances, designed to accommodate 2-ft wide X 6-ft long space, and shall be installed on hardscape. All in compliance with this Section.

Chapter 3.5 – Street and Public Facilities Standards

Section 3.5.1.A – “The primary purpose of this Chapter is to establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operation needs of the facility and provide safe and convenient pedestrian and bicycle access”. *Grove Road is an existing public street, scheduled to remain, and includes existing rights-of-way (ROW) and public utility easements (PUE). Nothing in this project shall be intended to reduce this existing street system, except installation of a new public sidewalk immediately adjacent to the existing street and installation of new drive access to gain direct access to this site.*

Section 3.5.2 – Transportation Standards. *Grove Road is existing and is not proposed to be modified. Site Drive Access is proposed to be installed, intersecting at right-angle to existing Grove Road.*

Section 3.5.3 – Public Use Areas. *There is no Public Use Area on or adjacent to this project’s site.*

Section 3.5.4 – Sanitary Sewer and Water Service Improvements. *All proposed Sanitary Sewer and Water Service systems shall tie-in to existing services on or adjacent to the site.*

Section 3.5.5 – Utilities. *All proposed Utility systems shall tie-in to existing services on or adjacent to the site.*

Section 3.5.6 – Easements. *All proposed Easements shall developed and coordinated with respective Agencies, and properly developed and finalized.*

Section 3.5.7 – Construction Plans, and 3.5.8 - Installation. *All Plans and Installation shall comply with City of Phoenix, or other Agency, requirements.*

Chapter 3.6 – Signs

Section 3.6.5.C, Permitted Signs in the C-H, Commercial Highway District: *The Owner intends on installing both a Monument Sign and Wall Sign, both of which are permitted per this section. Design of these signs is not complete, and will be submitted to the City for Permit as required per Section 3.6.6.*

Chapter 3.7 – Environmental Constraints

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Narrative Developed by Bruce Dana Kelling, Architect
BDK Architecture & Planning

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GOLF GARAGE FACILITY

Chapter 3.2 – Access and Circulation

Section 3.2.2, Vehicle Circulation – “... Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. ...”. *Response – As shown in the Site Plan, this project is proposing a single vehicle access drive directly to Grove Road, a Public Street. Additionally, this proposal includes a cross-access drive connecting the existing lot to the west, running continuously to the proposed Lot to the east. Per Table 6: 3.2.2.F, the drive access separation to the drive access to the adjacent lot to the west exceeds the 75-foot minimum distance.*

Section 3.2.3, Pedestrian Access & Circulation – “... all developments except single-family detached housing on individual lots shall provide a continuous pedestrian and/or multi-use pathway system between residential areas and neighborhood activity centers ...”. *As shown in the Site Plan, this project is including a pedestrian path from Grove Road to the building’s sidewalk, which shall be concrete. That portion which crosses the asphaltic drive to the easterly Lot shall be painted per the vehicle parking stalls. Separation of the pedestrian access from the vehicle drive access is approximately 21-feet, greater than the minimum required.*

Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls

Section 3.3.3.C.3, Landscape Area Standards – “Commercial Districts. A minimum of 20 percent of the site shall be landscaped.”. *The proposed site consists of approximately 58,688-square feet. Of this, the proposed Landscape area is approximately 17,906-sf, or 31% of the site, exceeding the minimum area required.*

Additionally, as noted in Sections 3.3.1 and 3.3.2, there is no vegetation existing on this site.

Section 3.3.3.E, Landscape Standards – “... Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space, shading, and wind buffering, based on the following standards: ...”.

- 1) *Yard Setbacks – Per the Land Development Code, this zone “C-H” does not require setbacks. However, this project will be installing Landscaping along all property lines per the Landscape Plan*
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- 3) *Buffering / Screening – The area between the Building and Parking stalls is designed as an elevated pedestrian sidewalk. All other areas shall comply for required screening (ie – HVAC equipment)*

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Total required is (21)-stalls, while this project is providing (22)-stalls, which is more than required.

Per Table 9, all parking stall dimensions shall be met, including dimensional requirements for the ADA parking stall and aisle.

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GOLF GARAGE FACILITY

Chapter 4.4.3 – Application Submittal Requirements

Subsection 4.4.3.A, Existing Site Conditions – *The existing site consists of vacant, graded land with existing Grove Road frontage.*

Subsections B through F – Concerns Proposed Drawings. *Refer to Drawings.*

Subsection G, Copy of all existing and proposed restrictions and covenants – *Refer to attached documents.*

Subsection H, Narrative report or letter documenting compliance with all applicable approval criteria in Chapter 4.4.4 – Criteria, Standards, and Conditions of Approval – *See below.*

Subsections I and J are not applicable to this Project.

Chapter 4.4.4 – Criteria, Standards, and Conditions of Approval

Section 4.4.4.A, Use Criteria

– Subsection 1; “The use is listed as a Conditional Use ...”. *As shown in Chapter 2.4.2, Table 1, this project is Permitted as “Entertainment and Gyms – enclosed in building (e.g., theater, museums, bowling alleys)”.*

– Subsection 2; “The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features;” *The existing site is bare land, already graded in anticipation of contemporary development / structures. The proposed site is in a rough “L”-shape, consists of approximately 58,688-sq ft, with the proposed building consisting of +/- 18,516-sq ft. The site is located on the north side of Grove Road, east of the new “Garrison’s” facility, northwest of the existing “Home Depot”. The site is currently low-slope land which is desirable for this development, is fronted on Grove Road without sidewalk, and has no natural features of concern.*

– Subsection 3; “The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use” *The area under consideration is timely, in that the entire area is a relatively new commercial center, and has been designed with larger commercial facilities in mind.*

– Subsection 4; “The proposed use will not alter the character of the surrounding area ...” *The proposed facility, including site / features, is designed in contemporary fashion to compliment the existing surrounding facilities.*

– Subsection 5; “The proposal satisfies the goals and policies of the City Comprehensive Plan ...” *The development of this facility does indeed satisfy the City Comprehensive Plan goals and policies.*

Section 4.4.4.B, Site Design Standards – The criteria in Chapter 4.2.6 – Site Design Approval Criteria shall be met. *Per 4.2.6 – Site Design Approval Criteria, REFER to the specific items shown below, specifically subsection D regarding Chapter 3.3;*

Chapter 3 – Design Standards

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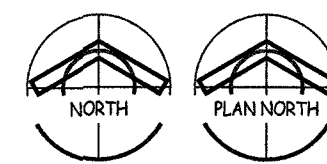
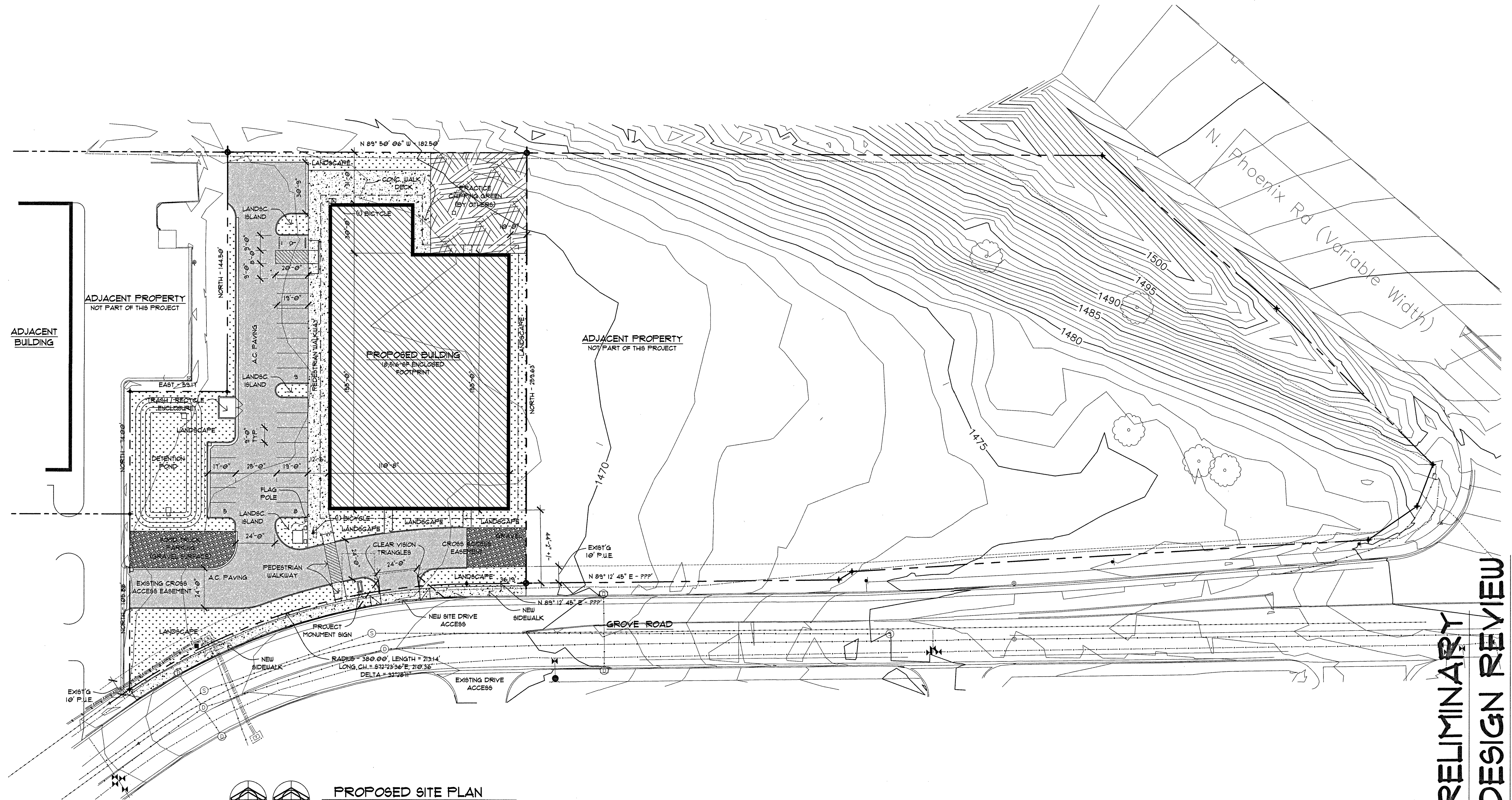
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PROPOSED SITE PLAN

SCALE: 1" = 30'-0"

CITY OF PHOENIX LAND DEVELOPMENT CODE INFO:

REGISTERED OWNER: MEDFORD ACRES, LLC
25355 NE GLASS ROAD
AURORA, OR 97002

SITE ADDRESS: GROVE ROAD (NUMBER NOT YET GIVEN)
PHOENIX, OR 97535

MAP / TAX LOT: T30 RIW S10, TL 202

CITY ZONING: C-H / I-5 SIGN (COMMERCIAL - HIGHWAY)

ADJACENT ZONING: EFU (NORTH, JACKSON COUNTY)
C-H / I-5 (EAST, CITY)
C-H / I-5 (SOUTH, CITY)
C-H / I-5 (WEST, CITY)

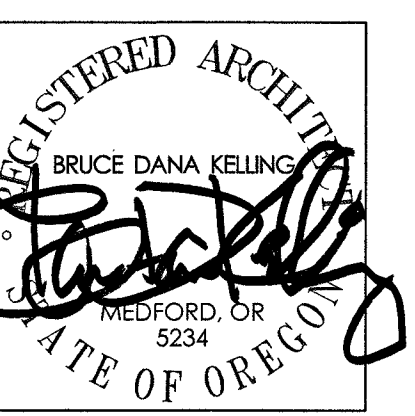
ZONING OVERLAY: TBO (TRIP BUDGET OVERLAY)

SITE SIZE: 1.35-ACRES (58,688-SF) - THIS PROJECT

BUILDING SIZE: 10,516-SF (ENCLOSED FLOOR PLAN)

**PRELIMINARY
SITE DESIGN REVIEW**

A NEW FACILITY FOR:
GOLF GARAGE (GG2)
??? GROVE ROAD, PHOENIX, OR 97535



REVISIONS:

SHEET NAME:
SITE PLAN

DATE: MAR 29, 2023

SHEET #:

A2

OF: 5

A NEW FACILITY FOR:
GOLF GARAGE (GG2)
??? GROVE ROAD, PHOENIX, OR 97535



REVISIONS:

SHEET NAME:
EXTERIOR ELEVATIONS

DATE: MAR 20, 2023

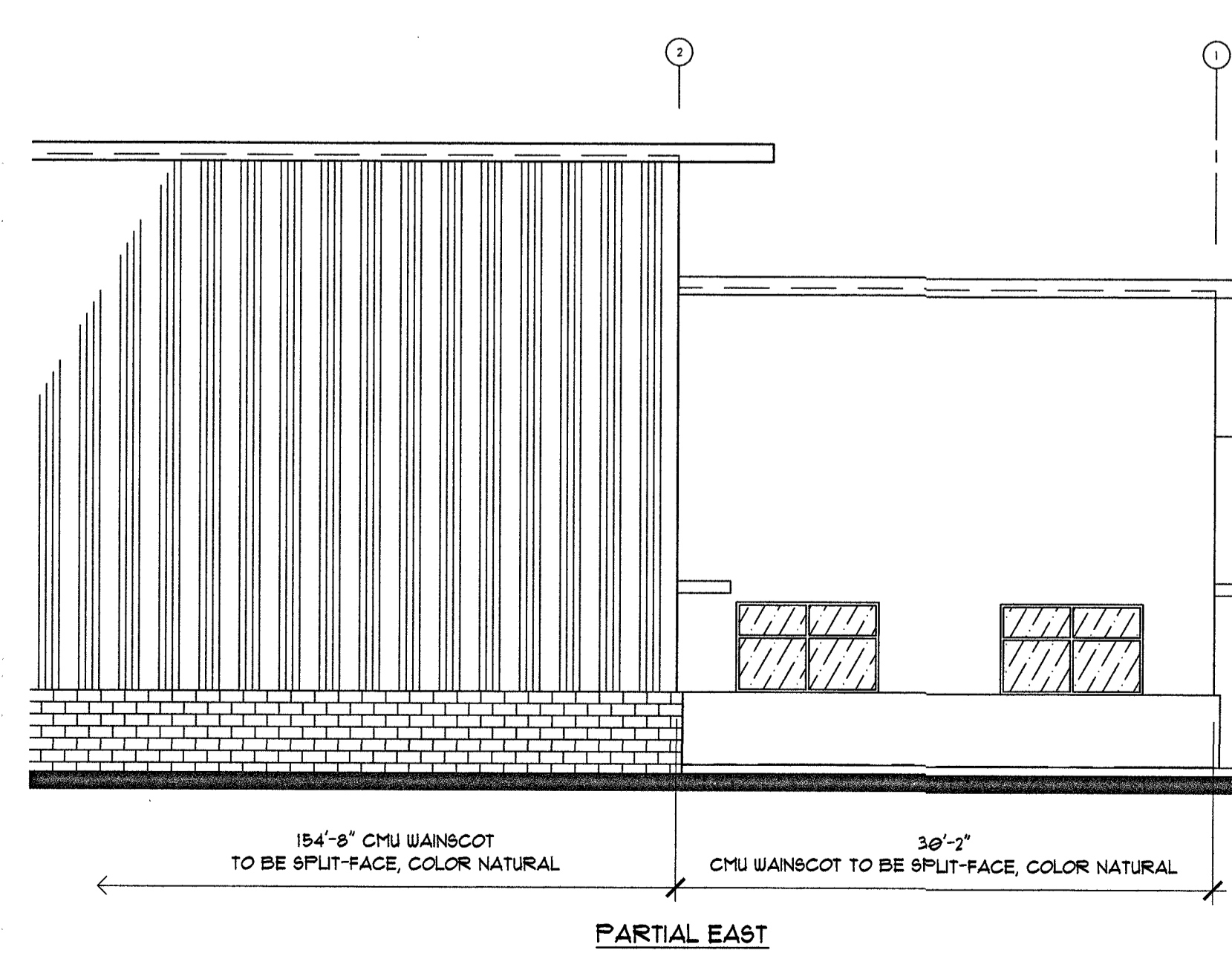
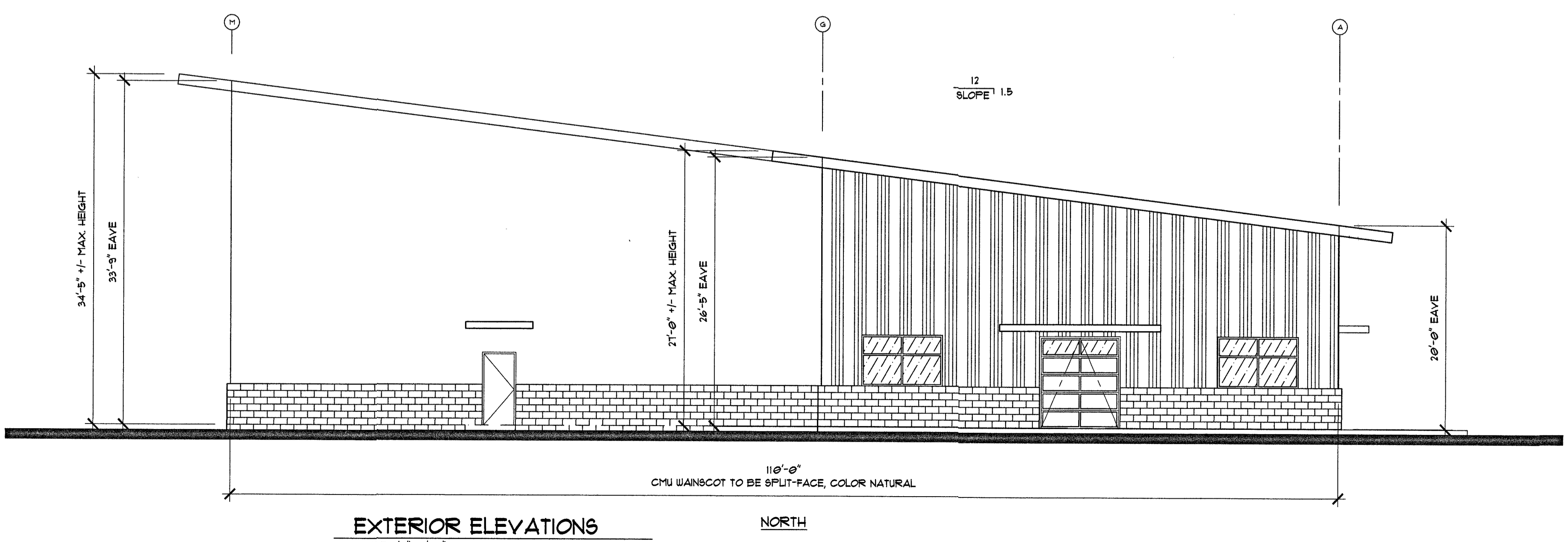
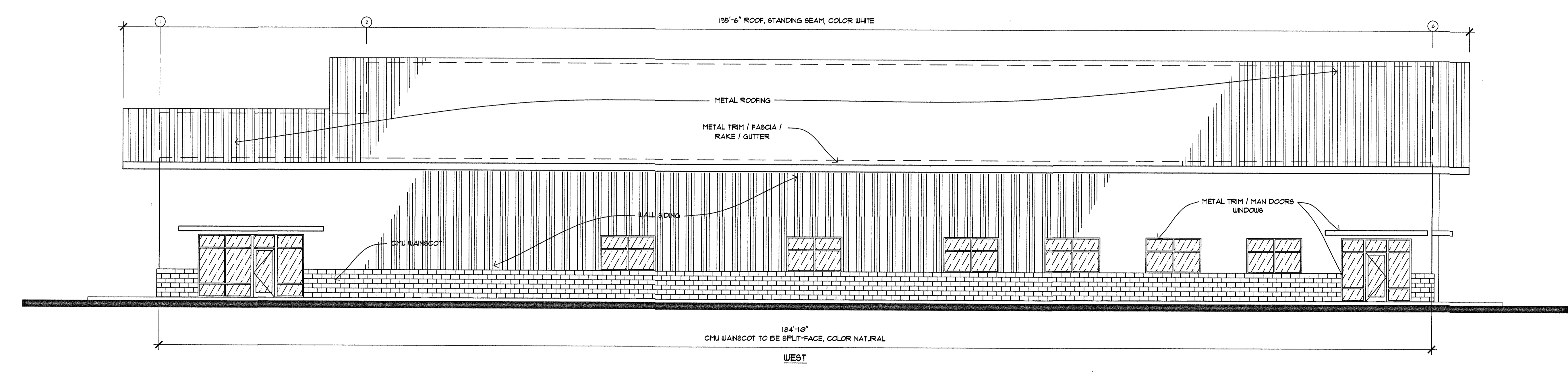
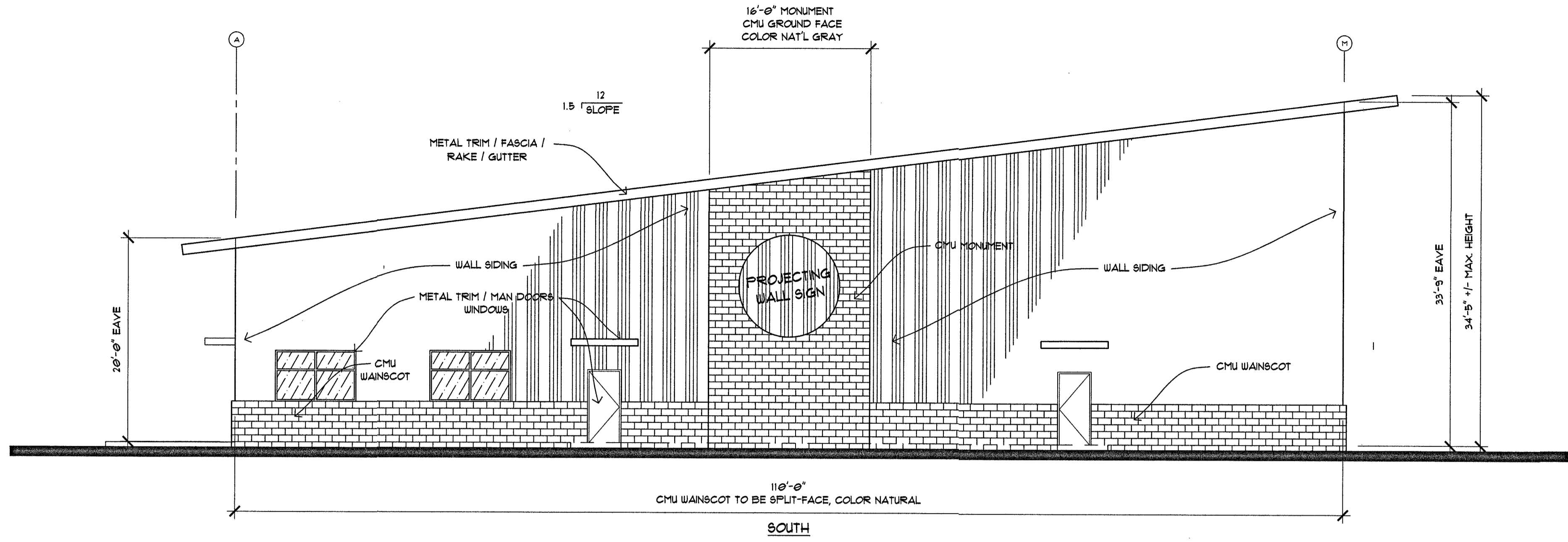
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OF 1

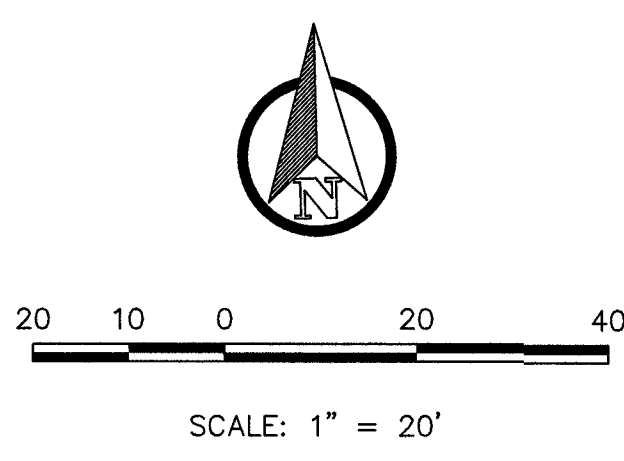
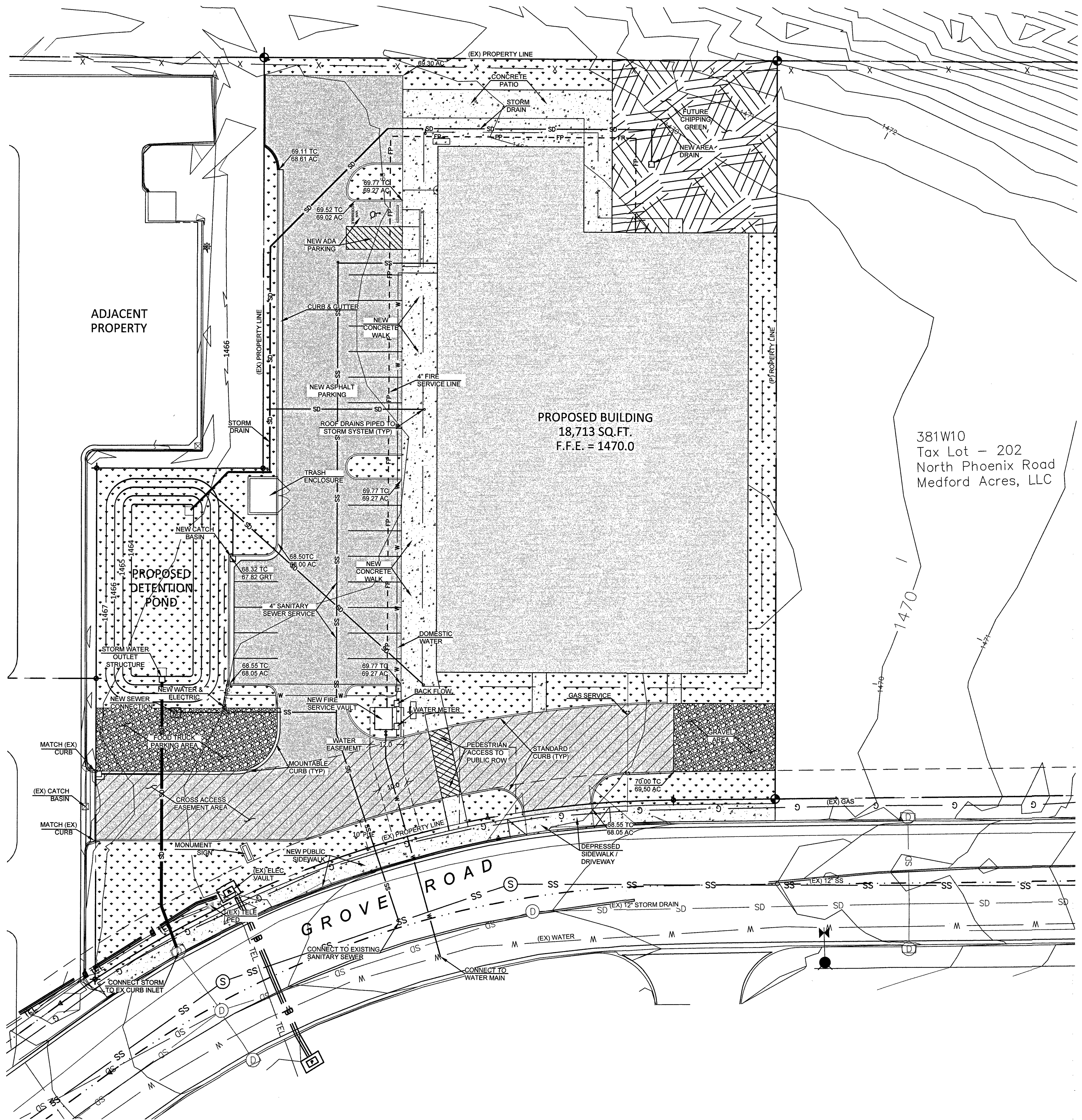
MATERIAL LEGEND (TYP. ALL ELEVATIONS)

CMU WAINSCOT	-	SPLIT-FACE, COLOR: NATURAL
CMU MONUMENT	-	GROUND-FACE, COLOR: NATURAL
METAL WALL SIDING	-	RAISED-RIB, COLOR: GRAY
METAL TRIM	-	BRAKE METAL, COLOR: BLACK
(METAL CANOPIES, GUTTER / DOWNSPOUTS, ROOF FASCIA & RAKE SYSTEMS)		
WINDOW SASHES	-	ALUMINUM, COLOR: BLACK
WINDOW GLAZING	-	LOW-E, COLOR: TINTED
MAN DOORS / FRAMES	-	METAL INSULATED, COLOR: BLACK
OVERHEAD DOOR	-	ALUMINUM, COLOR: BLACK
OVERHEAD GLAZING	-	LOW-E, COLOR: TINTED
ROOFING	-	STANDING BEAM METAL, COLOR: WHITE



EXTERIOR ELEVATIONS
SCALE: 1/8" = 1'-0"

PRELIMINARY SITE DESIGN REVIEW



UTILITY NOTES:

1. NEW FIRE VAULT WILL BE SERVED BY A DUCTILE IRON PIPE CONNECTED TO MAIN LINE IN GROVE ROAD. FIRE SERVICE LINE WILL RUN TO BUILDING TO SUPPLY SPRINKLER SYSTEM.
2. NEW DOMESTIC WATER SERVICE LINE, WATER METER AND BACK FLOW DEVICE WILL CONNECT TO WATER LINE SERVING FIRE VAULT.
3. NEW 4" SANITARY SEWER LINE WILL CONNECT TO EXISTING 12" SANITARY SEWER LINE GROVE ROAD.
4. ELECTRIC SERVICE FOR BUILDING WILL COME FROM EXISTING ELECTRIC FACILITIES LOCATED ALONG GROVE ROAD.
5. TELEPHONE AND CATV UTILITIES ARE LOCATED IN AND ALONG GROVE WAY. CONNECTIONS TO THESE UTILITIES WILL BE COORDINATED WITH THE INDIVIDUAL SERVICE PROVIDERS DURING THE FINAL PROJECT DESIGN PHASE.
6. GAS SERVICE IF REQUIRED, WILL BE CONNECTED TO EXISTING GAS MAIN IN GROVE ROAD AS COORDINATED WITH AVISTA GAS.
7. WATER, SEWER & ELECTRIC SERVICE WILL BE PROVIDED FOR FOOD TRUCK PAD. SERVICES TO BE CONNECTED TO MAIN BUILDING INFRASTRUCTURE.

STORMWATER NOTES:

1. STORM WATER QUALITY & DETENTION FOR THE NEW BUILDING AND PAVING WILL BE ROUTED TO ONSITE DETENTION POND THEN RELEASED AT PRE DEVELOPMENT RATES INTO EXISTING STORM DRAIN SYSTEM WITHIN GROVE ROAD.
2. ROOF DRAINS FROM NEW BUILDING WILL BE PIPED INTO THE PROPOSED ONSITE SYSTEM.

LEGEND OF ABBREVIATIONS

- (EX) EXISTING FEATURE
- (P) PROPOSED FEATURE
- TC TOP OF CURB
- SDCI STORM DRAIN CURB INLET
- SL SEWER LATERAL
- FL FLOW LINE
- AC ASPHALT
- CB CATCH BASIN
- FG FINISH SURFACE
- FFE FINISH FLOOR ELEVATION

PRELIMINARY
 THESE DRAWINGS SHALL NOT BE USED FOR:
 CONSTRUCTION
 BIDDING
 RECORDATION
 CONVEYANCE
 ISSUANCE OF A PERMIT
 SITE APPROVAL

REGISTERED PROFESSIONAL ENGINEER
 P.E. NO. 1177-2115
 F.S.# 177-4079
 120 EAST JACKSON
 PO BOX 490
 MEDFORD, OR 97501
 WEB: www.marquess.com

MARQUESS
 CIVIL | MECHANICAL | ELECTRICAL
 YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1957
 CIVIL | GEOTECHNICAL | SURVEY | CONSTRUCTION TESTING

A NEW FACILITY FOR:
GOLF GARAGE (CG2)
 GROVE ROAD
 PHOENIX, OREGON

CONCEPTUAL GRADING & DRAINAGE PLAN

NO.	DATE	BY	REVISIONS
1	03/28/23	REC	ISSUE
2		JEB	CHECKED

MAJ JOB NO. 230038
 FILE NAME C-SITE
 ISSUE DATE 03/28/23
 DRAWN REC
 CHECKED JEB

SHEET
C1
 OF SHEETS

This document, and the ideas and designs incorporated herein, 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.



Eric Simpson
LANDSCAPING

LANDSCAPE PLANTING PLAN
GOLF GARAGE
PHOENIX, OREGON

ericsimpsonlandscaping.com
541-973-5497
Lic. #6971

Designer:
Eric J. Simpson
DBA—Eric Simpson Landscaping
2741 Takelma Way
Ashland, OR 97520
Business Lic. # 6971
LCB. Lic. #15159
All Phases + Backflow

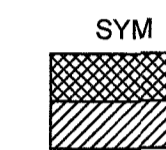
Project: Golf Garage

Scale: 1" = 20'

Date: 03.23.2023

Sheet: L1

PLANT LIST			
QTY	BOTANICAL NAME	SIZE	COMMON NAME
SHRUBS		SHRUBS	
6	Abelia grandiflora 'Edward Goucher'	5 Gal	Edward Goucher Abelia
12	Arctostaphylos 'H. McMinn'	5 Gal	Howard McMinn Manzanita
10	Calamagrostis 'Karl Foerster'	5 Gal	Feather Reed Grass
7	Choisya ternata	5 Gal	Mexican Mock Orange
13	Cistus purpureus	5 Gal	Pink Rockrose
18	Cornus s. 'Kelsey'	5 Gal	Dwarf Redtwig Dogwood
9	Eleagnus pungens 'Gilt Edge'	5 Gal	Gilt Edge Silverberry
10	Erica darleyensis 'Mediterranean Pink'	5 Gal	Mediterranean Pink Heather
2	Hibiscus syriacus	5 Gal	Rose of Sharon
9	Loropetalum chinense	5 Gal	Chinese Fringe Flower
3	Pittosporum tobira	5 Gal	Mock Orange
12	Salvia jamensis 'Hot Lips'	5 Gal	Hot Lips Hardy Sage
3	Sambucus racemosa	5 Gal	Red Elderberry
12	Spiraea douglasii	5 Gal	Douglas Spiraea
13	Viburnum carlesii	5 Gal	Korean Spice Viburnum
GROUNDCOVERS		GROUNDCOVERS	
23	Cotoneaster dammeri	1 Gal @ 4' o.c.	Bearberry Cotoneaster
102	Juniperus h. 'Wiltonii'	1 Gal @ 5' o.c.	Wilton Carpet Juniper
TREES		TREES	
2	Acer rubrum	1 1/2" Caliper	Columnar Red Maple
4	Cercis canadensis	1 1/2" Caliper	Eastern Redbud
3	Cladastris kentukea	2" Caliper	Yellowwood
2	Cornus x 'Rutgans'	2" Caliper	Stellar Pink Dogwood
2	Nyssa sylvatica	1 1/2" Caliper	Black Tupelo



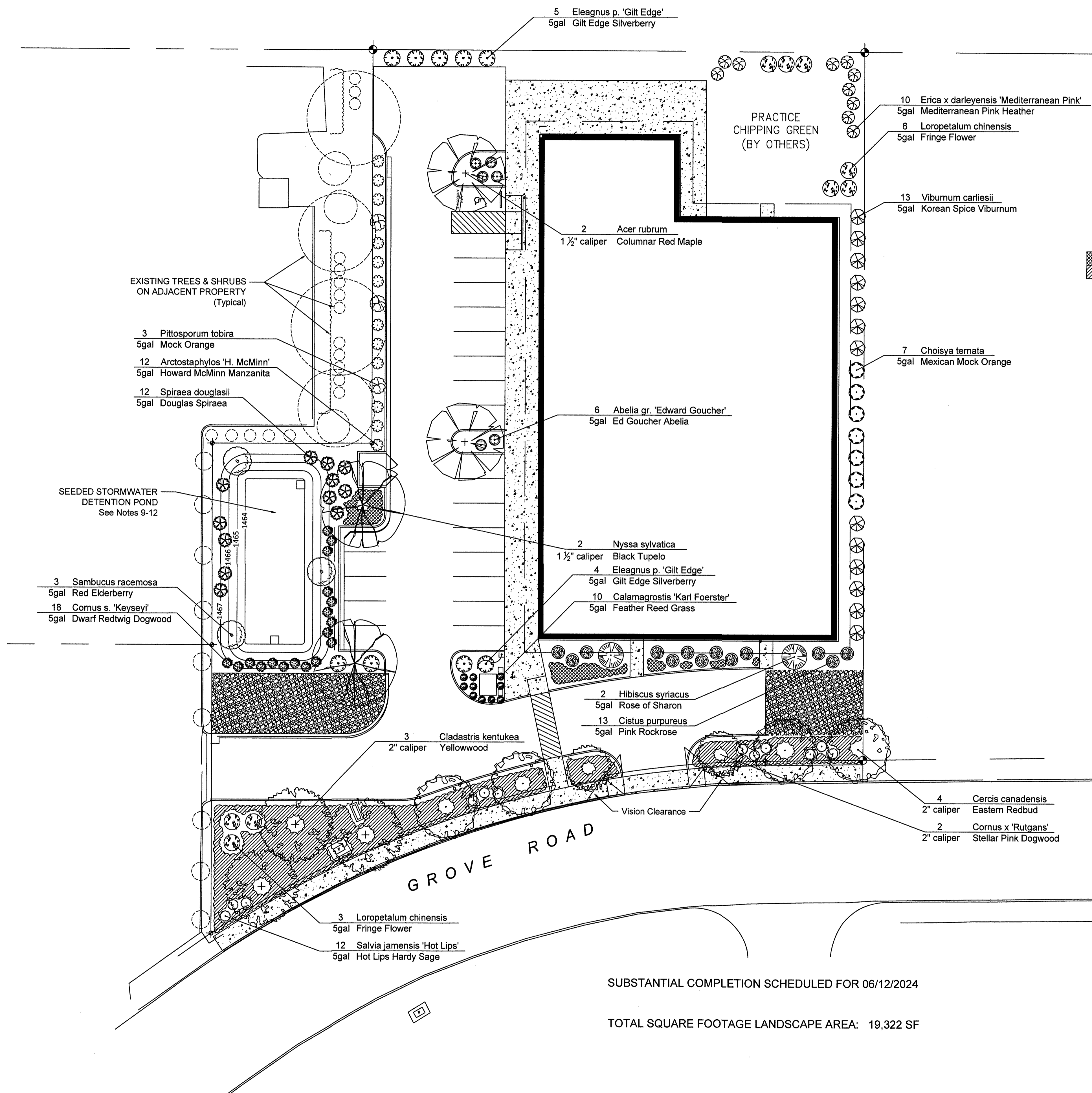
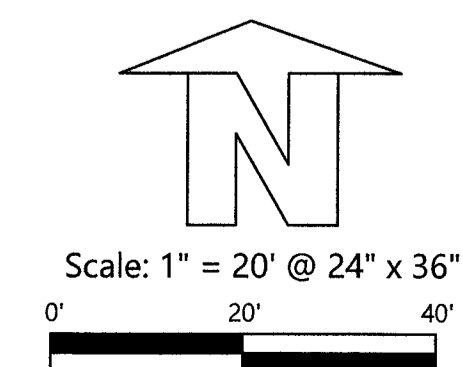
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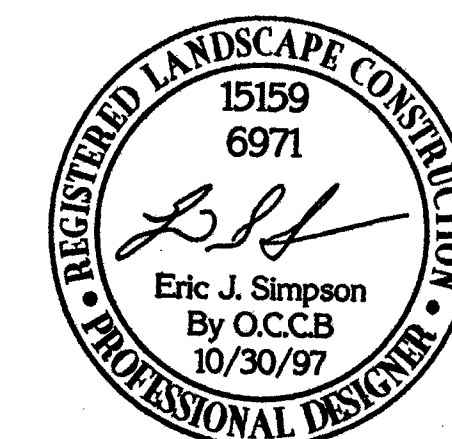
- Bark Mulch - Bark top dressing shall be a three (3) inch minimum covering of 'Beauty Bark' Mulch from Ground Control or approved equal.
- Use 2-G Pre-emergent Herbicide or approved equal under top dressing in all plant beds and open areas.
- The Chipping Area is to be installed by Others.
- All landscaping shall conform to the City of Phoenix Code.
- Install 12" of Topsoil Blend as available from Ground Control, Inc. or approved equal.
- All parking area tree wells shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.
- All landscaping areas, including right of way planter strips adjacent to the site, shall include sufficient shrubs, turf grass and/or other living groundcover to cover over 75% of each area within three years.
- The landscape shall be watered with an Automatic Irrigation System: The Irrigation System shall be Point-source Drip Type and will be protected by a Double Check Valve Backflow Prevention Device.
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- Stormwater facility to be seeded with Native Water Quality Seed Blend as available from Sunmark Seeds International, or approved equal.
- Stormwater Facility Seed Blend:
NATIVE WATER QUALITY SEED MIX
Elymus glaucus, Festuca rubra rubra, Deschampsia caespitosa, Glyceria occidentalis, Beckmania syzigachne
- See Civil Engineering Plan for Stormwater Facility Details.

SUBSTANTIAL COMPLETION SCHEDULED FOR 06/12/2024

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TOTAL SQUARE FOOTAGE LANDSCAPE AREA: 19,322 SF





Eric Simpson LANDSCAPING



LANDSCAPE IRRIGATION PLAN

ericsimpsonlandscaping.com
541-973-5497
Lic. #6971

GOLF GARAGE
PHOENIX, OREGON

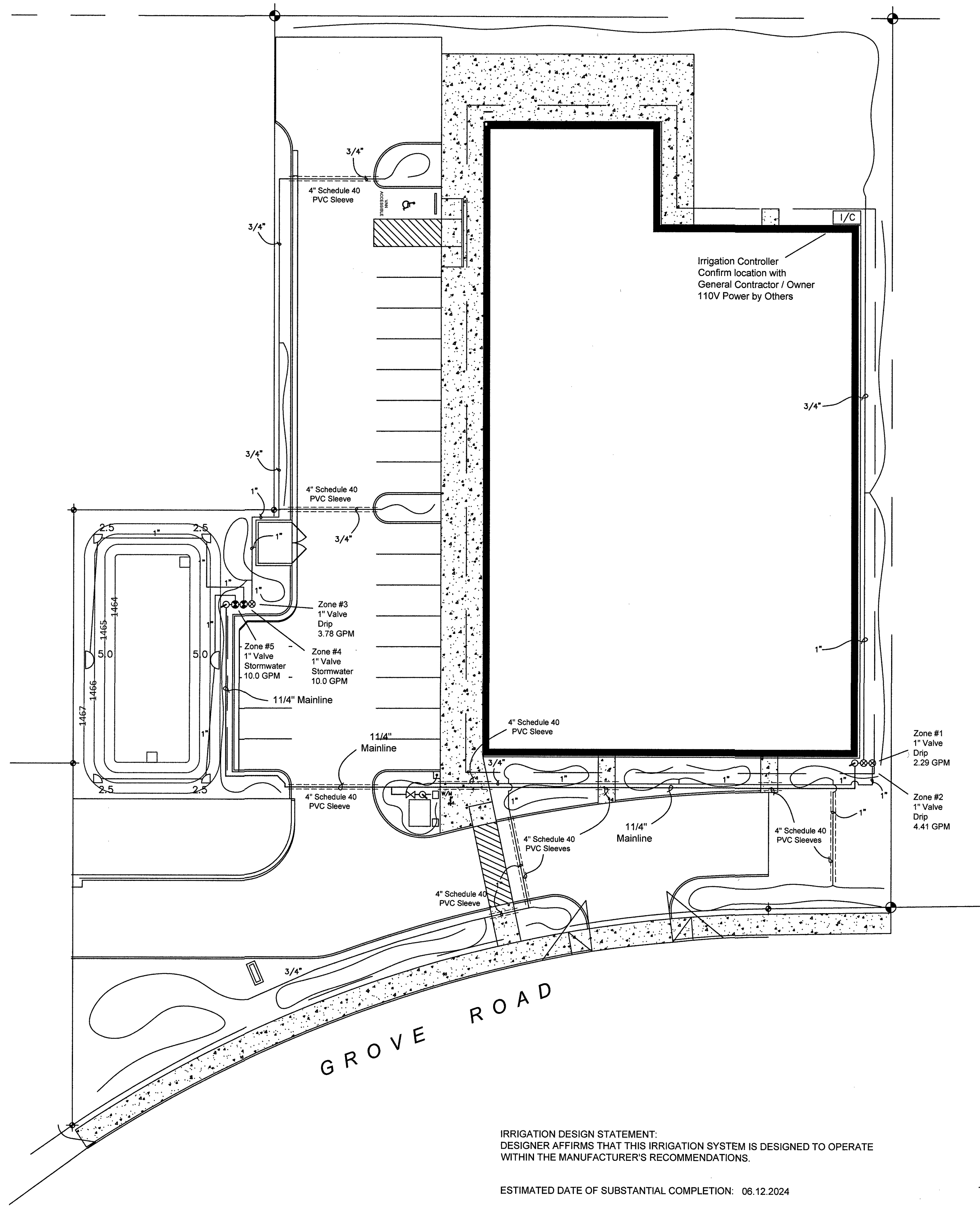
Designer:
Eric J Simpson
DBA—Eric Simpson Landscaping
2741 Takelma Way
Ashland, OR 97520
Business Lic. # 6971
LCB. lic. #15159
All Phases + Backflow

Project: Golf Garage

Scale: 1" = 20'

Date: 03.23.2023

Sheet: **L2**



IRRIGATION DESIGN STATEMENT:
DESIGNER AFFIRMS THAT THIS IRRIGATION SYSTEM IS DESIGNED TO OPERATE
WITHIN THE MANUFACTURER'S RECOMMENDATIONS.

ESTIMATED DATE OF SUBSTANTIAL COMPLETION: 06.12.2024

IRRIGATION LEGEND:

- Irrigation Controller Rainbird ESP4ME Outdoor Model with ESPSM3 Expansion Module
- 1" Commercial Drip Zone Kit 1" Rainbird X CZ100-PRF or approved equal
- 1" Rainbird PGA Remote Control Valve or approved equal
- 1" Double Check Valve 1" Wilkins-Zurn 350 XL or approved equal
- 1" Brass Ball Valve Isolation Valve Nibco or approved equal
- Hunter I-20-12 Pop-up Sprinkler with nozzle size as noted
- City of Phoenix Water Meter
- 4" Schedule 40 PVC Sleeve (By General Contractor)
- 3/4" & 1" Lateral Line PVC Schedule 40 (size as noted)
- 1 1/4" Main Line PVC Schedule 40
- .700" Drip Tube Rainbird XT-700 or approved equal
Rainbird XQ 3/4" Distribution Tubing (not shown)
Rainbird Emitters (not shown)

IRRIGATION NOTES:

1. IRRIGATION SOURCE
City of Phoenix: 3/4" Water Meter
Static water pressure: 65 PSI
2. PRESSURE REDUCING VALVE
System design pressure: 65 PSI. Zones reduced to 40 PSI
Contractor is responsible for installing pressure reduction in the drip assemblies
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. Sleeves by Others.
Contractor coordination may be required.
4. COVER
Mainline minimum cover: 12"
Lateral line minimum cover: 8"
Drip line minimum cover: 2" - 3" Staples on maximum 6' centers

5. CONTROLLER ZONE SCHEDULE

ZONE	LOCATION	TYPE	GPM
1	South Shrubs	Point-source Drip	3.85
2	North & East Shrubs	Point-source Drip	5.97
3	West Shrubs	Point-source Drip	3.78
4	Detention Swale NW	Pop-up Rotors	10.0
5	Detention Swale SE	Pop-up Rotors	10.0

DRIP EMITTER SCHEDULE:

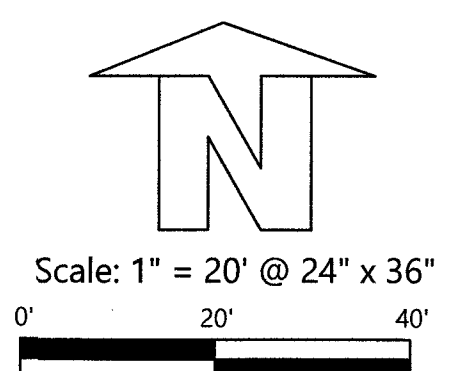
1. INITIAL INSTALLATION
4" & one gallon size plants Two 1/2 GPH Emitters
Two gallon size plant Two 1 GPH Emitters
Five gallon size plant Three 1 GPH Emitters
Trees Five 2 GPH Emitters
2. THREE YEARS
Groundcover Add One 1 GPH Emitter
Shrubs Add Two 1 GPH Emitters
Trees Add Three 2 GPH Emitters
3. SIX YEARS
Groundcover Add Two 1 GPH Emitters
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)

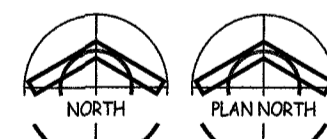
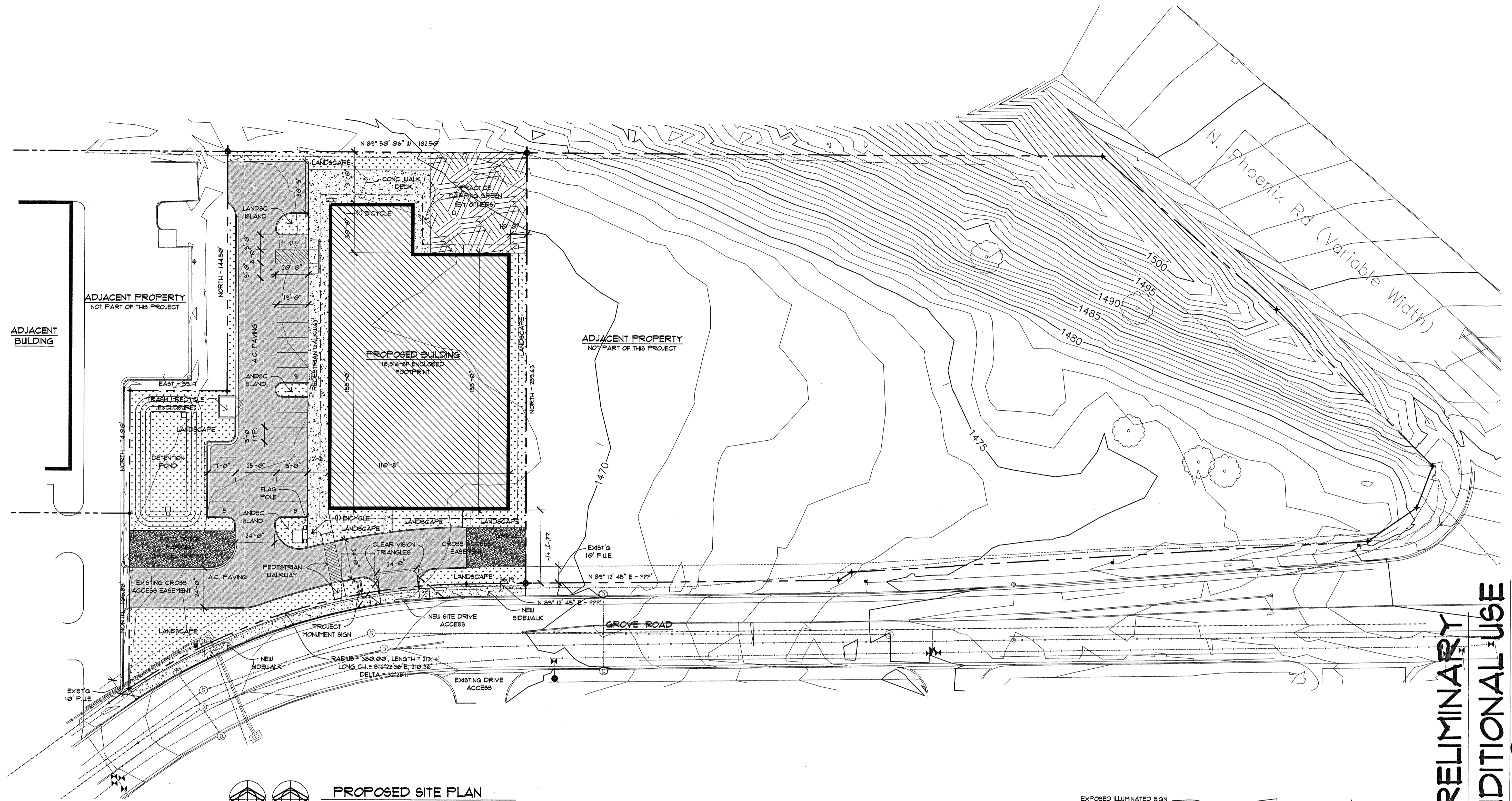
DRIP TUBING:

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 3/4" Drip Tube
4. Do not exceed 30' length on any single run of 3/4" Drip Tube

PVC PIPE:

1. Do not exceed 8 GPM on any single run of 3/4" PVC Pipe
2. Do not exceed 14 GPM on any single run of 1" PVC Pipe





PROPOSED SITE PLAN

SCALE: 1" = 30'-0"

CITY OF PHOENIX LAND DEVELOPMENT CODE INFO:

REGISTERED OWNER: MEDFORD ACRES, LLC
25355 NE GLASS ROAD
AURORA, OR 97002

SITE ADDRESS: GROVE ROAD (NUMBER NOT YET GIVEN)
PHOENIX, OR 97535

MAP / TAX LOT: T38 RIW S10, TL 202

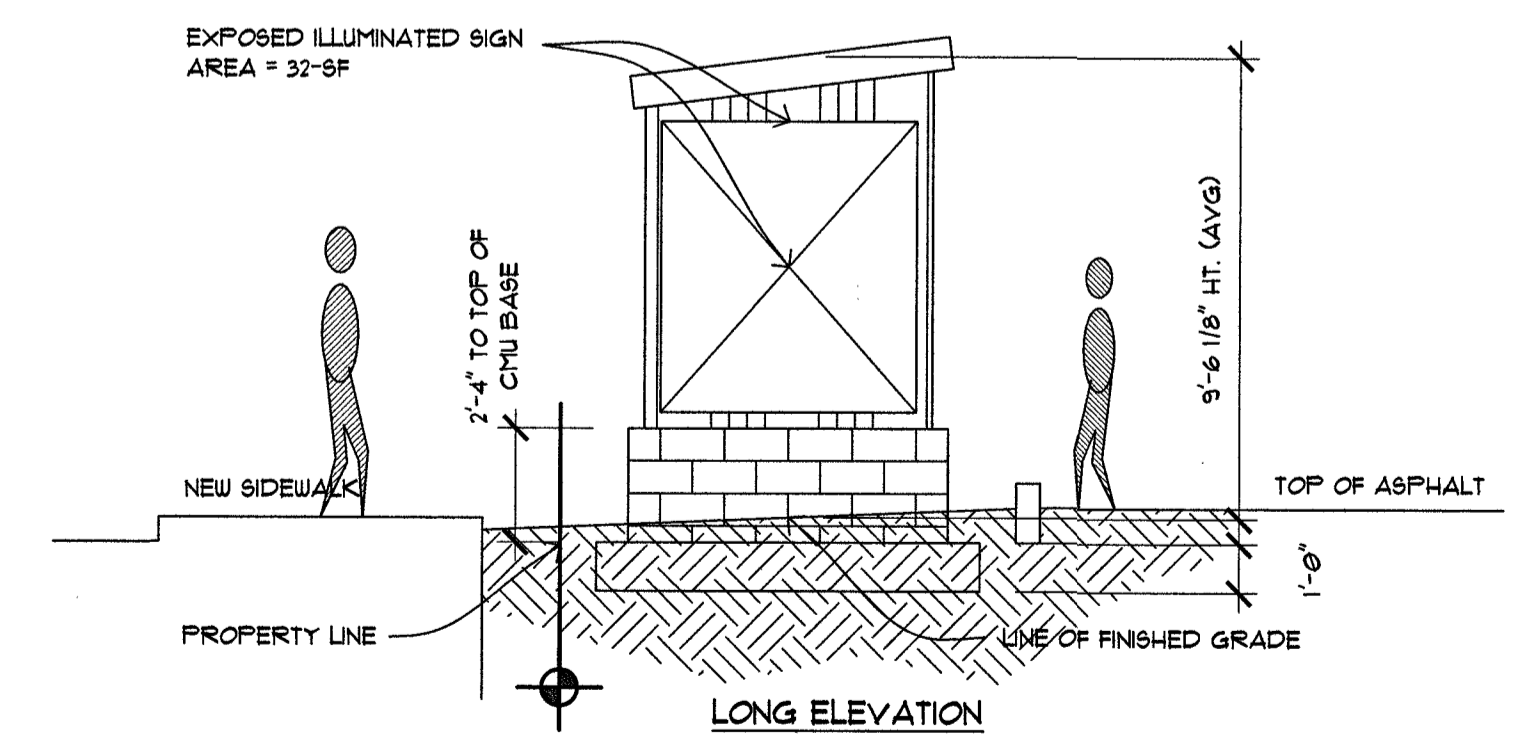
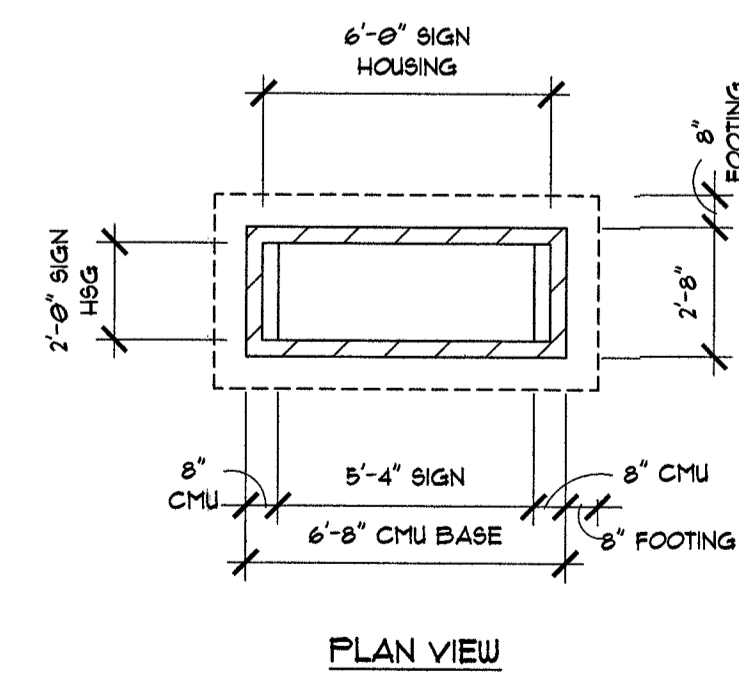
CITY ZONING: C-H / I-5 SIGN (COMMERCIAL - HIGHWAY)

ADJACENT ZONING: EPU (NORTH, JACKSON COUNTY)
C-H / I-5 (EAST, CITY)
C-H / I-5 (SOUTH, CITY)
C-H / I-5 (WEST, CITY)

ZONING OVERLAY: TBO (TRIP BUDGET OVERLAY)

SITE SIZE: 1.35-ACRES (58,688-SF) - THIS PROJECT

BUILDING SIZE: 18,516-SF (ENCLOSED FLOOR PLAN)

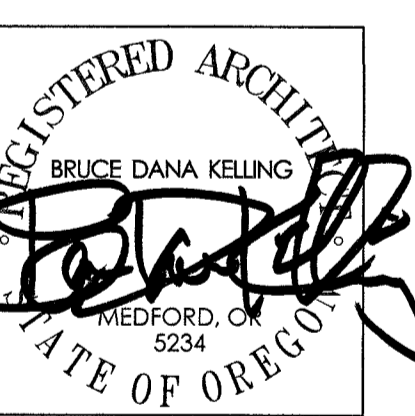


PROPOSED MONUMENT SIGN

SCALE: 1/4" = 1'-0"

**PRELIMINARY
CONDITIONAL USE**

A NEW FACILITY FOR:
GOLF GARAGE (GG2)
??? GROVE ROAD, PHOENIX, OR 97535



REVISIONS:

SHEET NAME:
SITE PLAN

DATE: MAR. 29, 2023

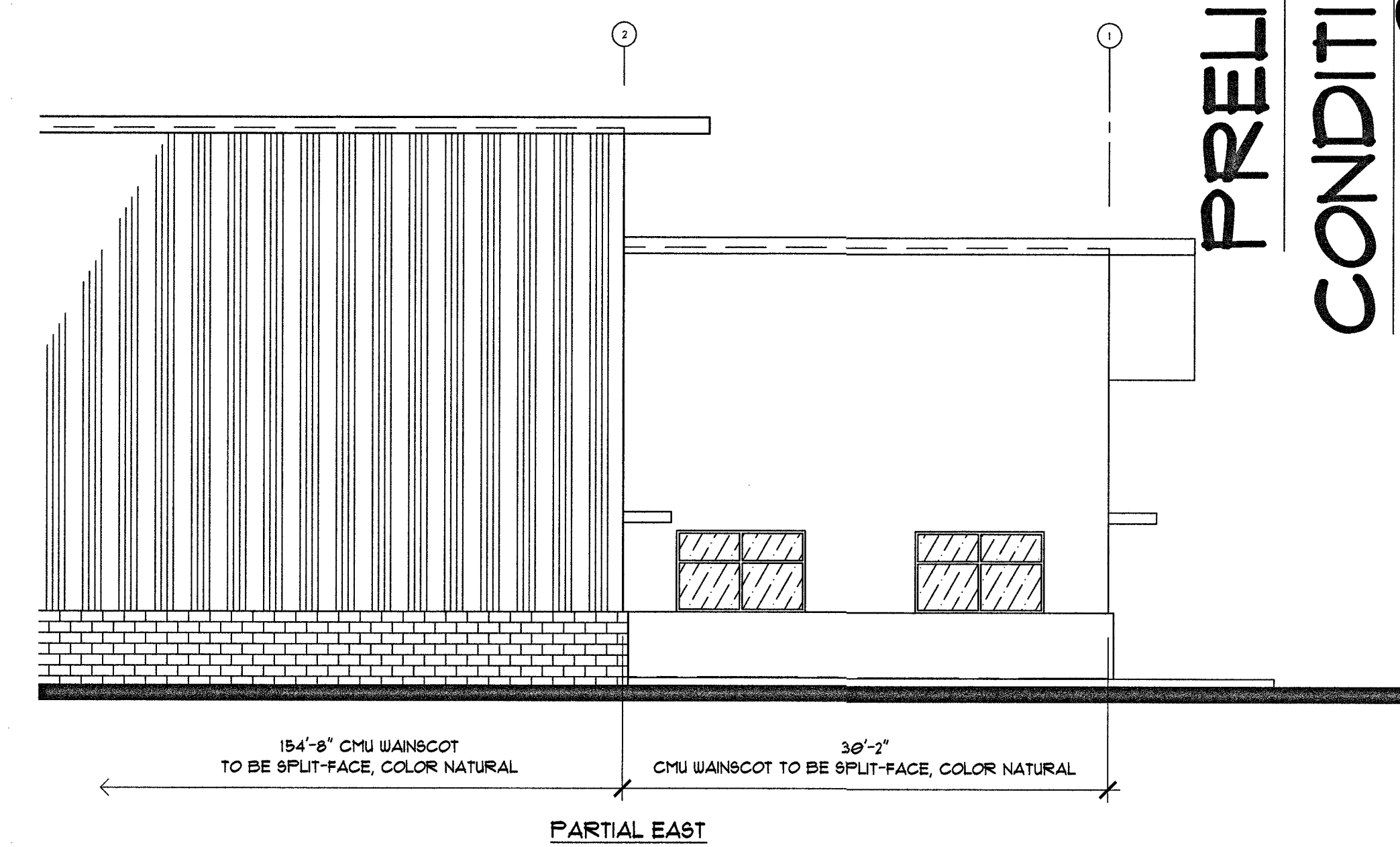
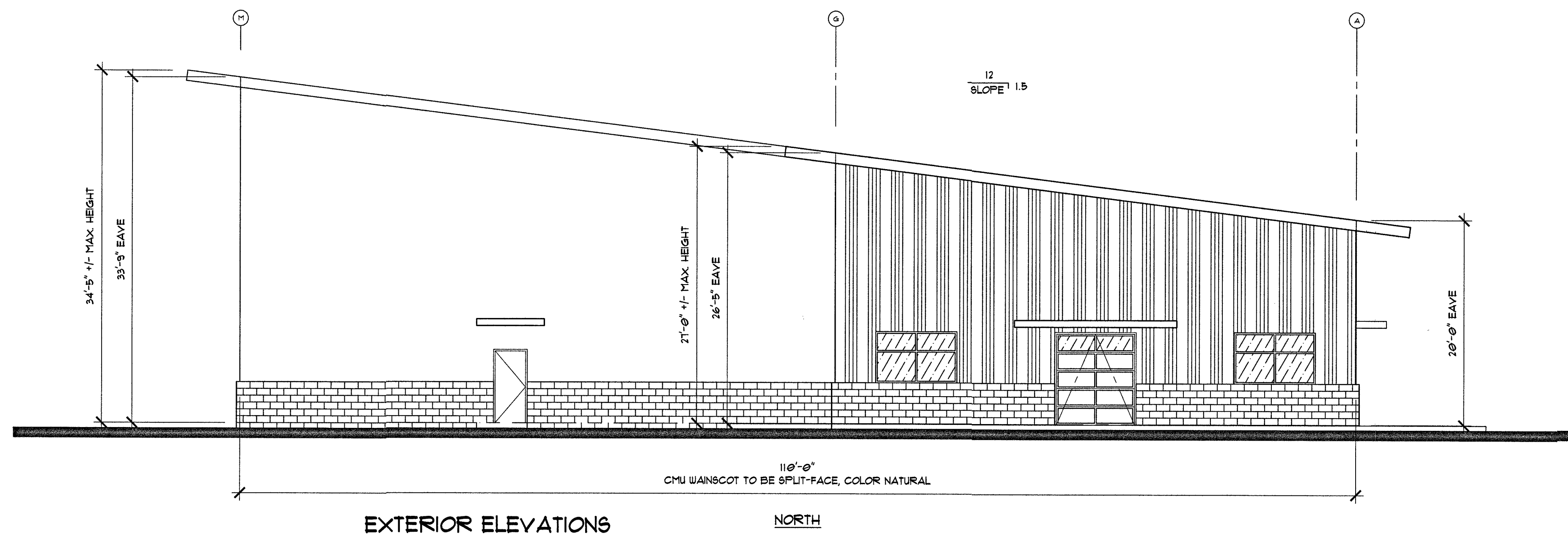
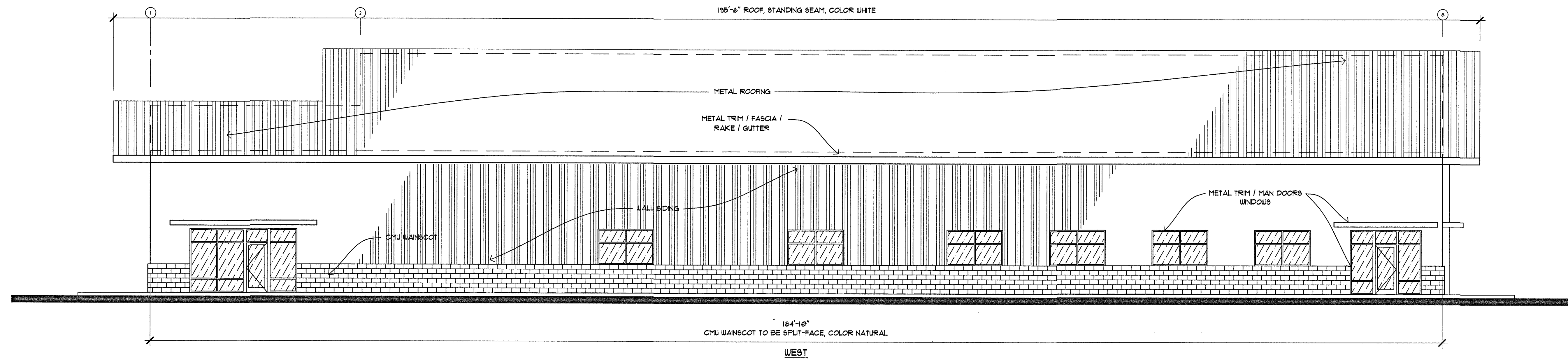
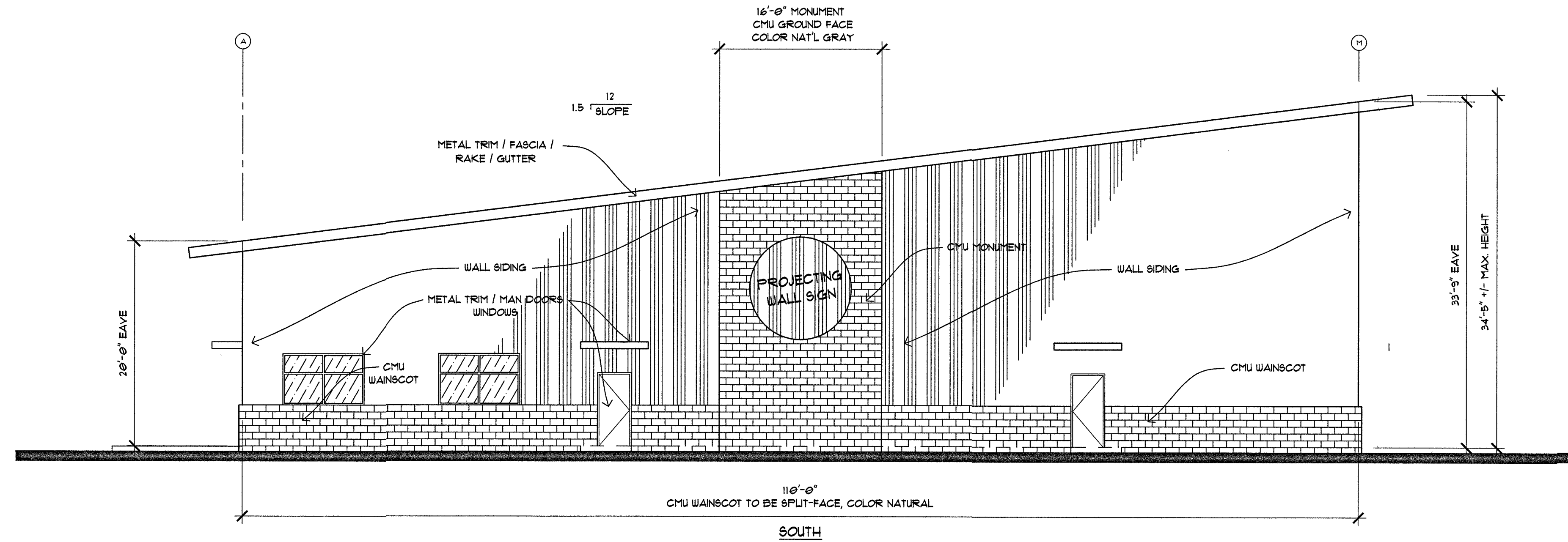
SHEET #:

A2

OF: 5

MATERIAL LEGEND (TYP. ALL ELEVATIONS)

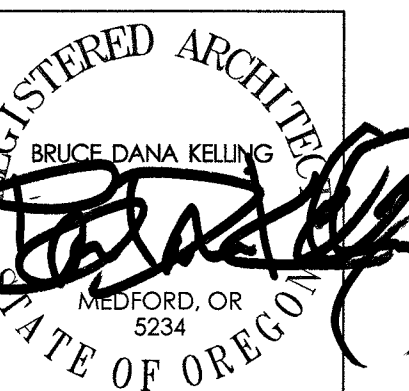
CMU WAINSCOT	-	SPLIT-FACE, COLOR: NATURAL
CMU MONUMENT	-	GROUND-FACE, COLOR: NATURAL
METAL WALL SIDING	-	RAISED-RIB, COLOR: GRAY
METAL TRIM	-	BRAKE METAL, COLOR: BLACK
(METAL CANOPIES, GUTTER / DOWNSPOUTS, ROOF FASCIA & RAKE SYSTEMS)		
WINDOW SASHES	-	ALUMINUM, COLOR: BLACK
WINDOW GLAZING	-	LOW-E, COLOR: TINTED
MAN DOORS / FRAMES	-	METAL INSULATED, COLOR: BLACK
OVERHEAD DOOR	-	ALUMINUM, COLOR: BLACK
OVERHEAD GLAZING	-	LOW-E, COLOR: TINTED
ROOFING	-	STANDING BEAM METAL, COLOR: WHITE



EXTERIOR ELEVATIONS
SCALE 1/8" = 1'-0"

**PRELIMINARY
CONDITIONAL USE**

A NEW FACILITY FOR:
GOLF GARAGE (GG2)
??? GROVE ROAD, PHOENIX, OR 97535



REVISIONS:

SHEET NAME:
EXTERIOR ELEVATIONS

DATE: MAR 20, 2023

SHEET #:

A6

OF 1

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C:\Users\bdkgal\Documents\Bruce Stuff\Architectural Stuff\Jobs Stuff\2023 Stuff\Garage\Current Drawings\23-0322 GG2.dwg, 3/29/2023 3:42:02 PM, DWG To PDF.pc3

PRELIMINARY
 THESE DRAWINGS SHALL NOT BE USED FOR:
 CONSTRUCTION
 BIDDING
 RECORDATION
 CONVEYANCE
 ISSUANCE OF A PERMIT
 SITE APPROVAL

MARQUESS
 & ASSOCIATES, INC.
 YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1957
 CIVIL | GEOTECHNICAL | SURVEY | CONSTRUCTION TESTING
 STRUCTURAL | MECHANICAL | ELECTRICAL

P: 541-772-7115
 F: 541-774-4079
 110 EAST JACKSON
 PO BOX 499
 MEDFORD, OR 97501
 WEB: www.marquess.com

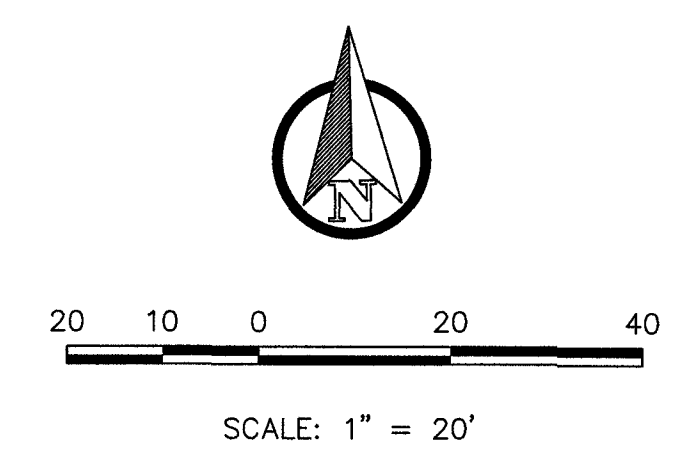
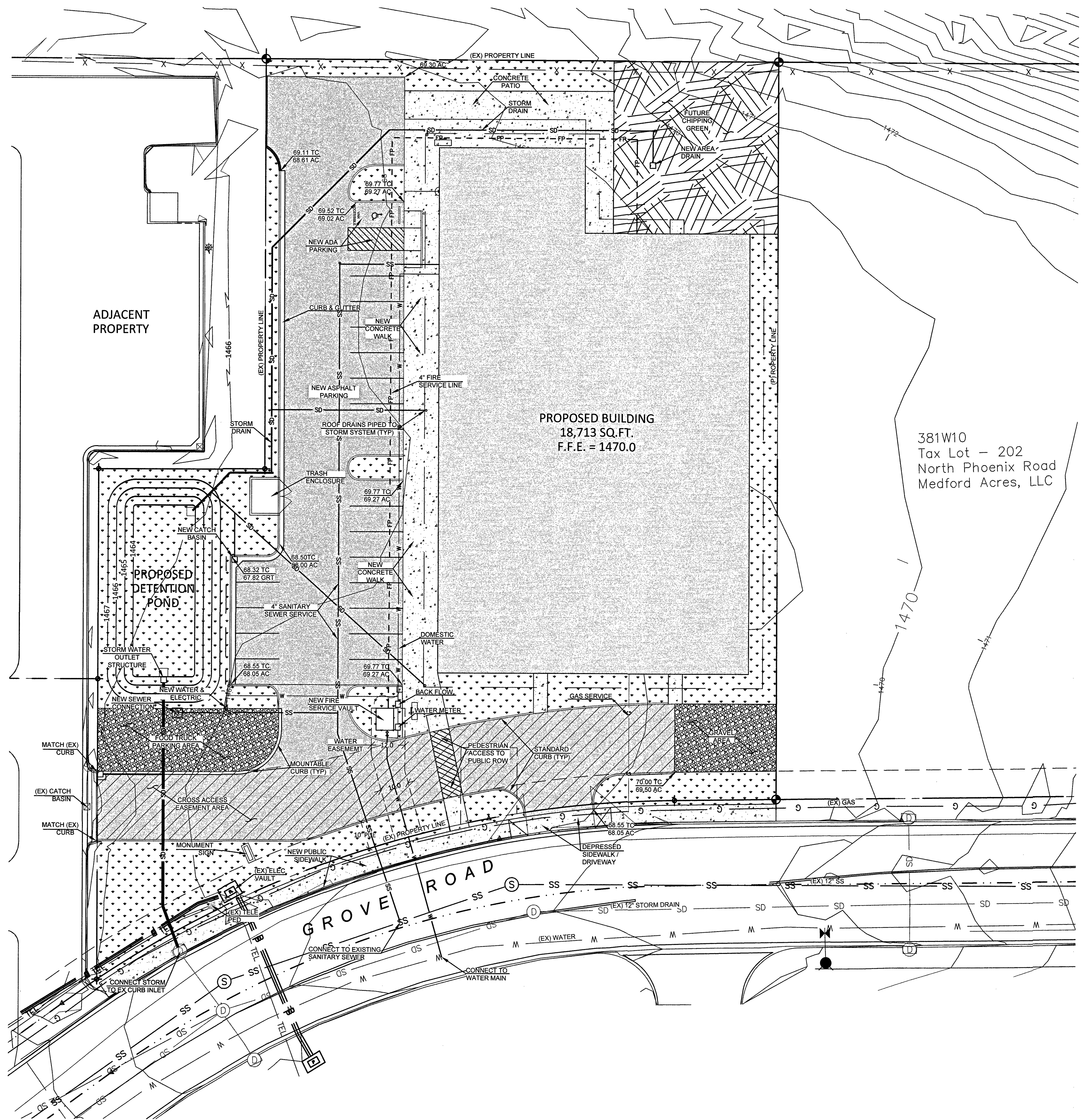
A NEW FACILITY FOR:
GOLF GARAGE (CG2)
 GROVE ROAD
 PHOENIX, OREGON

CONCEPTUAL GRADING & DRAINAGE PLAN

NO.	DATE	BY	REVISIONS
1	03/29/23	JEH	ISSUE
2			REVISIONS

MAJ JOB NO. 230038
 FILE NAME C-SITE
 ISSUE DATE 03/29/23
 DRAWN REC
 CHECKED JEH

SHEET
C1
 OF SHEETS



UTILITY NOTES:

1. NEW FIRE VAULT WILL BE SERVED BY A DUCTILE IRON PIPE CONNECTED TO MAIN LINE IN GROVE ROAD. FIRE SERVICE LINE WILL RUN TO BUILDING TO SUPPLY SPRINKLER SYSTEM.
2. NEW DOMESTIC WATER SERVICE LINE, WATER METER AND BACK FLOW DEVICE WILL CONNECT TO WATER LINE SERVING FIRE VAULT.
3. NEW 4" SANITARY SEWER LINE WILL CONNECT TO EXISTING 12" SANITARY SEWER LINE GROVE ROAD.
4. ELECTRIC SERVICE FOR BUILDING WILL COME FROM EXISTING ELECTRIC FACILITIES LOCATED ALONG GROVE ROAD.
5. TELEPHONE AND CATV UTILITIES ARE LOCATED IN AND ALONG GROVE WAY. CONNECTIONS TO THESE UTILITIES WILL BE COORDINATED WITH THE INDIVIDUAL SERVICE PROVIDERS DURING THE FINAL PROJECT DESIGN PHASE.
6. GAS SERVICE IF REQUIRED, WILL BE CONNECTED TO EXISTING GAS MAIN IN GROVE ROAD AS COORDINATED WITH AVISTA GAS.
7. WATER, SEWER & ELECTRIC SERVICE WILL BE PROVIDED FOR FOOD TRUCK PAD. SERVICES TO BE CONNECTED TO MAIN BUILDING INFRASTRUCTURE.

STORMWATER NOTES:

1. STORM WATER QUALITY & DETENTION FOR THE NEW BUILDING AND PAVING WILL BE ROUTED TO ONSITE DETENTION POND THEN RELEASED AT PRE DEVELOPMENT RATES INTO EXISTING STORM DRAIN SYSTEM WITHIN GROVE ROAD.
2. ROOF DRAINS FROM NEW BUILDING WILL BE PIPED INTO THE PROPOSED ONSITE SYSTEM.

LEGEND OF ABBREVIATIONS

- (EX) EXISTING FEATURE
- (P) PROPOSED FEATURE
- TC TOP OF CURB
- SDCI STORM DRAIN CURB INLET
- SL SEWER LATERAL
- FL FLOW LINE
- AC ASPHALT
- CB CATCH BASIN
- FG FINISH SURFACE
- FFE FINISH FLOOR ELEVATION

This document, and the ideas and designs incorporated herein, 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.



Eric Simpson
LANDSCAPING

LANDSCAPE PLANTING PLAN
GOLF GARAGE
PHOENIX, OREGON

ericssimpsonlandscaping.com
541-973-5497
Lic. #6971

Designer:
Eric J. Simpson
DBA—Eric Simpson Landscaping
2741 Takelma Way
Ashland, OR 97520
Business Lic. # 6971
LCB. Lic. #15159
All Phases + Backflow

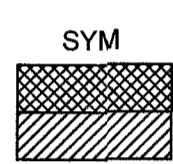
Project: Golf Garage

Scale: 1" = 20'

Date: 03.23.2023

Sheet: **L1**

PLANT LIST			
QTY	BOTANICAL NAME	SIZE	COMMON NAME
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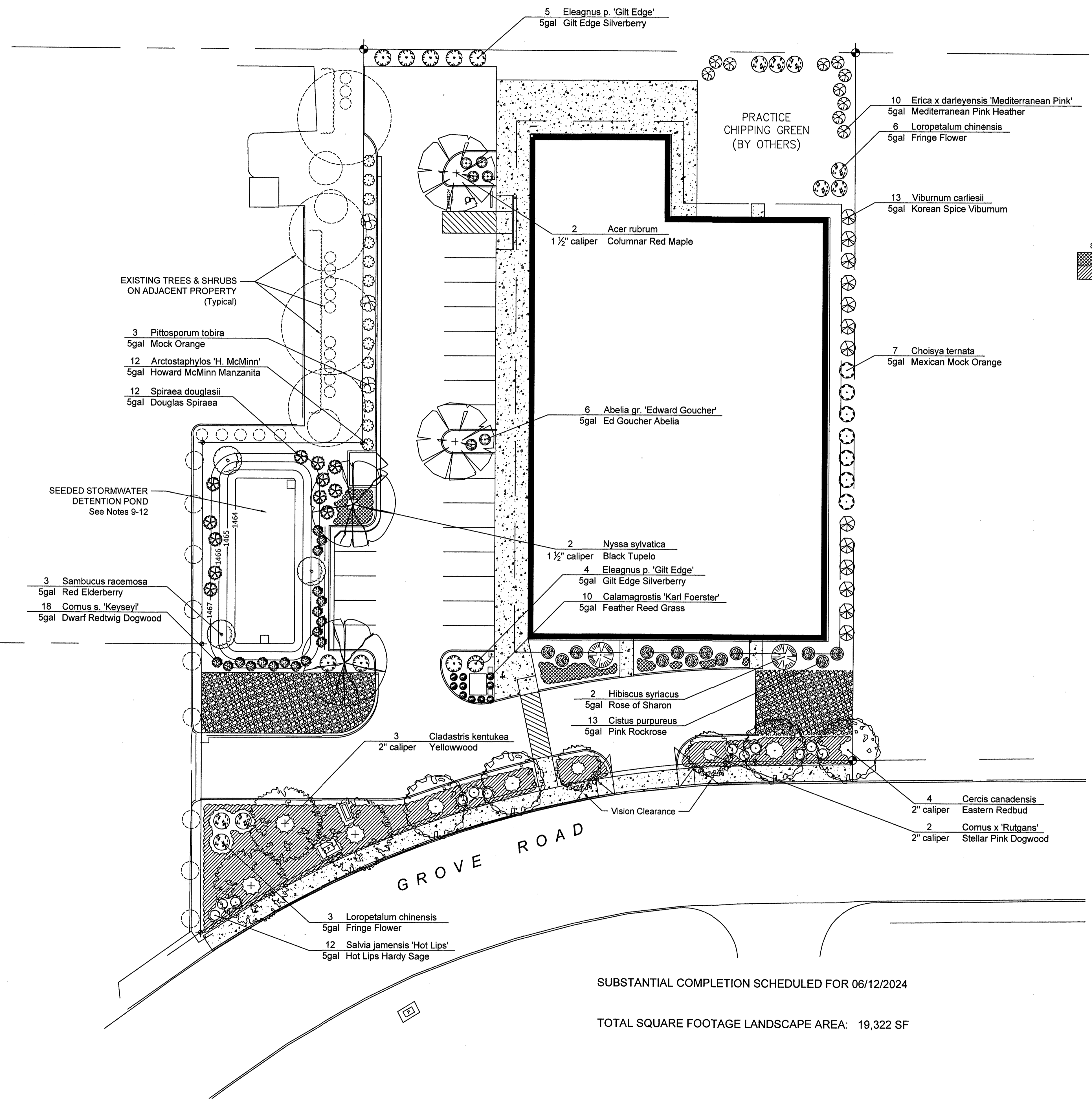
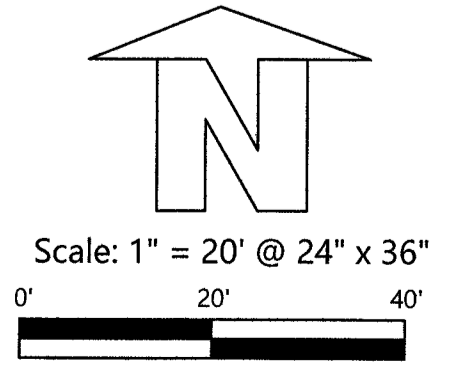
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TOTAL SQUARE FOOTAGE LANDSCAPE AREA: 19,322 SF



GROVE ROAD

Vision Clearance





ericj.simpsonlandscaping.com
 541-973-5497
 Lic. #6971

Eric Simpson LANDSCAPING



LANDSCAPE IRRIGATION PLAN

GOLF GARAGE
 PHOENIX, OREGON

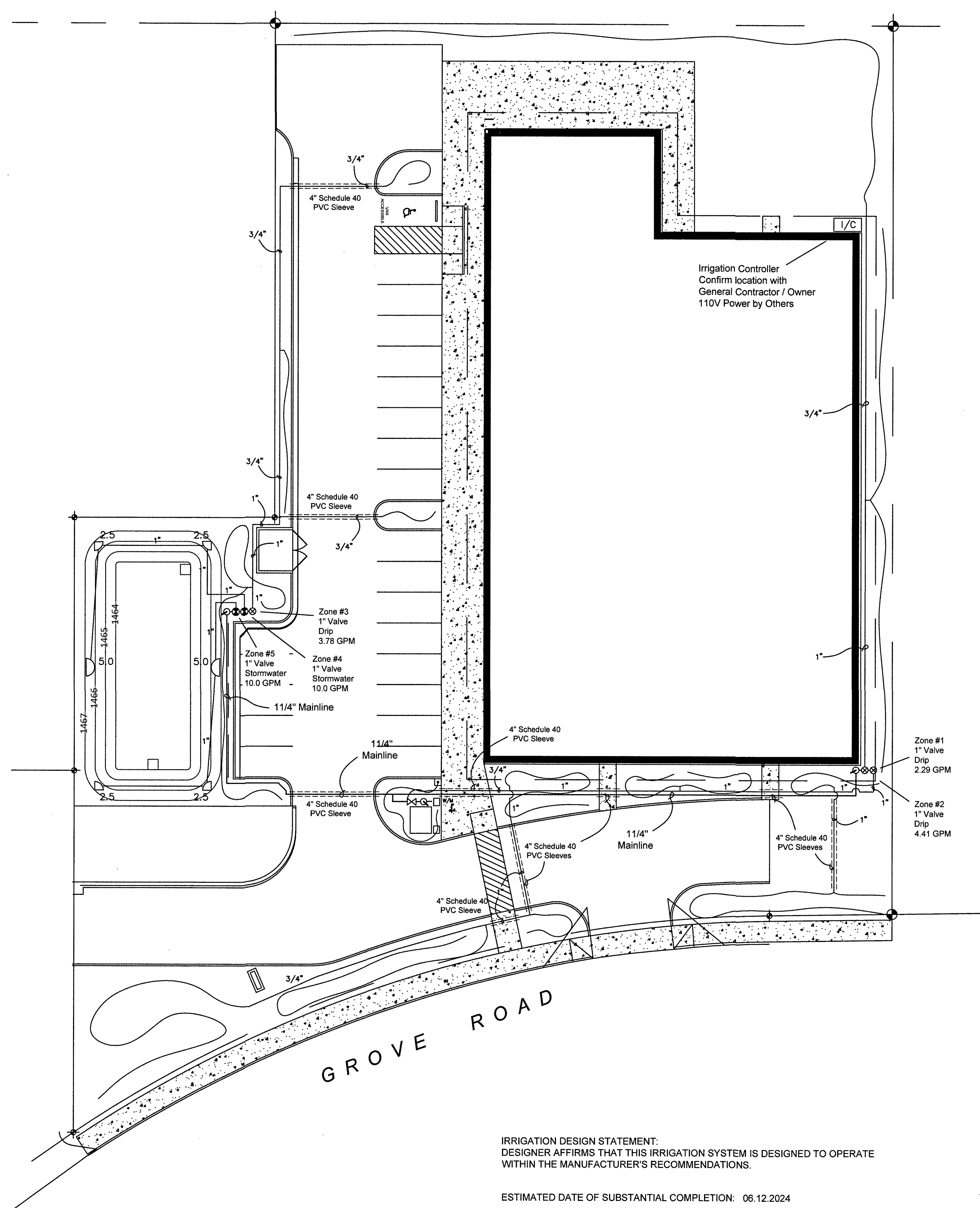
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Sheet: **L2**



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DRIP EMITTER SCHEDULE:

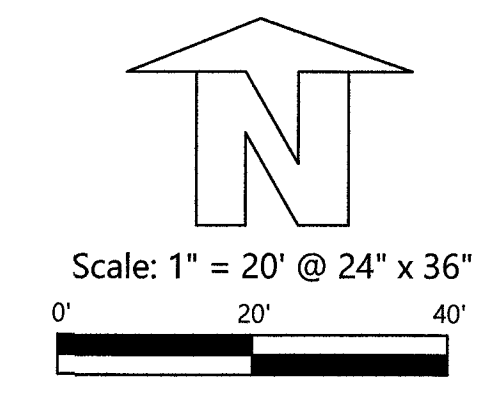
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GOLF GARAGE FACILITY

Project Description

This Project is designed for professional training and entertainment of individuals intent on furthering their abilities at all aspects of Golf. The intent is for local athletes and paid membership, providing interior “Simulator Bays”, providing short “driving ranges” by use of high-quality projector-type systems displaying various golf courses and use cameras to analyze the golfer’s swing to help correct deficiencies, as well as an interior “putting green” for individuals to practice their putting strokes with coaching to help correct deficiencies.

Additionally, as this is a membership club, this Project includes an interior “bar” area for post-practice relaxation with friends and colleagues, which also offer quick snacks, or allow patrons to go to outdoor “Food Truck Vendors” to purchase food items.

Finally, this Project is including a small “Lease Space” in the extreme southwest corner of the building. The intent is to provide space for associated services such as Chiropractic, or similar services.

Chapter 2.4 – Commercial Highway (CH)

Section 2.4.3 – Development Standards

Sub-Section A, Building Height – “Maximum building height is 50 feet. Building height is measured as measured in accordance with the definition of “Height of Building” in Chapter 1.3 – Definitions. ...”.

Average height of proposed structure is 26’-10”, with maximum height at 34’-5”.

Sub-Section B, Yard Setbacks – “There is no minimum yard setback required, except that buildings shall conform to the vision clearance standards in 3.2.2 – Vehicular Access and Circulation, Section M and the applicable fire and building codes for attached structures, firewalls, and related requirements. (Setbacks for self-storage facilities are in Chapter 2.4.5 – Special Standards for Certain Uses, Section G.) ...”.

East setback is 10’-0” (5’-0” to roof Overhang).

South setback is 44’-2” (39’-2” to overhang)

West setback is 61’-10” (56’-10” to overhang)

North setback is 31’-0” (26’-0” to overhang).

Sub-Section C, Lot Coverage – “The area covered by impervious surfaces shall be minimized to the greatest extent practicable; ...”.

Total area of Site is +/- 58,688-sf.

Proposed Impervious Area is +/- 41,703-sf, or 71% of total Site Area.

Sub-Section D, Landscaping – “A minimum percentage of 20% landscaping is required. Landscaping shall meet the requirements of Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls. ...”.

Total area of Site is +/- 58,688-sf.

Proposed Landscape Area is +/- 16,985-sf, or 29% of total Site Area. Additionally, all proposed landscaping shall meet requirements of Chapter 3.3, as is evidenced in the Landscape plans.

Sub-Section E, Traffic – “The proposed use shall not impose an undue burden on the public transportation system. ...”.

Project is designed to minimize any undue burdens, and is in compliance with the traffic analysis developed for this Commercial complex.

Sub-Section F, Drive-up, drive-in and drive-through facilities – “Drive-up, drive-in, and drive-through facilities ...”.

This project does not include any Drive-up, drive-in or drive-through facilities.

Sub-Section G, Sidewalk Displays – “A minimum walkway clearance of six feet shall be maintained. ...”.

This project does not include any sidewalk displays.

Sub-Section H, Light Manufacture – “Light manufacture uses are allowed in the Commercial Highway District. ...”.

This project does not include any manufacturing.

Sub-Section I, Parking – “On-site vehicle and bicycle parking shall be provided in accord with the City’s Parking Ordinance. ...”.

Vehicle Parking is based upon PLDO Table 7, 3.4.3.A, as follows:

Main Building (assume “Commercial Use – Gymnasiums, similar uses) – One space per four seats. Assume (68)-seats. $(68)/4 = (17)$ -stalls required, Minimum;

Lease Space (assume Commercial Use – Personal Services, General) One space per 350-gross floor area. Lease space at 1,322-sf. $(1,322)/350 = 3.8$, or (4)-stalls required, Minimum.

Total Parking required = $(17) + (4) = (21)$ -stalls, minimum.

Total Parking provided = (22) -stalls

Bicycle Parking is based upon PLDO Table 3.4.4, as follows:

Commercial Entertainment – Indoor & Outdoor (Primary Use) – (1)-space per (20)-vehicle spaces. $1/(22) = 2.2$, or (2)-spaces required, minimum.

Sub-Section J, Promotional Outdoor Events – “Promotional outdoor events are allowed subject to compliance with the following: ...”.

This project does not include any promotional outdoor events.

Section 2.4.4 – Architectural Guidelines and Standards

Sub-Section A, Architectural Continuity and Quality – “New and remodeled buildings may have their own architectural style but there must be some architectural continuity with the other structures located within the area. ...”. *Response – This project coordinates with the overall complex by use of Concrete Masonry Units (CMU) running around the building enclosure. This is a typical material used in the buildings of this complex.*

Sub-Section B, Lighting – “Project lighting shall be provided in order to create safe low-light conditions, and in accordance with Chapter 3.12 – Outdoor Lighting. ”. *Response – The use of small-scale wall lighting shall be designed onto the exterior wall surfaces providing sufficient light levels on the proposed sidewalks. Refer to Section 3.12 below for further review.*

Sub-Section C, Roof-mounted Equipment – “Roof-mounted mechanical equipment is not allowed unless completely screened by equipment well or screened by a parapet wall. ”. *Response – In discussion with the General Contractor, HVAC equipment is intended to be roof-mounted, location not yet determined. As such, the design shall include appropriate screening by a parapet, designed to match the overall building design.*

Sub-Section D, Detailing – “Architectural detailing shall be consistent on all elevations.”. *Response – Referring to the Exterior Elevations, all elevations of this Project have been designed with consistent, continuous elements.*

Sub-Section E, Trash Enclosures – “Trash enclosures shall be constructed of 6-foot high masonry walls with solid metal gates.”. *Response – This is the design intent. Refer to Site Plan for Enclosure location.*

Sub-Section F, Parking Lot Lighting – “Parking lot lighting shall be provided for parking lots containing more than 10 spaces. ...”. *Response – We are providing a Site Pole Light adjacent to the parking stalls at extreme southwest corner of the building. Refer to Sub-Section B, above, for additional comments.*

Sub-Section G, Bicycle Parking – “Bicycle parking shall be integrated into the design for development within the C-H zone district. ...”. *Response – We are providing the required amount of Bicycle parking immediately adjacent to the entries of the Main Facility and the Lease Space. Refer to Section 2.4.3, Sub-Section I, above, for additional comments.*

Sub-Section H, Pedestrian Circulation – “Projects that require more than 50 vehicle parking spaces shall also be required to provide the following separate pedestrian circulation improvements: ...”. *Response – This Project requires far less than the 50-stall designation of this Sub-Section. Regardless, we are providing adequate Pedestrian Circulation as required elsewhere in the PLDO.*

Chapter 2.9 – Trip Budget Overlay Zone

Section 2.9.3 – Limitation on Motor Vehicle Trip Generation

Sub-Section A – “Development constructed in the Trip Budget Overlay Zone of the Land Use District Map must comply with the requirements of this Chapter, ...”. *Response – Acknowledged. This Project shall meet the requirements of this Chapter.*

Sub-Section B – “All development on each parcel in the Trip Budget Overlay Zone, regardless of when constructed, may generate no more PM peak-hour trips than are in its Table 2.9 Parcel Budget, ...”. *Response – Acknowledged. Refer to attached “Traffic Analysis Letter”, by S. O. Transportation Engineering.*

Section 2.9.4 – Traffic Impact Study

“All new development and applications for land use approvals within the Trip Budget Overlay Zone must include a traffic impact study analysis that Oregon Department of Transportation has reviewed and approved.”. *Response – In discussion with City Planning Staff and ODOT Representative, a full Traffic Impact Study (TIS) is not required. Rather, per ODOT’s Representative, “A full TIA/TIS is not required to satisfy the Transportation Planning Rule for areas within the Exit 24 IAMP Trip Budget Overlay area. A simpler trip accounting memo showing that the development proposal will not exceed the number of trips allocated to the parcel in question is sufficient.”, received via email, dated April 25, 2023. See attached copy.*

Section 2.9.5 – Approval of Trip Generation Above Parcel Budget Numbers

“Through a Conditional Use Permit issued pursuant to this Chapter and Chapter 4.4, Conditional Use Permits, the City may authorize the owner of a parcel of land in the Trip Budget Overlay Zone to transfer parcel budget trips to another parcel of land in the Trip Budget Overlay Zone only when:”. *Response – Acknowledged.*

Chapter 3 – Design Standards

Chapter 3.2 – Access and Circulation

Section 3.2.2, Vehicle Circulation – “... Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. ...”. *Response – As shown in the Site Plan, this project is proposing a single vehicle access drive directly to Grove Road, a Public Street. Additionally, this proposal includes a cross-access drive connecting the existing lot to the west, running continuously to the proposed Lot to the east. Per Table 6: 3.2.2.F, the drive access separation to the drive access to the adjacent lot to the west exceeds the 75-foot minimum distance.*

Section 3.2.3, Pedestrian Access & Circulation – “... all developments except single-family detached housing on individual lots shall provide a continuous pedestrian and/or multi-use pathway system between residential areas and neighborhood activity centers ...”. *As shown in the Site Plan, this project is including a pedestrian path from Grove Road to the building’s sidewalk, which shall be concrete. That portion which crosses the asphaltic drive to the easterly Lot shall be painted per the vehicle parking stalls. Separation of the pedestrian access from the vehicle drive access is approximately 21-feet, greater than the minimum required.*

Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls

Section 3.3.3.C.3, Landscape Area Standards – “Commercial Districts. A minimum of 20 percent of the site shall be landscaped.”. *The proposed site consists of approximately 58,688-square feet. Of this, the proposed Landscape area is approximately 16,985-sf, or 29% of the site, exceeding the minimum area required.*

Additionally, as noted in Sections 3.3.1 and 3.3.2, there is no vegetation existing on this site.

Section 3.3.3.E, Landscape Standards – “... Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space, shading, and wind buffering, based on the following standards: ...”.

- 1) *Yard Setbacks – Per the Land Development Code, this zone “C-H” does not require setbacks. However, this project will be installing Landscaping along all property lines per the Landscape Plan*
- 2) *Parking Areas – “A minimum of eight percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. ...” Per the Site and Landscape Plans, this project will be providing Landscape Islands and Landscape separating vehicle drive / parking areas. Per the PLDO, areas are as follows*
 - Parking / Maneuvering area = +/- 8,636-gsf*
 - Landscaping area surrounding Parking = 2,069-gsf*
 - Landscaped Area = +/- 24% of Parking / Maneuvering Area, which exceeds minimum area required.*
- 3) *Buffering / Screening –*
 - a) *The area between the Building and Parking stalls is designed as an elevated pedestrian sidewalk.*
 - b) *Mechanical Screening – In discussion with the General Contractor, HVAC equipment is intended to be roof-mounted, location not yet determined. As such, the design shall include appropriate screening by a parapet, designed to match the overall building design.*

Section 3.3.4, Street Trees – *This project is including Street Trees per this Section requirements. The intent is to install trees / landscaping to coordinate / continue the overall Development scheme for Street Trees.*

Chapter 3.4 – Vehicle and Bicycle Parking

Section 3.4.3.A, Vehicle Parking Standards – “The minimum number of required off-street vehicle parking spaces ... shall be determined based on the standards in Table 3.4.3.A.”.

Vehicle Parking is based upon PLDO Table 7, 3.4.3.A, as follows;

Main Building (assume “Commercial Use – Gymnasiums, similar uses) – One space per four seats. Assume (68)-seats. $(68)/4 = (17)$ -stalls required, Mimimum;

Lease Space (assume Commercial Use – Personal Services, General) One space per 350-gross floor area. Lease space at 1,322-sf. $(1,322)/350 = 3.8$, or (4)-stalls required, Minimum.

Total Parking required = (17) + (4) = (21)-stalls, minimum.

Total Parking provided = (22)-stalls

Per Table 9, all parking stall dimensions shall be met, including dimensional requirements for the ADA parking stall and aisle.

Per Section 3.4.3.B – Location, all vehicle stalls are located at the side of the building, as required.

Section 3.4.4 and Table 3.4.4, Bicycle Parking – “Commercial Entertainment – Indoor and Outdoor”. Per sub-section 3.4.4.A)2, required bicycle parking is determined “based on the primary uses on a site. ...”

Bicycle Parking is based upon PLDO Table 3.4.4, as follows;

Commercial Entertainment – Indoor & Outdoor (Primary Use) – (1)-space per (20)-vehicle spaces. $1/(22) = 2.2$, or (2)-spaces required, minimum.

Per Section 3.4.4.B, all bike parking is located near the building entrances (one to northwest of building, one to southwest) shown on Site Plan as “(1) bicycle”, designed to accommodate 2-ft wide X 6-ft long space, using bike racks, and shall be installed on hardscape. All in compliance with this Section.

Chapter 3.5 – Street and Public Facilities Standards

Section 3.5.1.A – “The primary purpose of this Chapter is to establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operation needs of the facility and provide safe and convenient pedestrian and bicycle access”. *Grove Road is an existing public street, scheduled to remain, and includes existing rights-of-way (ROW) and public utility easements (PUE). Nothing in this project shall be intended to reduce this existing street system, except installation of a new public sidewalk immediately adjacent to the existing street and installation of new drive access to gain direct access to this site.*

Section 3.5.2 – Transportation Standards. *Grove Road is existing and is not proposed to be modified. Site Drive Access is proposed to be installed, intersecting at right-angle to existing Grove Road.*

Section 3.5.3 – Public Use Areas. *There is no Public Use Area on or adjacent to this project’s site.*

Section 3.5.4 – Sanitary Sewer and Water Service Improvements. *All proposed Sanitary Sewer and Water Service systems shall tie-in to existing services on or adjacent to the site.*

Section 3.5.5 – Utilities. *All proposed Utility systems shall tie-in to existing services on or adjacent to the site.*

Section 3.5.6 – Easements. *All proposed Easements shall developed and coordinated with respective Agencies, and properly developed and finalized.*

Section 3.5.7 – Construction Plans, and 3.5.8 - Installation. *All Plans and Installation shall comply with City of Phoenix, or other Agency, requirements.*

Chapter 3.6 – Signs

Section 3.6.5.C, Permitted Signs in the C-H, Commercial Highway District: *The Owner intends on installing both a Monument Sign and Wall Sign, both of which are permitted per this section. Design of these signs is not complete, and will be submitted to the City for Permit as required per Section 3.6.6.*

Chapter 3.7 – Environmental Constraints

Section 3.7.1 – “... is to provide for safe, orderly and beneficial development of districts characterized by diversity of physiographic conditions and significant natural features; to limit alteration of topography and reduce encroachment upon, or alteration of, any natural environment and; to provide for sensitive development in areas that are constrained by various natural features. ...” (riparian, flood damage, and hillside lands): *This site exists without direct relationship / adjacency to any water feature (ie – stream, etc) and thereby has no requirement for Riparian correction; As stated above, there is no adjacent water feature to concern Flood Damage; and has approximately flat (<2%) slope in any direction across the site. Therefore, there are no Environmental Constraints on this site.*

Chapter 3.8 – Storm and Surface Water Management Standards

Section 3.8.1.A – “... The ordinance provides standards for addressing infiltration, treatment, and detention of stormwater separately as well as an option for a combined approach to mitigating the water quality impacts of developments that fall below a certain size threshold.” *As shown on the Civil Site Plan, the storm water from all impervious surfaces shall be routed to an on-site detention pond and released at “pre development rates” into the existing storm drain system in Grove Road.*

Chapter 3.9 – Erosion Prevention and Sediment Control

Section 3.9.1.A – “... The objective is to prevent and control erosion and pollution at its source in order to maintain and improve water quality and reduce downstream impacts.” *As shown on the Civil Site Plan, the storm water from all impervious surfaces shall be routed to an on-site detention pond, or underground detention system, and released at “pre development rates” into the existing storm drain system in Grove Road.*

Chapter 3.10 – Other Design Standards

Section 3.10.1, Wireless Communication Facilities – “... The standards are intended to ensure that the visual and aesthetic impacts of wireless communication facilities are mitigated to the greatest extent possible, especially near residential areas.” *All Wireless systems shall be designed to tie-in to existing facilities, if existent, or to be within the Building enclosure.*

Section 3.10.2, Motor Vehicle Trip Reduction Designs and Programs – *This project has been designed to be complimentary to the entire adjacent Commercial development, and meets these requirements.*

Chapter 3.12 – Outdoor Lighting

Section 3.12.3, Lighting Area Classifications – “... Lighting zones are hereby determined according to the land use district in which a particular property is located. ...” *Per Table 3.12.3, areas zoned as C-H are listed as Lighting Zone (LZ) LA-3.*

Section 3.12.6.A, Prescriptive Method – *Per Sub-Section A.1.* “... The total site lumen limit shall be determined using either the Parking Space Method (Table A) or the Hardscape Area Method (Table B and B-2). ...”. *Per Table 3.12.11.A – ... per Parking Space Method, this is allowed only for sites with less than ten (10) parking stalls. Table 3.12.11.B, ... per Hardscape Method – states Lighting Zone LZ-3 is allowed to attain 5.0 lumens per hardscape area, as follows;*

Auto Vehicle Area Hardscape @ +/- 8,636-gsf
Pedestrian Walkways south face of Building @ +/- 122,gsf
Pedestrian Walkway west face of Building @ +/- 2,490-gsf
Pedestrian Deck @ north of Building @ +/- 1,490-gsf
Total Area of Hardscape @ +/- 12,738-gsf

Total Lumens Allowed @ 5.0 x 12,738-gsf = 63,690 lumens

One “full cut-off fixture” site light pole is proposed for lighting the Parking area to southwest of building, containing five (5) parking stalls. The remainder of the site lighting is proposed to be “Fully Shielded Wallpack & Wall Mount Fixtures” for the areas listed above as “Pedestrian ...” at south, west & north of building enclosure.

Chapter 4 – Applications and Review Procedures

Section 4.4.3 – Application Submittal Requirements

Sub-section 4.4.3.A, Existing Site Conditions – *The existing site consists of vacant, graded land with existing Grove Road frontage.*

Sub-sections B through F – Concerns Proposed Drawings. *Refer to Drawings.*

Sub-section G, Copy of all existing and proposed restrictions and covenants – *In discussion with the City Planning Staff, they are in possession of existing CCR’s. There are no CCR’s proposed beyond these existing.*

Sub-section H, Narrative report or letter documenting compliance with all applicable approval criteria in Chapter 4.4.4 – Criteria, Standards, and Conditions of Approval – *See below.*

Sub-sections I and J are not applicable to this Project.

Section 4.4.4 – Criteria, Standards, and Conditions of Approval

Section 4.4.4.A, Use Criteria

– Sub-section 1; “The use is listed as a Conditional Use ...”. *As shown in Chapter 2.4.2, Table 1, this project is Permitted as “Entertainment and Gyms – enclosed in building (e.g., theater, museums, bowling alleys)”.*

– Sub-section 2; “The characteristics of the site are suitable for the proposed use considering size, shape, location, topography, existence of improvements and natural features;” *The existing site is bare land, already graded in anticipation of contemporary development / structures. The proposed site is in a rough “L”-shape, consists of approximately 58,688-sq ft, with the proposed building consisting of +/- 18,516-sq ft. The site is located on the north side of Grove Road, east of the new “Garrison’s” facility, northwest of the existing “Home Depot”. The site is currently low-slope land which is desirable for this development, is fronted on Grove Road without sidewalk, and has no natural features of concern.*

– Sub-section 3; “The site and proposed development are timely, considering the adequacy of transportation systems, public facilities and services existing or planned for the area affected by the use” *The area under consideration is timely, in that the entire area is a relatively new commercial center, and has been designed with larger commercial facilities in mind.*

– Sub-section 4; “The proposed use will not alter the character of the surrounding area ...” *The proposed facility, including site / features, is designed in contemporary fashion to compliment the existing surrounding facilities. While adjacent facilities contain a large quantity of “stucco” in their facades, they also contain a significant quantity of masonry, whether it be faux stone or standard concrete masonry units (CMU). As noted in Section 2.4.4.A (see above), “New and remodeled buildings may have their own architectural style but there must be some architectural continuity with the other structures located within the area. ...”. The bulk of this project exemplifies the siding material consistent with a pre-engineered metal building (PEMB) by using metal siding, but is pronounced in higher-than-ordinary CMU material used as both wainscot and as the “monument” portion visible to Grove Road circulation.*

– Sub-section 5; “The proposal satisfies the goals and policies of the City Comprehensive Plan ...” *As this site exists in Zone C-H, the City’s Comprehensive Plan designates this area as “Interchange Business”. Referring to this portion in the Comprehensive Plan, the first paragraph declares “... they are intended to provide services and goods for the traveling public, as well as business locations serving the greater community and region. ...”. This project is located east of Interstate 5, a significant distance from the concerned intersection of OR-99 and North Phoenix Road. As this project falls into the prior Commercial-Highway complex, it meets the City requirement for off-street parking, pedestrian circulation, and the Comprehensive Plan desire for “developable employment”. Due to the immediate adjacency of a major golf facility to the north, this project affords the ability to draw clients for continued services. In addition, due to the adjacency of Southern Oregon University in the proximity to the south, training, and thereby vehicle driven visits, to this facility promote the Community desires to incorporate the regional need for such a facility.*

Section 4.4.4.B, Site Design Standards – The criteria in Chapter 4.2.6 – Site Design Approval Criteria shall be met. *Per 4.2.6 – Site Design Approval Criteria, REFER to the specific items shown above, specifically subsection D regarding Chapter 3.3;*

Narrative Developed by Bruce Dana Kelling, Architect
BDK Architecture & Planning

April 20, 2023

BDK Architecture & Planning
Attn: Bruce Dana Kelling
307 Englemann Lane
Medford, OR 97501

RE: 38-1W-10-202; File # CU23-01/SP23-03

Mr. Kelling,

The city has reviewed the materials you submitted on **March 31, 2023** regarding a Type III Conditional Use permit. After review of the application documents and previous land use records, the city has determined that additional information is necessary to complete the review. In order for the city to deem the application complete and render a decision, the following information must be submitted:

- 1) A narrative describing the proposed use in sufficient detail to determine the required standards and criteria.
- 2) Findings demonstrating compliance with PLDC, Chapter 2.4.3, specifically subsection (D), (E), and (I).
- 3) Findings demonstrating compliance with PLDC, Chapter 2.4.4 (A)-(G).
- 4) Findings demonstrating compliance with PLDC, Chapter 2.9, specifically section 2.9.3 and 2.9.4 regarding traffic impact study requirements.
- 5) Provide a Traffic Impact Study approved by the Oregon Department of Transportation.
- 6) Provide documentation from Jackson County Fire District #5 that the project meets fire access and driveway requirements.
- 7) Revised findings addressing the square footage of landscaping on the project site. Currently the site plan and findings include numbers that do not match.
- 8) Findings demonstrating compliance with PLDC, Chapter 3.3.3 (E)(2) and location of proposed mechanical equipment and screening method pursuant to Chapter 3.3.3 (E)(3)(b).
- 9) Provide findings that explain how the number of parking stalls were determined. The use proposed is not "Office and Business Services", but more likely Commercial Entertainment – Indoor/Outdoor and requires 1 space per 20 vehicles or a minimum of 10 spaces per Table 3.4.4.
- 10) Provide additional information that details the location of the proposed bicycle parking and covered parking design pursuant to PLDC, Chapter 3.4.4(B) – Bicycle Parking Design Standards.
- 11) Provide a letter from an Engineering licensed in Oregon demonstrating that stormwater quality management in accordance with the Rogue Valley Stormwater Design Manual can be obtained.
- 12) Findings demonstrating compliance with Chapter 3.12 – Outdoor Lighting.
- 13) Provide additional findings demonstrating compliance with Chapter 4.4.4 (A)(4) & (5).



Community & Economic Development Department
220 N. Main St./ PO Box 330
Phoenix, OR 97535
www.phoenixoregon.gov
541-535-2050

If you prefer not to submit the requested information, please inform our office in writing, and your application will be accepted as-is. Please be aware, however, that failure to provide the correct application or failure to submit adequate information showing how your application complies with all the approval standards may result in the application being denied. If additional information is not provided within 180 days, the application will be administratively withdrawn.

If you have any questions about the review process, please feel free to email me at zac.moody@phoenixoregon.gov.

Sincerely,

Zac Moody
Planning Manager

Cc: Agent, File, Owner

bdkarchplan@gmail.com

From: HOROWITZ Micah <Micah.HOROWITZ@odot.oregon.gov> on behalf of ODOT Region 3 Development Review <R3DevRev@odot.oregon.gov>
Sent: Tuesday, April 25, 2023 4:56 PM
To: Zac Moody; bdkarchplan@gmail.com; lonepinetom@me.com
Cc: 'Jeff Wilcox'; WANG Wei
Subject: RE: Completeness Review - CU23-01/SP23-03

Hi Zac,

A full TIA/TIS is not required to satisfy the Transportation Planning Rule for areas within the Exit 24 IAMP Trip Budget Overlay area. A simpler trip accounting memo showing that the development proposal will not exceed the number of trips allocated to the parcel in question is sufficient.

Best regards,
Micah

Micah Horowitz, AICP | Senior Transportation Planner
ODOT Region 3 | Southwest Oregon (Coos, Curry, Douglas, Jackson & Josephine Counties)
c: 541.603.8431 | e: micah.horowitz@odot.oregon.gov

From: Zac Moody <zac.moody@phoenixoregon.gov>
Sent: Tuesday, April 25, 2023 1:51 PM
To: bdkarchplan@gmail.com; lonepinetom@me.com
Cc: 'Jeff Wilcox' <jeff.wilcox@phoenixoregon.gov>; HOROWITZ Micah <Micah.HOROWITZ@odot.state.or.us>
Subject: RE: Completeness Review - CU23-01/SP23-03

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Hi Bruce,

This is a requirement of the Trip Budget Overlay more than anything and is reviewed and approved by ODOT. I am not sure if they will want to see one revised specifically for this project or if you can use the previous project. Typically, a TIS is property and development specific, however, if ODOT signs off on it, we would accept it and an approval letter from ODOT to meet the condition.

I have copied Micah Horowitz from ODOT in this email with the hope that he can help you with this question.

Thanks,

Zac Moody
Planning Manager
City of Phoenix
220 N. Main St. (P.O. Box 330)
Phoenix, OR 97535
541-535-2050 Ext: 313
zac.moody@phoenixoregon.gov



YOUR PROFESSIONAL ENGINEERING TEAM SINCE 1957

P 541-772-7115 F 541-779-4079 1120 EAST JACKSON PO BOX 490 MEDFORD, OR 97501
EMAIL: info@marquess.com WEB: www.marquess.com

April 27, 2023

City of Phoenix
Planning Department
220 N. Main Street
Phoenix, Oregon 97535

**RE: GOLF GARAGE
PHOENIX, OREGON
MAI JOB NO. 23-0038**

To Whom it May Concern:

The proposed Golf Garage site located on Grove Road in Phoenix is being designed with a vegetated swale/detention pond with an outlet control structure which will limit the post-development stormwater flows to pre-development levels before being discharged into a public storm drain system. All stormwater facilities will be designed to meet current requirements of the Rogue Valley Stormwater Quality Design Manual. All design and calculations for the stormwater facility will be submitted to Rogue Valley Sewer Services for their review and approval.

Sincerely,

MARQUESS & ASSOCIATES, INC.

Robert S. Gunter, P.E.



RSG/rsg



RENEWS: JUNE 30, 2023

bdkarchplan@gmail.com

From: David Meads <Meads@JCFD5.com>
Sent: Monday, May 1, 2023 3:46 PM
To: bdkarchplan@gmail.com
Subject: Fw: Golf Garage, CU23-01

I tried to CC you, but it failed to deliver.

Captain Dave Meads
Jackson County Fire District 5
5811 S. Pacific Highway
Phoenix, Oregon 97535
541 535 4222



From: David Meads
Sent: Monday, May 1, 2023 3:42 PM
To: Zac.Moody <zac.moody@phoenixoregon.gov>
Cc: undefined
Subject: Golf Garage, CU23-01

Zac,

I was sent the site drawings for the Golf Garage application, CU23-01.

Fire District conditions for the project are:

1. Configure an apparatus turn around at the end of the parking lot. I had some discussion with the architect about incorporating 40 feet of the concrete walkway/patio as a drivable surface with rolled curbs. I am awaiting an updated drawing.
2. Install a post indicator valve (PIV) in the fire line prior to the pipe entering the vault.
3. Install a hydrant on the same side of the road as the vault in the landscaped area.
4. Install a Knox box near the main entrance.

Thank you,

Captain Dave Meads
Jackson County Fire District 5

5811 S. Pacific Highway
Phoenix, Oregon 97535
541 535 4222





Eric Simpson
LANDSCAPING



LANDSCAPE PLANTING PLAN

GOLF GARAGE
PHOENIX, OREGON

ericj.simpsonlandscaping.com
541-973-5497
Lic. #6971

Designer:
Eric J. Simpson
DBA—Eric Simpson Landscaping
2741 Takelma Way
Ashland, OR 97520
Business Lic. # 6971
LCB. lic. #15159
All Phases + Backflow

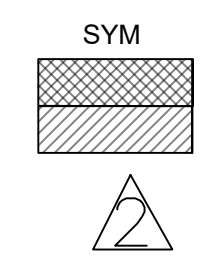
Project: Golf Garage

Scale: 1" = 20'

Date: 03.23.2023

Sheet: **L1**

PLANT LIST			
QTY	BOTANICAL NAME	SIZE	COMMON NAME
SHRUBS		SHRUBS	
6	Abelia grandiflora 'Edward Goucher'	5 Gal	Edwarg Goucher Abelia
12	Arctostaphylos 'H. McMinn'	5 Gal	Howard McMinn Manzanita
10	Calamagrostis 'Karl Foerster'	5 Gal	Feather Reed Grass
7	Choisya ternata	5 Gal	Mexican Mock Orange
13	Cistus purpureus	5 Gal	Pink Rockrose
18	Cornus s. 'Kelsey'	5 Gal	Dwarf Redtwig Dogwood
9	Eleagnus pungens 'Gilt Edge'	5 Gal	Gilt Edge Silverberry
10	Erica darleyensis 'Mediterranean Pink'	5 Gal	Mediterranean Pink Heather
2	Hibiscus syriacus	5 Gal	Rose of Sharon
9	Loropetalum chinense	5 Gal	Chinese Fringe Flower
3	Pittosporum tobira	5 Gal	Mock Orange
12	Salvia jamensis 'Hot Lips'	5 Gal	Hot Lips Hardy Sage
3	Sambucus racemosa	5 Gal	Red Elderberry
12	Spiraea douglasii	5 Gal	Douglas Spiraea
13	Viburnum carlesii	5 Gal	Korean Spice Viburnum
GROUNDCOVERS		GROUNDCOVERS	
23	Cotoneaster dammeri	1 Gal @ 4' o.c.	Bearberry Cotoneaster
78	Juniperus h. 'Wiltonii'	1 Gal @ 5' o.c.	Wilton Carpet Juniper
TREES		TREES	
2	Acer rubrum	1 1/2" Caliper	Columnar Red Maple
4	Cercis canadensis	1 1/2" Caliper	Eastern Redbud
3	Cladastis kentukea	2" Caliper	Yellowwood
2	Cornus x 'Rutgans'	2" Caliper	Stellar Pink Dogwood
2	Nyssa sylvatica	1 1/2" Caliper	Black Tupelo

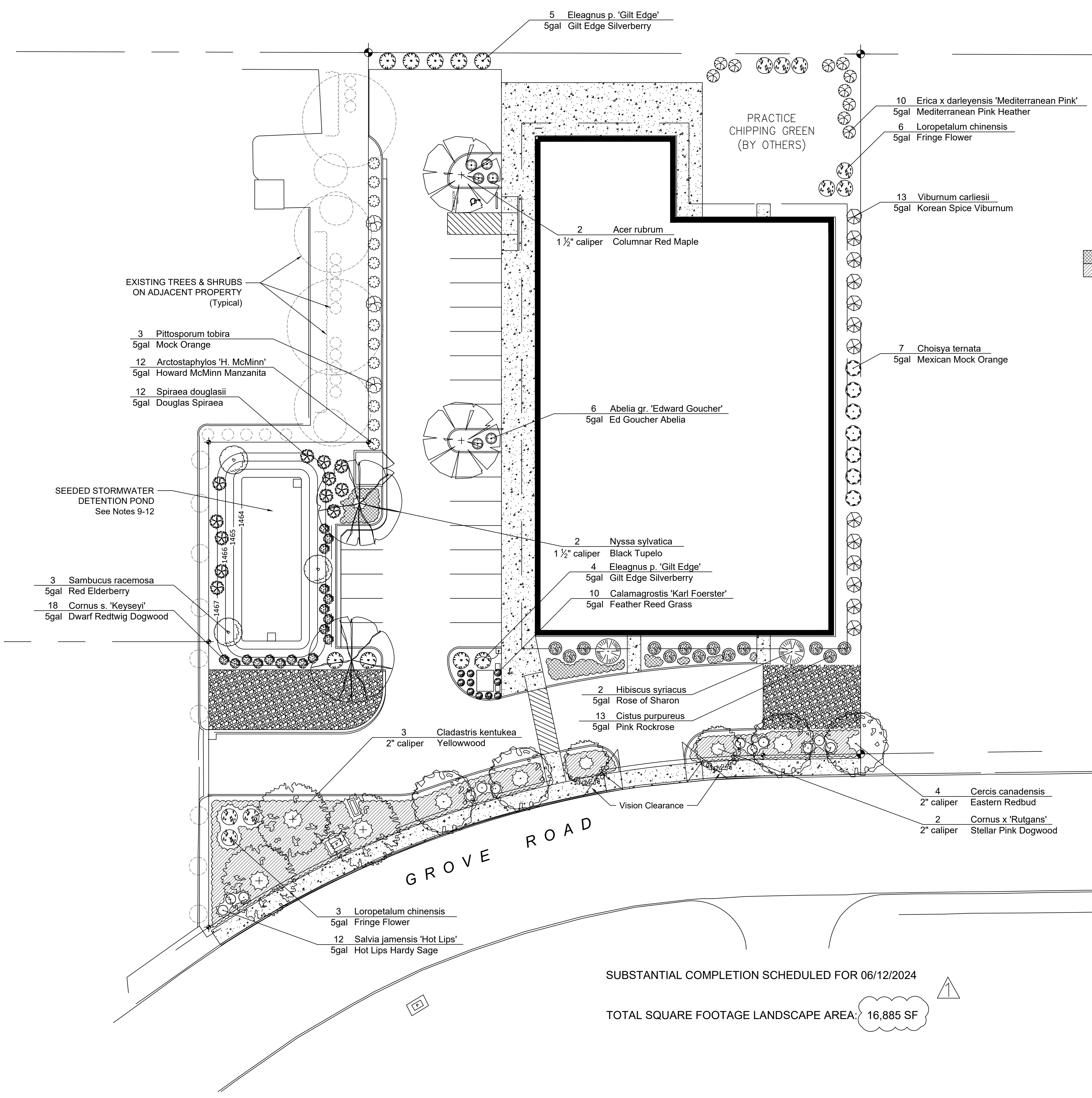
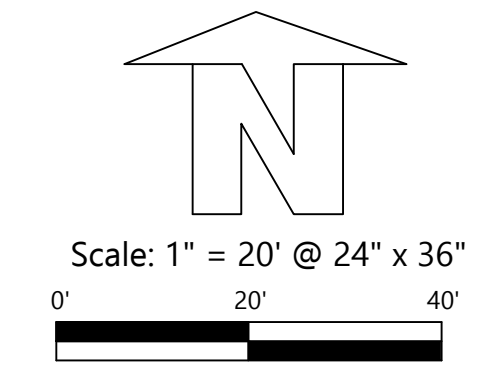


NOTES:

- Bark Mulch - Bark top dressing shall be a three (3) inch minimum covering of 'Beauty Bark' Mulch from Ground Control or approved equal.
- Use 2-G Pre-emergent Herbicide or approved equal under top dressing in all plant beds and open areas.
- The Chipping Area is to be installed by Others.
- All landscaping shall conform to the City of Phoenix Code.
- Install 12" of Topsoil Blend as available from Ground Control, Inc. or approved equal.
- All parking area tree wells shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.
- All landscaping areas, including right of way planter strips adjacent to the site, shall include sufficient shrubs, turf grass and/or other living groundcover to cover over 75% of each area within three years.
- The landscape shall be watered with an Automatic Irrigation System: The Irrigation System shall be Point-source Drip Type and will be protected by a Double Check Valve Backflow Prevention Device.
- Stormwater Facility shall have a Soil Blend installed according to the RVSS Stormwater Manu
- Stormwater facility to be seeded with Native Water Quality Seed Blend as available from Sunmark Seeds International, or approved equal.
- Stormwater Facility Seed Blend:
NATIVE WATER QUALITY SEED MIX
Elymus glaucus, Festuca rubra rubra, Deschampsia caespitosa, Glyceria occidentalis, Beckmania syzigachne
- See Civil Engineering Plan for Stormwater Facility Details.

SUBSTANTIAL COMPLETION SCHEDULED FOR 06/12/2024

- Revision 04.24.23 Corrected Square Footage
- Revision 04.24.23 Corrected Plant Count



SUBSTANTIAL COMPLETION SCHEDULED FOR 06/12/2024

TOTAL SQUARE FOOTAGE LANDSCAPE AREA: 16,885 SF





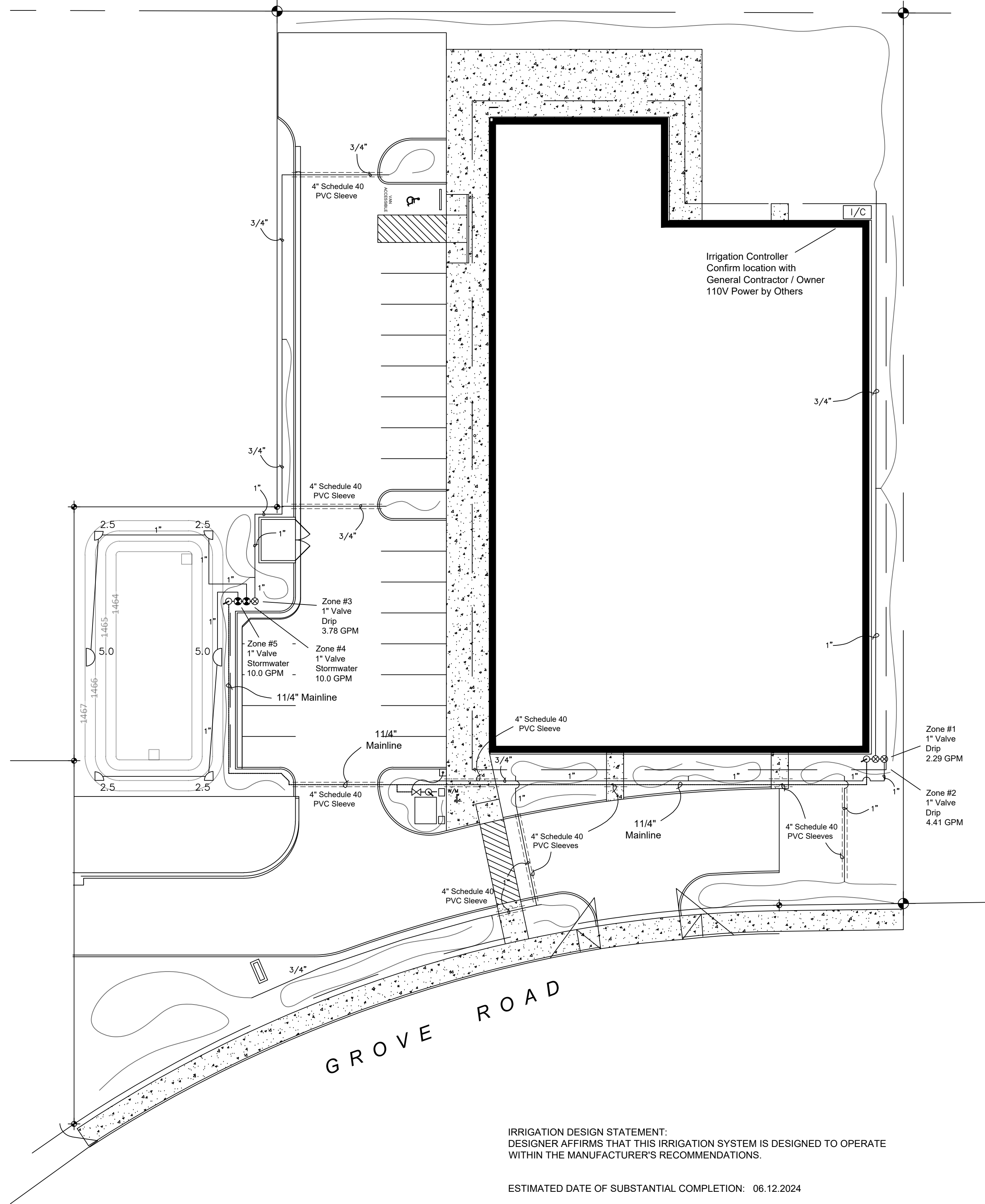
Eric Simpson
LANDSCAPING



LANDSCAPE IRRIGATION PLAN

GOLF GARAGE
PHOENIX, OREGON

ericssimpsonlandscaping.com
541-973-5497
Lic. #6971



IRRIGATION DESIGN STATEMENT:
DESIGNER AFFIRMS THAT THIS IRRIGATION SYSTEM IS DESIGNED TO OPERATE WITHIN THE MANUFACTURER'S RECOMMENDATIONS.

ESTIMATED DATE OF SUBSTANTIAL COMPLETION: 06.12.2024

IRRIGATION LEGEND:

- Irrigation Controller Rainbird ESP4ME Outdoor Model with ESPSM3 Expansion Module
- 1" Commercial Drip Zone Kit 1" Rainbird XCZ100-PRF or approved equal
- 1" Rainbird PGA Remote Control Valve or approved equal
- 1" Double Check Valve 1" Wilkins-Zurn 350 XL or approved equal
- 1" Brass Ball Valve Isolation Valve Nibco or approved equal
- Hunter I-20-12 Pop-up Sprinkler with nozzle size as noted
- City of Phoenix Water Meter
- 4" Schedule 40 PVC Sleeve (By General Contractor)
- 3/4" & 1" Lateral Line PVC Schedule 40 (size as noted)
- 1 1/4" Main Line PVC Schedule 40
- .700" Drip Tube Rainbird XT-700 or approved equal
Rainbird XQ 1/2" Distribution Tubing (not shown)
Rainbird Emitters (not shown)

IRRIGATION NOTES:

- 1. IRRIGATION SOURCE**
City of Phoenix: 3/4" Water Meter
Static water pressure: 65 PSI
- 2. PRESSURE REDUCING VALVE**
System design pressure: 65 PSI. Zones reduced to 40 PSI
Contractor is responsible for installing pressure reduction in the drip assemblies 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. Sleeves by Others.
Contractor coordination may be required.
- 4. COVER**
Mainline minimum cover: 12"
Lateral line minimum cover: 8"
Drip line minimum cover: 2" - 3" Staples on maximum 6' centers

5. CONTROLLER ZONE SCHEDULE

ZONE	LOCATION	TYPE	GPM
1	South Shrubs	Point-source Drip	3.85
2	North & East Shrubs	Point-source Drip	5.97
3	West Shrubs	Point-source Drip	3.78
4	Detention Swale NW	Pop-up Rotors	10.0
5	Detention Swale SE	Pop-up Rotors	10.0

DRIP EMITTER SCHEDULE:

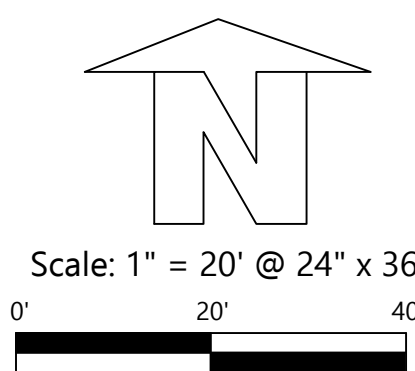
- 1. INITIAL INSTALLATION**
4" & one gallon size plants Two 1/2 GPH Emitters
Two gallon size plant Two 1 GPH Emitters
Five gallon size plant Three 1 GPH Emitters
Trees Five 2 GPH Emitters
- 2. THREE YEARS**
Groundcover Add One 1 GPH Emitter
Shrubs Add Two 1 GPH Emitters
Trees Add Three 2 GPH Emitters
- 3. SIX YEARS**
Groundcover Add Two 1 GPH Emitters
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 1/2" Drip Tube
4. Do not exceed 30' length on any single run of 3/4" Drip Tube

PVC PIPE:

1. Do not exceed 8 GPM on any single run of 3/4" PVC Pipe
2. Do not exceed 14 GPM on any single run of 1" PVC Pipe



Designer:
Eric J Simpson
DBA-Eric Simpson Landscaping
2741 Takelma Way
Ashland, OR 97520
Business Lic. # 6971
LCB. lic. #15159
All Phases + Backflow

Project: Golf Garage

Scale: 1" = 20'

Date: 03.23.2023

Sheet: **L2**

To: Eric Simpson
Subject: RE: Reply to 'Request for Golf Garage'

During our design process, we worked with several base drawings. Unfortunately, we neglected to update the total landscape square footage on the final rendition. Our calculations indicate that the footage based on the final drawing (submitted to the City) should have read TOTAL SQUARE FOOTAGE LANDSCAPE AREA: 16,885 Square Feet. Our revised number concurs exactly with the Architect's calculations. Attached is the revised landscape set with the changes indicated.

MEMORANDUM

To: City of Phoenix
Planning Division
112 W. 2nd Street
Phoenix, OR 97535

Date: 05/25/2023

Project: Golf Garage

Subject: Trip Assessment

Southern Oregon Transportation Engineering was retained to provide a trip assessment for a proposed 18,516 square foot (SF) golf garage on the north side of Grove Road adjacent to Garrison's Home and Sleep Store in Phoenix, Oregon. Our assessment is provided below.

BACKGROUND

A Golf Garage is proposed for development north of LA-Z-Boy and Home Depot and east of Garrison's Home & Sleep Store on 1.35 acres of tax lot 202 (381W10) in Phoenix, Oregon. The subject property is currently zoned Commercial Highway (C-H) and is within a trip budget overlay. Access is provided on Grove Road (see below).



TRIP GENERATION AND PARCEL BUDGET

The proposed development will occupy 1.35 acres of 381W10 tax lot 202. The Exit 24 Interchange Area Management Plan (IAMP) identifies tax lot 202 as being 3.4 net developable acres and having a trip

budget allocation of 122 p.m. peak hour trips. Based on this and to be consistent with Table 2.9 – Parcel Budget in the City of Phoenix municipal code, proposed development was considered to cover 40% of the developable acreage or get an equivalent 48 p.m. peak hour trips (40% x 122 p.m. trips = 48 p.m. trips) of the trip budget.

Trip generation calculations for proposed development were prepared using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. An ITE rate was used for land use codes 432 – Golf Driving Range, 492 – Health/Fitness Club, 720 – Medical Office, and 926 – Food Cart Pod to provide a comprehensive worst-case accounting of trips. The Golf Garage building is proposed to include tee boxes for hitting balls and getting lessons, a pro shop, and a refreshment area, all of which fall under the golf driving range land use. In addition to these uses, the building will include a physical fitness and pilates area, which fall under a health/fitness land use, and a space for a potential chiropractor, which falls under a medical office land use. The final component is a proposed food truck area outside the building that will have two trucks. A summary is provided in Table 1. ITE graphs and descriptions are provided in the attachments.

Table 1 – Furniture Store Trip Generations									
Land Use	Unit	Size	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	(In)	(Out)	Total	(In)	(Out)
432 – Golf Driving Range	Tee Box	10	136	4	2	2	12	5	7
492 – Health / Fitness Club	1000 SF	1.627	30*	2	1	1	6	3	3
720 – Medical Office	1000 SF	1.381	50	5	4	1	6	2	4
926 - Food Cart Pod	Pod	2	60*	0	0	0	12	6	6
<i>Internal 10%</i>			-28	-1	-1	0	-4	-2	-2
Total Net Trips			248	10	6	4	32	14	18

SF = square feet

* Estimated daily trips based on p.m. peak multiplied by factor of 5

As shown in Table 1, the proposed Golf Garage development with two food trucks is estimated to generate 248 net daily trips with 10 trips occurring during the a.m. peak hour and 32 trips during the p.m. peak hour. The ITE does not have a pass-by percentage documented for food trucks, but it's likely there will be some pass-by associated with them. A pass-by reduction was not taken but a 10% internal trip reduction was taken because the food trucks and all uses within the Golf Garage building are intended to serve the same customers. This was considered a reasonable assumption.

AGENCY REQUIREMENTS

City of Phoenix

The City of Phoenix requires a traffic analysis to address Land Development Code Sections 2.4.3(E), 3.5.2(A)(5)(a-h), and 4.2.5(a)(9). Additionally, any property located within the Exit 24 IAMP trip budget overlay area is required in the City's Transportation System Plan (TSP) to address trip generations to ensure that proposed development will not exceed trips allocated to the site within the trip budget.

Section 2.4.3 - Development Standards

E. Traffic. The proposed use shall not impose an undue burden on the public transportation system. For developments that are likely to generate more than 200 average daily motor vehicle trips (ADTs), the applicant shall provide a traffic impact study to demonstrate that level of impact to the street system will not exceed a V/C ratio of 0.85.

The proposed development is estimated to generate a net increase of 248 ADT on Grove Road, which is over 200 ADT. The nearest intersection of Grove Road / N Phoenix Road was evaluated with and without the proposed development and shown to operate at a v/c ratio of 0.33 and 0.42 during the

a.m. and p.m. peak hours, respectively. Proposed development, therefore, is not shown to impose an undue burden.

Section 3.5.2 – Transportation Standards

A. Development Standards

5. When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:

a. A change in zoning or a plan amendment designation;

The subject property is zoned Commercial Highway (C-H), which allows all of the proposed uses. No zone change or plan amendment is required.

b. The road authority indicates in writing that the proposal may have operational or safety concerns along its facility(ies);

No road authority has indicated that Grove Road has operational or safety concerns.

c. An increase in site traffic volume generation by 200 Average Daily Trips (ADT) or more;

The proposed development is estimated to generate 248 net new ADTs on the transportation system, which is greater than 200 ADT, but the nearest intersection of Grove Road / N Phoenix Road is shown to operate within target mobility standards (v/c 0.85 or better) with and without proposed development.

d. An increase in peak hour volume of a particular movement to and from a street or highway by 10 percent or more; or

The proposed development is estimated to generate 10 net a.m. trips and 32 net p.m. trips. This represents approximately 4% of the existing a.m. (238 a.m. trips) and 9% of p.m. (355 p.m. trips) peak hour trips on Grove Road. A manual count is attached. One year of growth was added to year 2022 manual count data to represent 2023 no-build conditions. No seasonal adjustment is required because count data was gathered in June and June is the peak month of the year.

e. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weight by 10 vehicles or more per day;

Proposed development is not estimated to generate 10 or more vehicles per day of vehicles over 20,000 pounds gross vehicle weight.

f. The location of an existing or proposed approach or access connection does not meet minimum spacing or sight distance requirements or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;

Grove Road is classified as a City local street. There is no minimum driveway spacing standard for a local street in the City's TSP. The minimum driveway separation from the nearest public street intersection is 75 feet. The proposed development driveway on Grove Road is approximately 330 feet from Kirk Way and 730 feet from N. Phoenix Road.

Grove Road is straight and flat east of the site access with unrestricted sight distance. To the west Grove Road has a horizontal curve, but this does not affect sight distance, which extends through Kirk Way. No restrictions exist for vehicles entering or exiting the property, and nothing indicates proposed development will create any safety hazards on Grove Road.

g. A change in internal traffic patterns may cause safety concerns; or

No change in internal traffic patterns is anticipated.

h. A TIA is required by ODOT pursuant with OAR 734-051.

A TIA is not required by ODOT to address OAR 734-051. The only requirement from ODOT is to address the Exit 24 IAMP trip budget, which will be addressed under the ODOT Agency section.

Section 4.2.5 (A)(9) – Site Design Review

Uses that are likely to generate significant levels of vehicle traffic (e.g., due to shipping, receiving, and/or customer traffic) shall require a Conditional Use Permit, in accordance with Chapter 4.4 – Conditional Use Permits. “Significant traffic” means that the average number of daily trips, or the average number of peak hour trips, on any existing street would increase by 15 percent or greater as a result of the development. The City may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete and determining whether the proposed use requires conditional use approval. Applicants may be required to provide a traffic analysis for review by Oregon Department of Transportation (ODOT) for developments that increase traffic on state highways. The Conditional Use Permit shall include appropriate transportation improvement requirements, as identified by the traffic analysis and/or ODOT, in conformance with Chapter 3.5.2 – Transportation Standards.

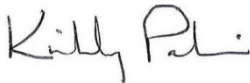
The proposed development is not estimated to generate a significant amount of traffic on Grove Road. The development is estimated to generate 248 net ADT with 10 net a.m. peak and 32 net p.m. peak hour trips. This represents an estimated 7% of the existing ADT (estimated to be 3,550 ADT on Grove Road) and between 4-9% of peak hour traffic.

Oregon Department of Transportation (ODOT)

ODOT requires an evaluation for how the proposed development fits within the Exit 24 IAMP trip budget. This is to ensure that proposed development does not exceed the allocated number of trips provided for tax lot 202. As stated previously, the number of trips allocated to 381W10 tax lot 202 in the trip budget is 122 p.m. peak hour trips. Approximately 40% of the 122 p.m. peak hour trips are estimated for this development (which covers 1.35 acres of the 3.40 net developable acres) or 48 p.m. peak hour trips. The proposed development is estimated to generate 32 net p.m. peak hour trips, which is less than the 48 p.m. peak hour trips allocated to the site for the trip budget. No further analysis is shown to be required.

This completes our trip generation assessment. Please feel free to contact us with any questions.

Respectfully,

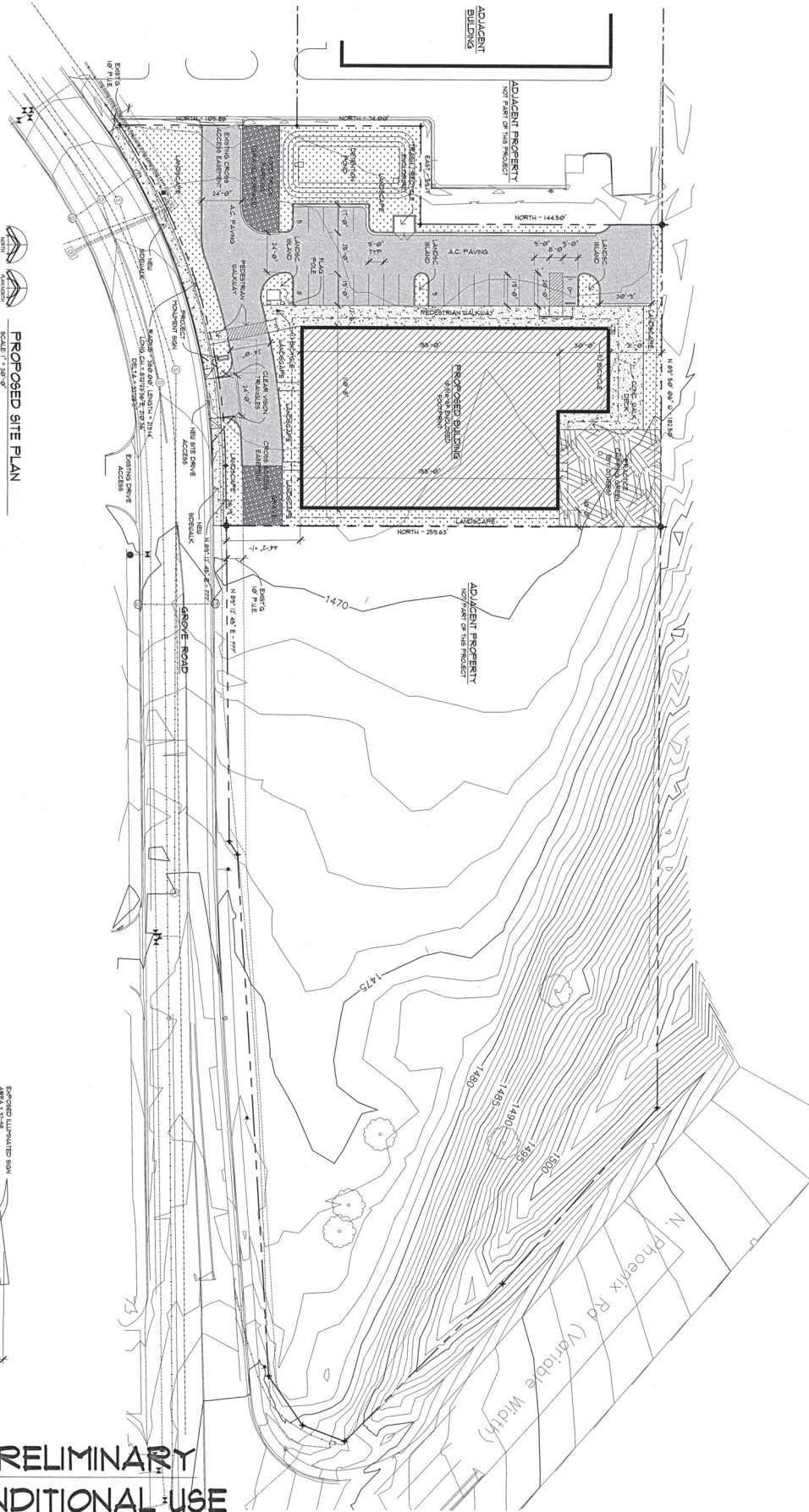


Kimberly Parducci, PE PTOE
Firm Principal
Southern Oregon Transportation Engineering, LLC

- Attachments:
- Site plan
 - ITE graphs
 - Count data
 - Table 2.9 – Parcel Budget
 - Synchro output with HCM 6th spreadsheets



ATTACHMENTS



PROPOSED SITE PLAN
SCALE: 1" = 30'-0"

CITY OF PHOENIX LAND DEVELOPMENT CODE INFO

REGISTERED OWNER: HERZOG ADERS, LLC
20333 W. SUNDY ROAD
AZONA, OR 91505

SITE ADDRESS: GROVE ROAD (NUMBER NOT YET GIVEN)
PHOENIX, OR 91505

MAP / TAX LID: T38 SUB 816, T. 18S

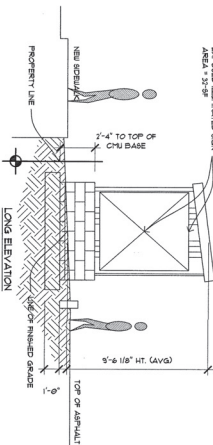
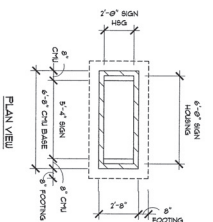
CITY ZONING: C-4 / P-3 (COMMERCIAL - HOUSING)

ADJACENT ZONING: EMU (COMM. JACKSON COUNTY)
C-4 / P-3 (COMM. CITY)
C-4 / P-3 (COMM. CITY)

ZONING OVERLAY: T20 (TRIP DOUBLE OVERLAY)

SITE SIZE: 1.39-ACRES (0.00448 AC - THIS PROJECT)

BUILDING SIZE: 18,514-SQ-FT (ENCLOSED FLOOR PLAN)



**PRELIMINARY
CONDITIONAL USE**

PROPOSED MONUMENT SIGN
SCALE: 1/4" = 1'-0"

A NEW FACILITY FOR:
GOLF GARAGE (GG₂)
??? GROVE ROAD, PHOENIX, OR 91535

BDK DESIGNS
ARCHITECTURE & PLANNING
379 ENGLISHMAN LANE
SHERWOOD, OREGON
TEL: 503.369.4644

REGISTERED ARCHITECT
BRUCE SHUFF
STATE OF OREGON
NO. 12345

REVISIONS

SHEET NAME

SITE PLAN

DATE: MAR. 23, 2023
SHEET #
A2
OF 5

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Land Use: 432

Golf Driving Range

Description

A golf driving range is an outdoor facility that contains driving tees for golfers to practice. The range may include a pro shop or small refreshment facility. The range may provide individual or small group lessons. A driving range affiliated with full-sized golf course is included in golf course (Land Use 430). Golf course (Land Use 430), miniature golf course (Land Use 431), and multipurpose recreational facility (Land Use 435) are related uses.

Additional Data

The sites were surveyed in the 1990s in California, Maryland, Massachusetts, New Hampshire, and New York.

Source Numbers

361, 363, 365, 393, 426, 517

Golf Driving Range (432)

Vehicle Trip Ends vs: Tees/Driving Positions
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Tees/Driving Positions: 57

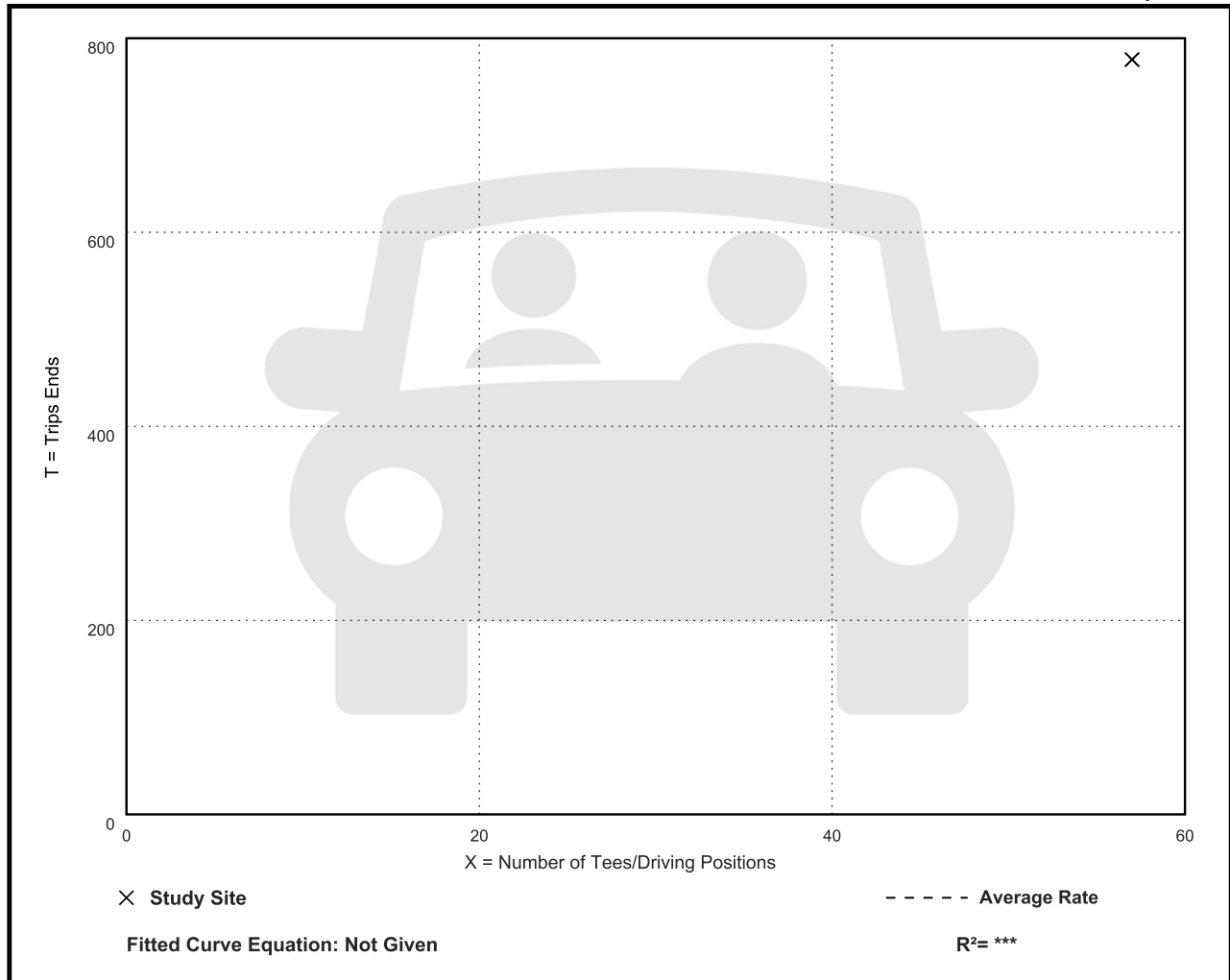
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Tee/Driving Position

Average Rate	Range of Rates	Standard Deviation
13.65	13.65 - 13.65	***

Data Plot and Equation

Caution – Small Sample Size



Golf Driving Range (432)

Vehicle Trip Ends vs: Tees/Driving Positions

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Tees/Driving Positions: 57

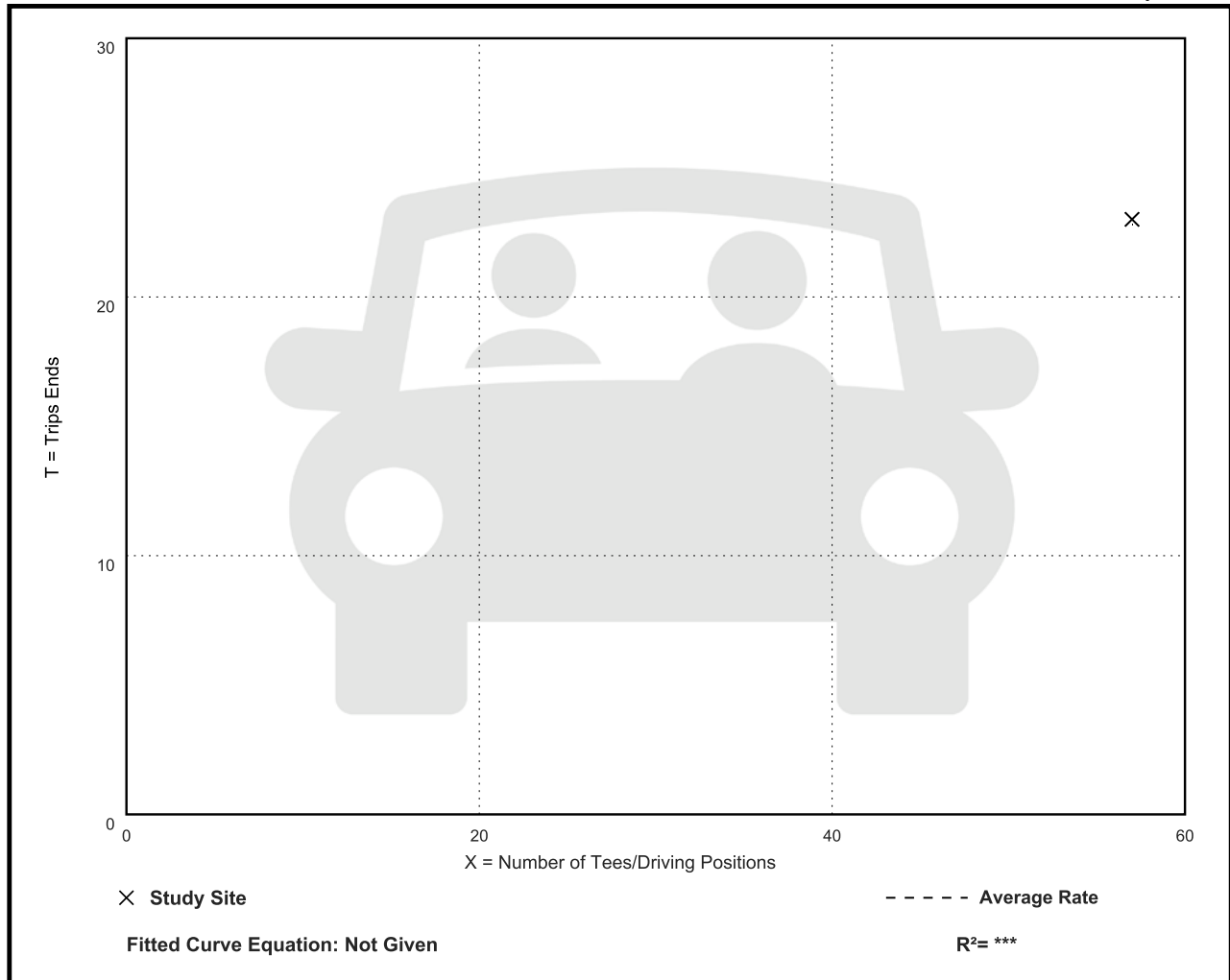
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Tee/Driving Position

Average Rate	Range of Rates	Standard Deviation
0.40	0.40 - 0.40	***

Data Plot and Equation

Caution – Small Sample Size



Golf Driving Range (432)

Vehicle Trip Ends vs: Tees/Driving Positions

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 7

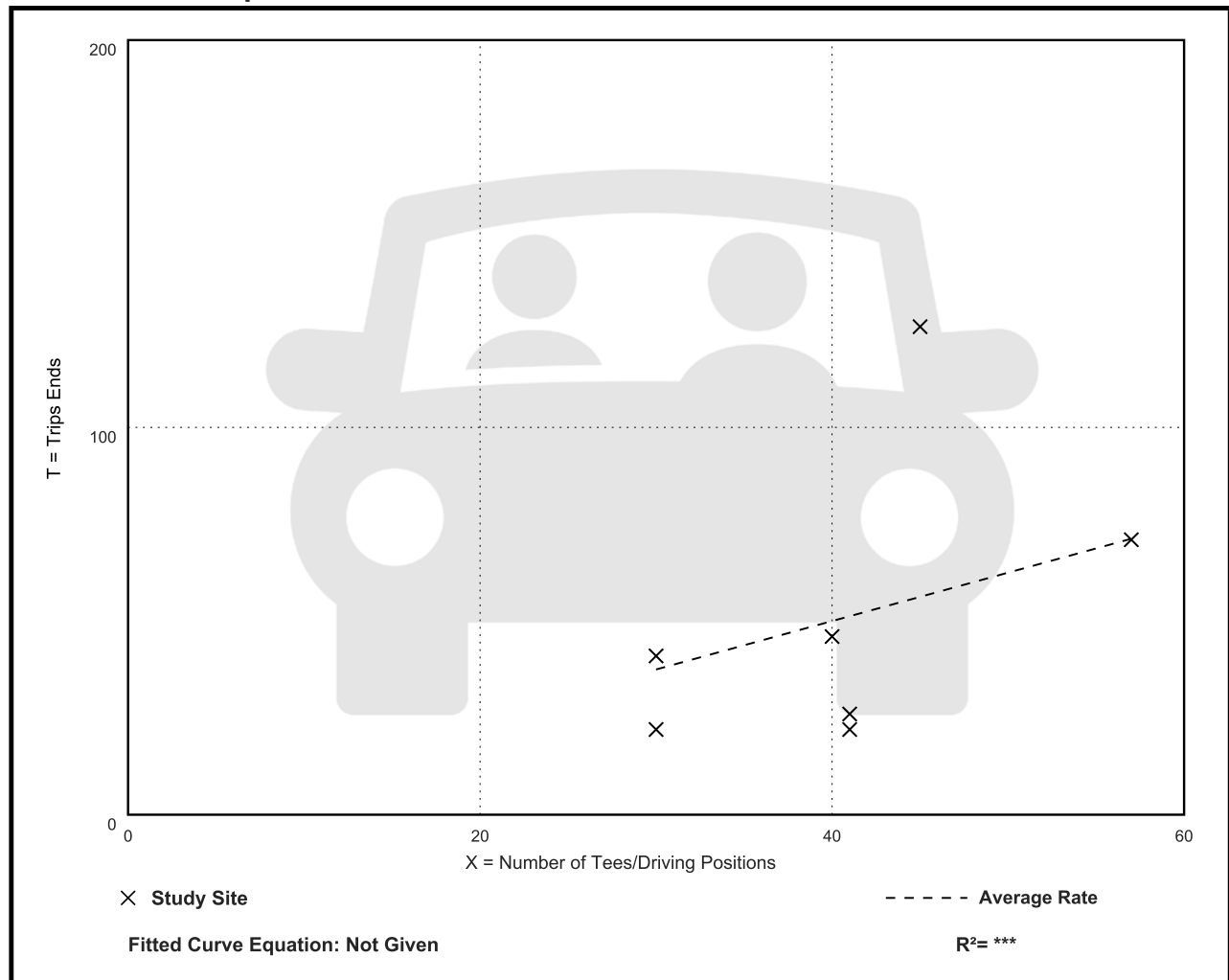
Avg. Num. of Tees/Driving Positions: 41

Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Tee/Driving Position

Average Rate	Range of Rates	Standard Deviation
1.25	0.54 - 2.80	0.79

Data Plot and Equation



Land Use: 492

Health/Fitness Club

Description

A health/fitness club is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes, fitness equipment, a weight room, spa, lockers rooms, and a small restaurant or snack bar. This land use may also include ancillary facilities, such as a swimming pool, whirlpool, sauna, limited retail, and tennis, pickle ball, racquetball, or handball courts. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), athletic club (Land Use 493), and recreational community center (Land Use 495) are related uses.

Additional Data

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), Connecticut, New Jersey, Pennsylvania, Vermont, and Wisconsin.

Source Numbers

253, 571, 588, 598, 728, 926, 959, 971

Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 6

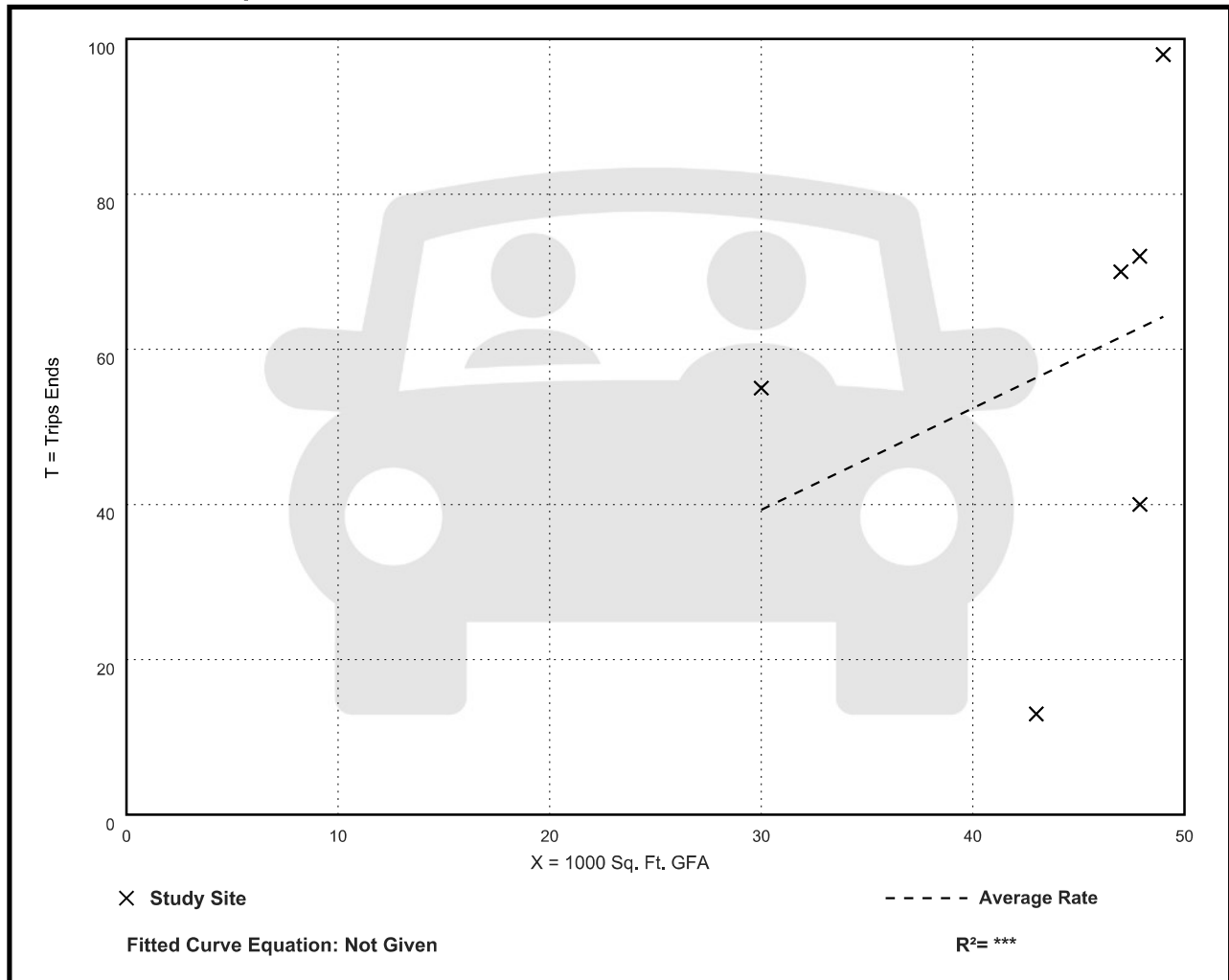
Avg. 1000 Sq. Ft. GFA: 44

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.31	0.30 - 2.00	0.64

Data Plot and Equation



Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

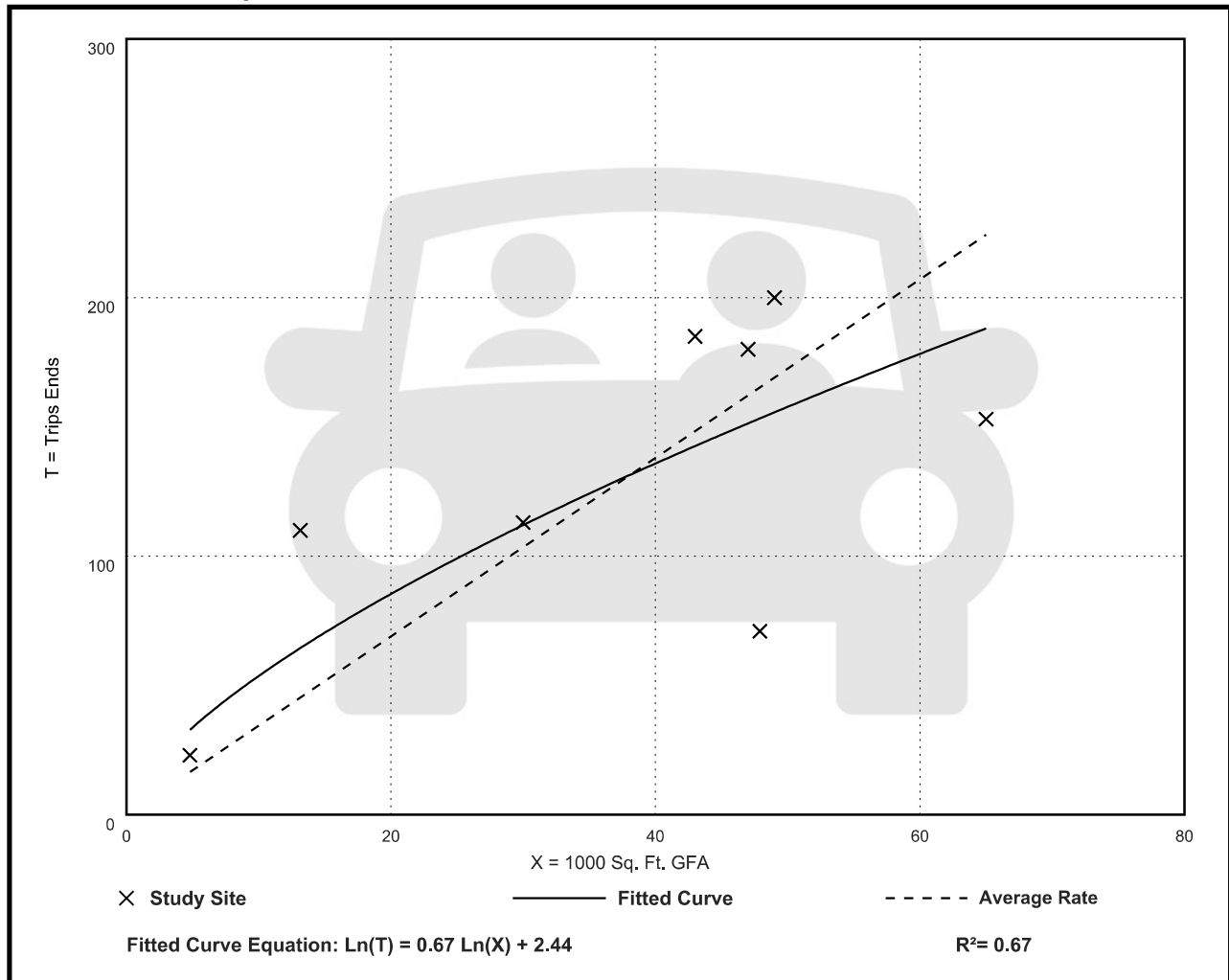
Avg. 1000 Sq. Ft. GFA: 37

Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.45	1.48 - 8.37	1.57

Data Plot and Equation



Land Use: 720

Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 18

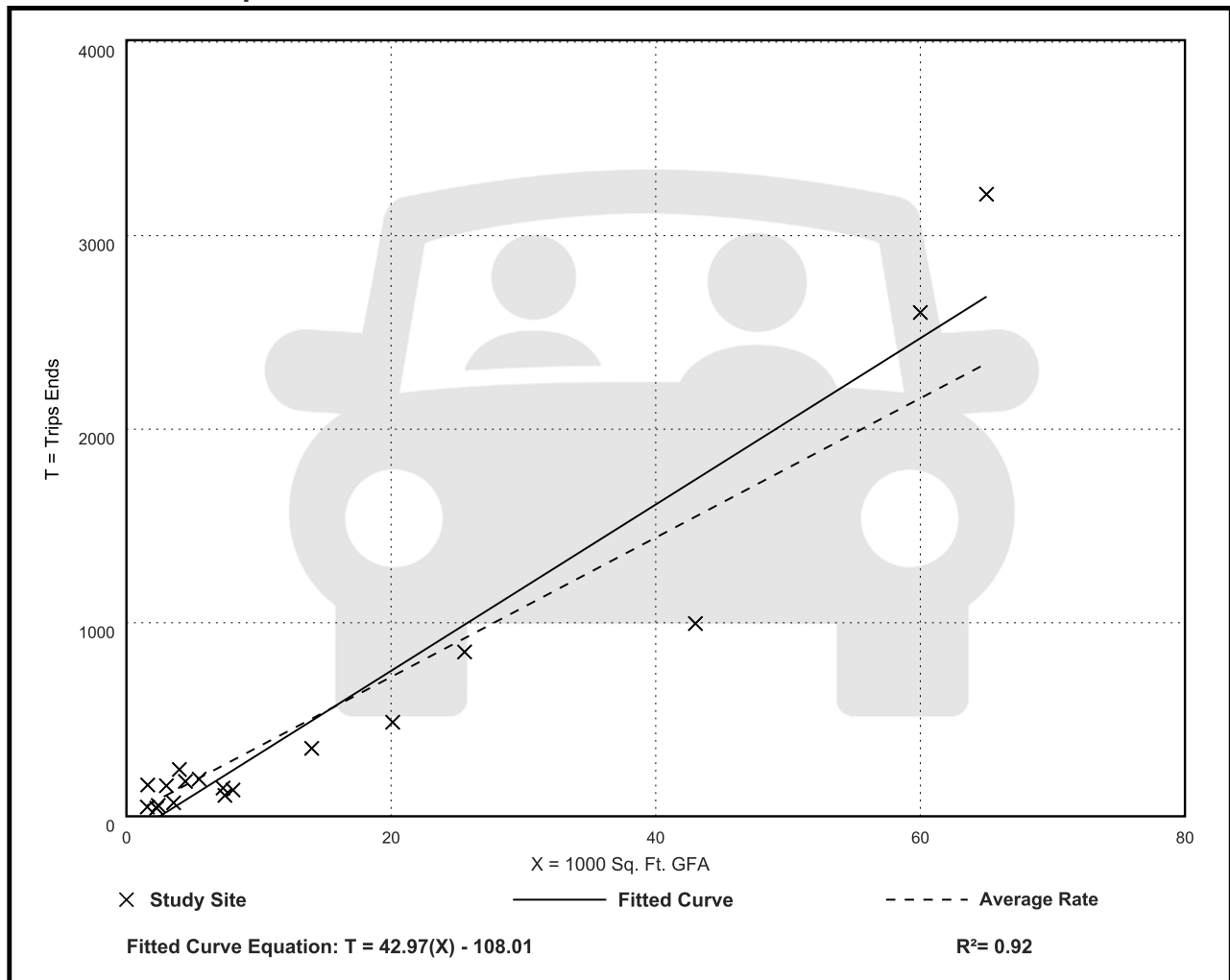
Avg. 1000 Sq. Ft. GFA: 15

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 24

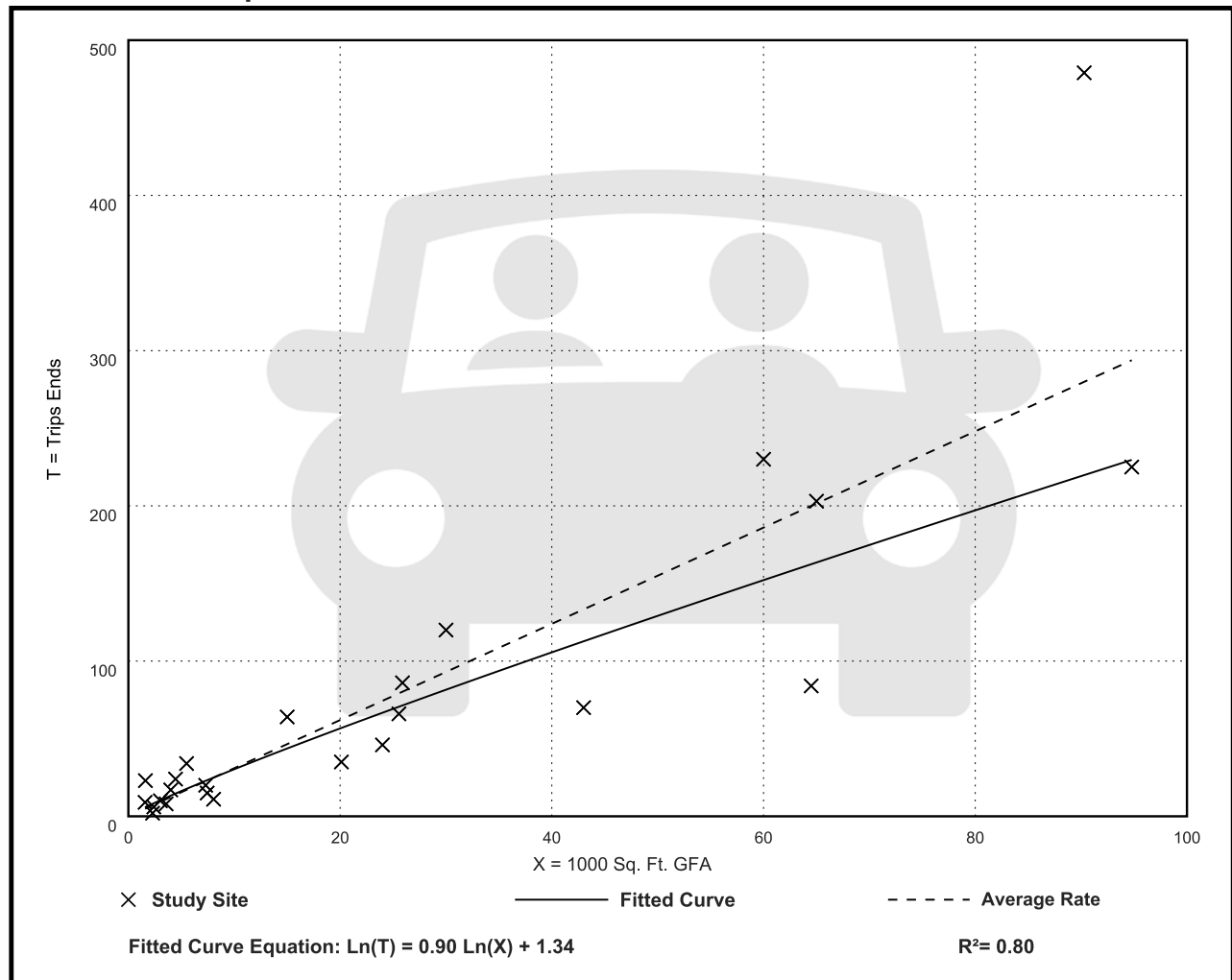
Avg. 1000 Sq. Ft. GFA: 25

Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

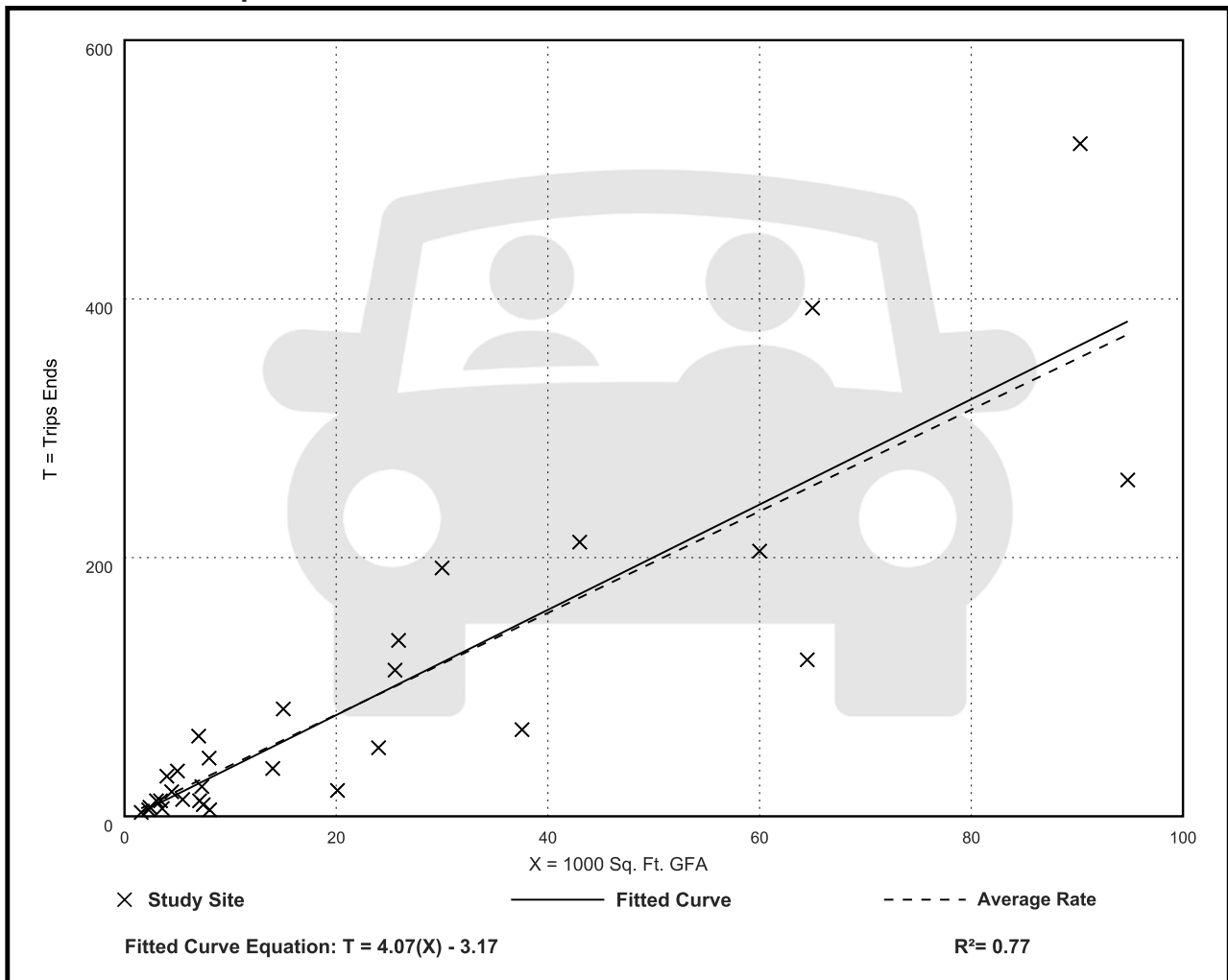
Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Land Use: 926

Food Cart Pod

Description

A food cart pod is a group of food carts or food trucks congregated in an established location, such as a parking lot, on a semi-permanent or regular basis. A food cart pod typically operates during both the lunch and dinner timeframes. A food cart pod often includes limited covered seating or a dining area. A food cart pod may also include the sale of alcoholic beverages.

Additional Data

All data were collected in the summer months. Most sites were located along public transit routes and some were accessible by bike or multi-use paths. The independent variable “food cart” is defined for the purpose of this land use as the number of food carts open at the time of the study.

The sites were surveyed in the 2010s in Oregon.

Source Number

919

Food Cart Pod (926)

Vehicle Trip Ends vs: Food Carts

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 4

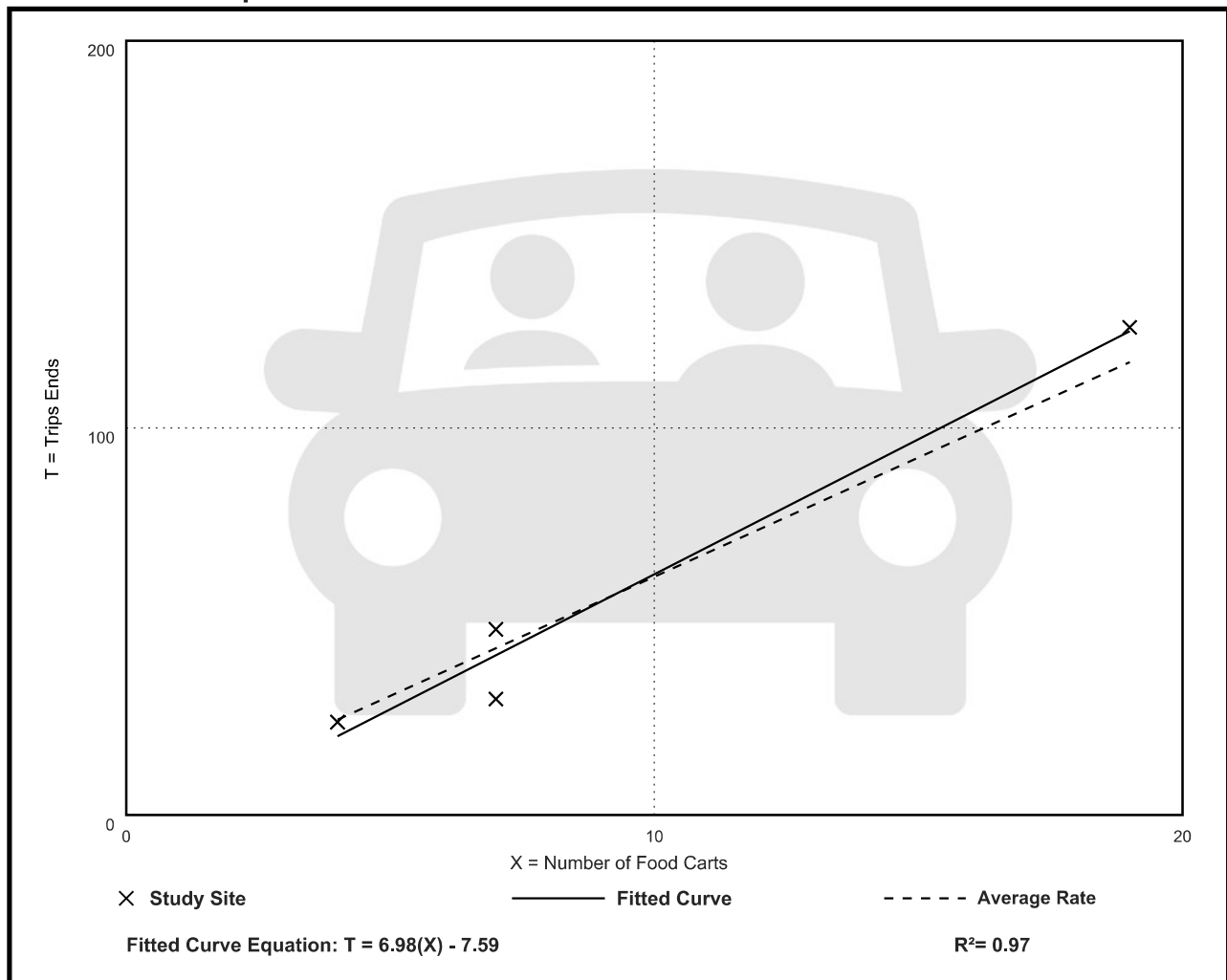
Avg. Num. of Food Carts: 9

Directional Distribution: Not Available

Vehicle Trip Generation per Food Cart

Average Rate	Range of Rates	Standard Deviation
6.16	4.29 - 6.86	1.08

Data Plot and Equation



SOUTHERN OREGON TRANSPORTATION ENGINEERING

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

North-South: N Phoenix Road
 East-West: Grove Road
 Weather: Sunny, Warm
 Vehicle: All Vehicles

File Name : GroveRd-N Phoenix_AM-PM_2022
 Site Code : 00000005
 Start Date : 6/22/2022
 Page No : 1

Groups Printed- All

Start Time	N Phoenix Rd From North					Grove Rd From East					N Phoenix Rd From South					Grove Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:00 AM	2	20	2	0	24	12	0	5	0	17	11	11	9	0	31	1	0	6	0	7	79
06:15 AM	4	33	3	0	40	17	1	2	0	20	7	34	18	0	59	0	0	8	0	8	127
06:30 AM	5	37	6	0	48	15	1	1	0	17	7	41	13	0	61	1	0	5	0	6	132
06:45 AM	5	55	1	1	62	16	1	8	0	25	15	42	16	1	74	3	1	8	0	12	173
Total	16	145	12	1	174	60	3	16	0	79	40	128	56	1	225	5	1	27	0	33	511
07:00 AM	4	44	5	0	53	22	2	2	0	26	15	35	15	0	65	3	2	12	0	17	161
07:15 AM	1	57	5	0	63	25	1	6	0	32	18	58	20	0	96	7	2	9	0	18	209
07:30 AM	6	85	4	0	95	31	0	6	0	37	22	76	14	0	112	5	1	15	1	22	266
07:45 AM	4	61	8	0	73	39	0	7	0	46	19	93	27	0	139	3	1	24	0	28	286
Total	15	247	22	0	284	117	3	21	0	141	74	262	76	0	412	18	6	60	1	85	922
08:00 AM	4	61	7	0	72	35	1	10	0	46	30	60	17	0	107	7	2	13	0	22	247
08:15 AM	13	64	7	0	84	25	1	4	0	30	23	73	23	0	119	5	0	26	1	32	265
08:30 AM	6	61	6	0	73	27	1	6	0	34	29	62	20	0	111	9	0	20	0	29	247
08:45 AM	3	79	13	0	95	34	5	14	0	53	40	60	21	0	121	7	1	25	0	33	302
Total	26	265	33	0	324	121	8	34	0	163	122	255	81	0	458	28	3	84	1	116	1061
*** BREAK ***																					
03:00 PM	10	67	11	0	88	38	2	4	0	44	30	89	33	0	152	18	4	39	0	61	345
03:15 PM	8	85	4	0	97	46	3	3	0	52	44	75	50	0	169	8	3	34	0	45	363
03:30 PM	9	80	10	1	100	67	1	14	0	82	45	80	44	0	169	11	2	33	0	46	397
03:45 PM	16	70	7	0	93	40	6	11	0	57	35	88	41	0	164	10	1	38	0	49	363
Total	43	302	32	1	378	191	12	32	0	235	154	332	168	0	654	47	10	144	0	201	1468
04:00 PM	11	110	8	0	129	43	1	9	0	53	32	77	48	0	157	8	3	42	0	53	392
04:15 PM	10	99	12	0	121	44	2	10	0	56	34	95	45	0	174	8	2	36	0	46	397
04:30 PM	11	86	12	1	110	34	2	9	0	45	25	85	41	0	151	21	5	37	0	63	369
04:45 PM	4	96	11	0	111	39	0	8	0	47	24	80	41	0	145	9	1	35	0	45	348
Total	36	391	43	1	471	160	5	36	0	201	115	337	175	0	627	46	11	150	0	207	1506
05:00 PM	4	116	13	1	134	51	0	16	0	67	29	98	52	0	179	7	5	29	0	41	421
05:15 PM	16	115	6	0	137	41	0	9	0	50	28	99	46	0	173	10	2	36	0	48	408
05:30 PM	17	81	9	0	107	35	1	10	0	46	23	72	50	0	145	6	2	28	0	36	334
05:45 PM	7	83	5	0	95	34	0	4	0	38	17	58	36	0	111	16	2	28	0	46	290
Total	44	395	33	1	473	161	1	39	0	201	97	327	184	0	608	39	11	121	0	171	1453
Grand Total	180	1745	175	4	2104	810	32	178	0	1020	602	1641	740	1	2984	183	42	586	2	813	6921
Apprch %	8.6	82.9	8.3	0.2		79.4	3.1	17.5	0		20.2	55	24.8	0		22.5	5.2	72.1	0.2		
Total %	2.6	25.2	2.5	0.1	30.4	11.7	0.5	2.6	0	14.7	8.7	23.7	10.7	0	43.1	2.6	0.6	8.5	0	11.7	

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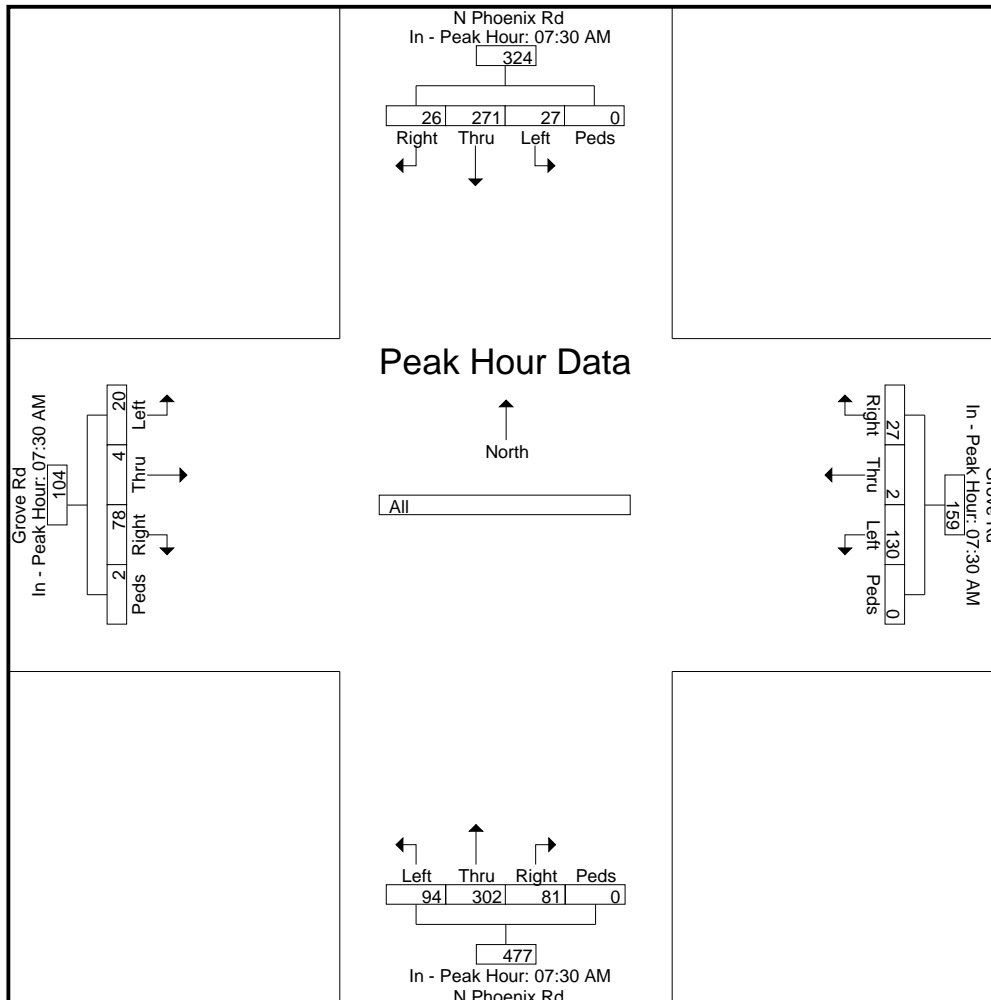
File Name : GroveRd-N Phoenix_AM-PM_2022
 Site Code : 00000005
 Start Date : 6/22/2022
 Page No : 2

Start Time	N Phoenix Rd From North					Grove Rd From East					N Phoenix Rd From South					Grove Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:30 AM					07:30 AM				
+0 mins.	6	85	4	0	95	31	0	6	0	37	22	76	14	0	112	5	1	15	1	22
+15 mins.	4	61	8	0	73	39	0	7	0	46	19	93	27	0	139	3	1	24	0	28
+30 mins.	4	61	7	0	72	35	1	10	0	46	30	60	17	0	107	7	2	13	0	22
+45 mins.	13	64	7	0	84	25	1	4	0	30	23	73	23	0	119	5	0	26	1	32
Total Volume	27	271	26	0	324	130	2	27	0	159	94	302	81	0	477	20	4	78	2	104
% App. Total	8.3	83.6	8	0		81.8	1.3	17	0		19.7	63.3	17	0		19.2	3.8	75	1.9	
PHF	.519	.797	.813	.000	.853	.833	.500	.675	.000	.864	.783	.812	.750	.000	.858	.714	.500	.750	.500	.813



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North-South: N Phoenix Road
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 Weather: Sunny, Warm
 Vehicle: All Vehicles

File Name : GroveRd-N Phoenix_AM-PM_2022
 Site Code : 00000005
 Start Date : 6/22/2022
 Page No : 3

Start Time	N Phoenix Rd From North					Grove Rd From East					N Phoenix Rd From South					Grove Rd From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:30 PM					04:30 PM					04:30 PM				
+0 mins.	11	86	12	1	110	34	2	9	0	45	25	85	41	0	151	21	5	37	0	63
+15 mins.	4	96	11	0	111	39	0	8	0	47	24	80	41	0	145	9	1	35	0	45
+30 mins.	4	116	13	1	134	51	0	16	0	67	29	98	52	0	179	7	5	29	0	41
+45 mins.	16	115	6	0	137	41	0	9	0	50	28	99	46	0	173	10	2	36	0	48
Total Volume	35	413	42	2	492	165	2	42	0	209	106	362	180	0	648	47	13	137	0	197
% App. Total	7.1	83.9	8.5	0.4		78.9	1	20.1	0		16.4	55.9	27.8	0		23.9	6.6	69.5	0	
PHF	.547	.890	.808	.500	.898	.809	.250	.656	.000	.780	.914	.914	.865	.000	.905	.560	.650	.926	.000	.782

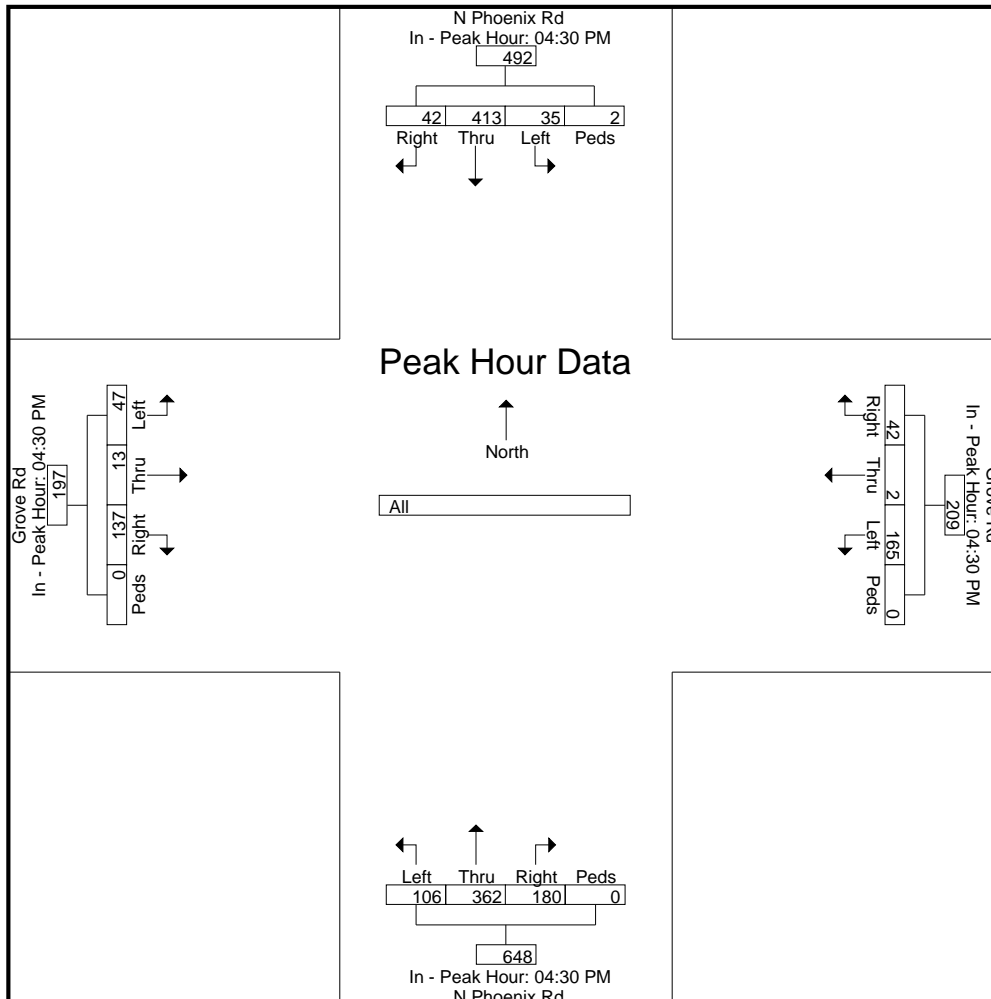


























Table 2.9 – Parcel Budget

Trip Generation (PM Peak-Hour Trips)					
Parcel No.	Estimated Net Developable Acres	From Existing Development	From Future Development	Parcel Budget	Notes
381W09A303	2.3	0	82	82	Holiday RV Park
381W09A300	0.0	20		20	Holiday RV Park
381W09A204	0.0	7		7	Holiday RV Park
381W09A205	0.0	80		80	Shoppes at Exit 24 & Dutch Bros. Trips from Dutch Bros. excluded because project would displace it.
381W09A202	0.0	150		150	McDonald's
381W09A807	0.4	24		24	Service Station/Convenience Market
381W09A2200	3.0		109	109	N. of La-Z-Boy Furniture. Vacant. Area of vacated N. Phoenix Road added.
381W09A2300	0.0	15		15	La-z Boy Furniture
381W10202	3.4		122	122	N. of Home Depot. Vacant.
381W10200	0.0	190		190	Home Depot
381W10401	1.3	1	47	48	Only portion within Interchange Business Plan designation. Area around house on east side of parcel west of the canal counted as occupied.
381W10400	5.7	15	205	220	Peterbilt Truck Repair. Paved area and buildings counted as occupied. Area of vacated N Phoenix Road and area no longer needed for interchange added.
381W10501	19.9		713	713	Knollcrest Orchard. Area of vacated N. Phoenix Road added.
381W10506	2.0		73	73	Knollcrest Orchard
381W10503	0.0		1	1	Knollcrest Orchard
381W10500	0.6		22	22	Knollcrest Orchard. Area of vacated N. Phoenix Rd. added.
381W10505	0.4		14	14	ODOT owns. Portion needed for project considered developable.

HCM Signalized Intersection Capacity Analysis
 320: N Phoenix Rd/North Phoenix Road & Grove Road

05/25/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	21	4	80	130	2	27	105	335	95	27	329	26
Future Volume (vph)	21	4	80	130	2	27	105	335	95	27	329	26
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.86		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1598	1249		1231	1447		1471	3260	1184	1568	3228	1440
Flt Permitted	0.74	1.00		0.70	1.00		0.54	1.00	1.00	0.54	1.00	1.00
Satd. Flow (perm)	1240	1249		906	1447		836	3260	1184	886	3228	1440
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	23	4	86	140	2	29	113	360	102	29	354	28
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	23	90	0	140	31	0	113	360	102	29	354	28
Confl. Peds. (#/hr)	1						1					1
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	4%	0%	21%	35%	33%	2%	13%	2%	23%	6%	3%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	10.1	9.3		21.9	16.1		31.8	25.4	25.4	22.4	20.7	20.7
Effective Green, g (s)	10.1	9.3		21.9	16.1		31.8	25.4	25.4	22.4	20.7	20.7
Actuated g/C Ratio	0.16	0.15		0.34	0.25		0.50	0.40	0.40	0.35	0.32	0.32
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0	2.0		2.5	4.0		2.5	4.1	4.1	2.5	4.1	4.1
Lane Grp Cap (vph)	200	181		348	364		478	1293	469	328	1044	465
v/s Ratio Prot	0.00	0.07		c0.05	0.02		c0.02	0.11		0.00	c0.11	
v/s Ratio Perm	0.02			c0.09			0.09		0.09	0.03		0.02
v/c Ratio	0.12	0.50		0.40	0.09		0.24	0.28	0.22	0.09	0.34	0.06
Uniform Delay, d1	23.1	25.2		16.4	18.3		9.4	13.1	12.7	14.0	16.5	14.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.8		0.6	0.1		0.2	0.2	0.3	0.1	0.3	0.1
Delay (s)	23.5	26.0		16.9	18.5		9.6	13.3	13.1	14.1	16.7	15.0
Level of Service	C	C		B	B		A	B	B	B	B	B
Approach Delay (s)		25.5			17.2			12.5			16.4	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
 320: N Phoenix Rd/North Phoenix Road & Grove Road

05/25/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	4	80	130	2	27	105	335	95	27	329	26
Future Volume (veh/h)	21	4	80	130	2	27	105	335	95	27	329	26
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	1695	1750	1463	1272	1300	1723	1573	1723	1436	1668	1709	1736
Adj Flow Rate, veh/h	23	4	86	140	2	29	113	360	0	29	354	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	0	21	35	33	2	13	2	23	6	3	1
Cap, veh/h	396	7	142	325	8	121	439	825		444	796	
Arrive On Green	0.08	0.10	0.10	0.10	0.12	0.12	0.09	0.25	0.00	0.08	0.25	0.00
Sat Flow, veh/h	1615	66	1423	1212	72	1041	1498	3273	1217	1589	3247	1471
Grp Volume(v), veh/h	23	0	90	140	0	31	113	360	0	29	354	0
Grp Sat Flow(s),veh/h/ln	1615	0	1490	1212	0	1112	1498	1637	1217	1589	1624	1471
Q Serve(g_s), s	0.0	0.0	2.4	0.0	0.0	1.1	0.0	3.9	0.0	0.0	3.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.4	0.0	0.0	1.1	0.0	3.9	0.0	0.0	3.9	0.0
Prop In Lane	1.00		0.96	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	0	149	325	0	129	439	825		444	796	
V/C Ratio(X)	0.06	0.00	0.60	0.43	0.00	0.24	0.26	0.44		0.07	0.44	
Avail Cap(c_a), veh/h	459	0	1021	410	0	815	557	2243		505	2072	
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.4	0.0	18.2	17.1	0.0	17.0	14.0	13.3	0.0	12.8	13.5	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.7	0.0	1.3	0.2	0.5	0.0	0.0	0.6	0.0
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	0.2	0.0	0.8	1.1	0.0	0.3	0.8	1.3	0.0	0.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	19.7	17.7	0.0	18.3	14.2	13.8	0.0	12.9	14.1	0.0
LnGrp LOS	B	A	B	B	A	B	B	B		B	B	
Approach Vol, veh/h		113			171			473			383	
Approach Delay, s/veh		18.9			17.8			13.9			14.0	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	15.7	9.0	9.2	8.7	15.4	8.3	9.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax),s	50	29.0	7.0	29.0	7.0	27.0	5.0	31.0				
Max Q Clear Time (g_c+l1),s	2.0	5.9	2.0	4.4	2.0	5.9	2.0	3.1				
Green Ext Time (p_c), s	0.0	4.5	0.2	0.5	0.1	4.3	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis
 400: N Phoenix Rd/North Phoenix Road & Grove Road

05/25/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↘		↗	↑↑	↗	↗	↑↑	↗
Traffic Volume (vph)	48	13	140	165	2	42	110	370	200	35	410	42
Future Volume (vph)	48	13	140	165	2	42	110	370	200	35	410	42
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.86		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1662	1507		1299	1497		1646	3167	1129	1662	3167	1440
Flt Permitted	0.73	1.00		0.64	1.00		0.44	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	1270	1507		875	1497		763	3167	1129	859	3167	1440
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	14	152	179	2	46	120	402	217	38	446	46
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	52	166	0	179	48	0	120	402	217	38	446	46
Confl. Peds. (#/hr)	1						1					1
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	2%	0%	28%	2%	0%	1%	5%	29%	0%	5%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	17.7	13.5		26.1	17.7		29.0	22.4	22.4	18.4	16.8	16.8
Effective Green, g (s)	17.7	13.5		26.1	17.7		29.0	22.4	22.4	18.4	16.8	16.8
Actuated g/C Ratio	0.27	0.20		0.40	0.27		0.44	0.34	0.34	0.28	0.25	0.25
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0	2.0		2.5	4.0		2.5	4.1	4.1	2.5	4.1	4.1
Lane Grp Cap (vph)	366	308		400	402		432	1076	383	259	807	367
v/s Ratio Prot	0.01	c0.11		c0.06	0.03		c0.03	0.13		0.00	0.14	
v/s Ratio Perm	0.03			0.12			0.09		c0.19	0.04		0.03
v/c Ratio	0.14	0.54		0.45	0.12		0.28	0.37	0.57	0.15	0.55	0.13
Uniform Delay, d1	18.4	23.4		15.3	18.2		13.6	16.4	17.8	18.5	21.3	18.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.9		0.6	0.2		0.3	0.3	2.4	0.2	1.1	0.2
Delay (s)	18.6	24.3		15.9	18.4		13.9	16.8	20.2	18.7	22.3	19.1
Level of Service	B	C		B	B		B	B	C	B	C	B
Approach Delay (s)		23.0			16.4			17.3			21.8	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	65.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
 400: N Phoenix Rd/North Phoenix Road & Grove Road

05/25/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	48	13	140	165	2	42	110	370	200	35	410	42
Future Volume (veh/h)	48	13	140	165	2	42	110	370	200	35	410	42
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	1750	1723	1750	1368	1723	1750	1736	1682	1354	1750	1682	1736
Adj Flow Rate, veh/h	52	14	152	179	2	46	120	402	0	38	446	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	28	2	0	1	5	29	0	5	1
Cap, veh/h	490	21	223	261	6	144	399	806		444	858	
Arrive On Green	0.15	0.16	0.16	0.09	0.10	0.10	0.08	0.25	0.00	0.10	0.27	0.00
Sat Flow, veh/h	1667	125	1352	1303	61	1408	1654	3195	1148	1667	3195	1471
Grp Volume(v), veh/h	52	0	166	179	0	48	120	402	0	38	446	0
Grp Sat Flow(s),veh/h/ln	1667	0	1476	1303	0	1469	1654	1598	1148	1667	1598	1471
Q Serve(g_s), s	0.0	0.0	5.4	0.9	0.0	1.5	0.0	5.4	0.0	0.0	6.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.4	0.9	0.0	1.5	0.0	5.4	0.0	0.0	6.0	0.0
Prop In Lane	1.00		0.92	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	490	0	244	261	0	150	399	806		444	858	
V/C Ratio(X)	0.11	0.00	0.68	0.69	0.00	0.32	0.30	0.50		0.09	0.52	
Avail Cap(c_a), veh/h	490	0	875	271	0	871	495	1894		447	1768	
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.9	0.0	19.9	21.0	0.0	21.1	18.0	16.2	0.0	15.2	15.7	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.3	6.2	0.0	1.7	0.3	0.7	0.0	0.1	0.7	0.0
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	0.5	0.0	1.7	2.2	0.0	0.5	1.2	1.8	0.0	0.3	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	0.0	21.1	27.2	0.0	22.8	18.3	16.9	0.0	15.2	16.5	0.0
LnGrp LOS	B	A	C	C	A	C	B	B		B	B	
Approach Vol, veh/h		218			227			522			484	
Approach Delay, s/veh		19.9			26.3			17.2			16.4	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	17.8	9.6	13.3	9.1	18.6	12.8	10.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax),s	5.0	30.0	5.0	30.0	7.0	28.0	5.0	30.0				
Max Q Clear Time (g_c+l1),s	2.0	7.4	2.9	7.4	2.0	8.0	2.0	3.5				
Green Ext Time (p_c), s	0.0	5.1	0.1	1.0	0.1	5.4	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Edition Analysis

(ODOT Analysis Procedures Manual, Vol. 2, Chapter 13)

May 2023

INTERSECTION	Grove Rd / N Phoenix	
CYCLE LENGTH	90.0	
TOTAL LOST TIME	12	
CRITICAL MOVEMENTS	WBL (prot)	WBL (perm) NBL (prot) SB (T)
SCENARIO	2023 No-Build - AM Peak Hour	
Adj. Flow Rate (veh/h)	37	103 49 354
Sat. Flow (veh/h)	1212	906 1498 3247
Flow Ratio	0.03	0.11 0.03 0.11
CRITICAL V/C RATIO	0.33	

Ring Barrier Combinations

Adj Flow	Sat Flow	v/c	Critical Movements
18	1240	0.015	Ph7 prot+Ph7 perm= 0.018
5	1615	0.003	Ph7 prot+Ph3 perm= 0.117
90	1489	0.060	Ph 7 prot+Ph8= 0.031
103	906	0.114	Ph 3 prot+Ph3 perm= 0.144
37	1212	0.031	Ph3 prot+Ph7 perm= 0.045
31	1113	0.028	Ph3 prot+Ph4= 0.091
64	836	0.077	Ph1 prot+Ph1 perm= 0.026
49	1498	0.033	Ph1 prot+Ph5 perm= 0.085
360	3273	0.110	Ph1 prot+Ph2= 0.118
16	886	0.018	Ph5 prot+Ph5 perm= 0.109
13	1589	0.008	Ph5 prot+Ph1 perm= 0.051
354	3247	0.109	Ph5 prot+Ph6= 0.142

EBL perm Ph 7
 EBL prot Ph 7
 EBT Ph 4
 WBL perm Ph 3
 WBL prot Ph 3
 WBT Ph 8
 NBL perm Ph 5
 NBL prot Ph 5
 NBT Ph 2
 SBL perm Ph 1
 SBL prot Ph 1
 SBT Ph 6

HCM 6th Edition Analysis

(ODOT Analysis Procedures Manual, Vol. 2, Chapter 13)

INTERSECTION	Grove Rd / N Phoenix	
CYCLE LENGTH	90.0	
TOTAL LOST TIME	12	
CRITICAL MOVEMENTS	WBL (prot)	WBL (perm) NBL (prot) SB (T)
SCENARIO	2023 No-Build - PIM Peak Hour	
Adj. Flow Rate (veh/h)	58	121 64 446
Sat. Flow (veh/h)	1303	875 1654 3195
Flow Ratio	0.04	0.14 0.04 0.14
CRITICAL V/C RATIO	0.42	

Ring Barrier Combinations

Adj Flow	Sat Flow	v/c	Critical Movements
40	1270	0.031	Ph7 prot+Ph7 perm= 0.039
12	1667	0.007	Ph7 prot+Ph3 perm= 0.145
166	1352	0.123	Ph 7 prot+Ph8= 0.041
121	875	0.138	Ph 3 prot+Ph3 perm= 0.183
58	1303	0.045	Ph3 prot+Ph7 perm= 0.076
48	1408	0.034	Ph3 prot+Ph4= 0.167
56	763	0.073	Ph1 prot+Ph1 perm= 0.034
64	1654	0.039	Ph1 prot+Ph5 perm= 0.084
402	3195	0.126	Ph1 prot+Ph2= 0.137
20	859	0.023	Ph5 prot+Ph5 perm= 0.112
18	1667	0.011	Ph5 prot+Ph1 perm= 0.062
446	3195	0.140	Ph5 prot+Ph6= 0.178

EBL perm Ph 7
 EBL prot Ph 7
 EBT Ph 4
 WBL perm Ph 3
 WBL prot Ph 3
 WBT Ph 8
 NBL perm Ph 5
 NBL prot Ph 5
 NBT Ph 2
 SBL perm Ph 1
 SBL prot Ph 1
 SBT Ph 6

HCM Signalized Intersection Capacity Analysis
 320: N Phoenix Rd/North Phoenix Road & Grove Road























05/25/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	4	83	130	2	27	110	335	95	27	329	27
Future Volume (vph)	22	4	83	130	2	27	110	335	95	27	329	27
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.86		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1598	1248		1231	1447		1471	3260	1184	1568	3228	1440
Flt Permitted	0.74	1.00		0.70	1.00		0.54	1.00	1.00	0.54	1.00	1.00
Satd. Flow (perm)	1240	1248		903	1447		836	3260	1184	886	3228	1440
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	24	4	89	140	2	29	118	360	102	29	354	29
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	24	93	0	140	31	0	118	360	102	29	354	29
Confl. Peds. (#/hr)	1						1					1
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	4%	0%	21%	35%	33%	2%	13%	2%	23%	6%	3%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	10.2	9.4		22.0	16.2		31.7	25.4	25.4	22.5	20.8	20.8
Effective Green, g (s)	10.2	9.4		22.0	16.2		31.7	25.4	25.4	22.5	20.8	20.8
Actuated g/C Ratio	0.16	0.15		0.34	0.25		0.49	0.40	0.40	0.35	0.32	0.32
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0	2.0		2.5	4.0		2.5	4.1	4.1	2.5	4.1	4.1
Lane Grp Cap (vph)	201	183		348	365		475	1291	469	329	1047	467
v/s Ratio Prot	0.00	c0.07		c0.05	0.02		c0.02	0.11		0.00	c0.11	
v/s Ratio Perm	0.02			0.09			0.10		0.09	0.03		0.02
v/c Ratio	0.12	0.51		0.40	0.08		0.25	0.28	0.22	0.09	0.34	0.06
Uniform Delay, d1	23.1	25.2		16.4	18.3		9.5	13.1	12.8	14.0	16.4	14.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.8		0.6	0.1		0.2	0.2	0.3	0.1	0.3	0.1
Delay (s)	23.5	26.0		16.9	18.4		9.7	13.3	13.1	14.0	16.7	15.0
Level of Service	C	C		B	B		A	B	B	B	B	B
Approach Delay (s)		25.5			17.2			12.5			16.4	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	64.1	Sum of lost time (s)	20.0
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
 320: N Phoenix Rd/North Phoenix Road & Grove Road

05/25/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	4	83	130	2	27	110	335	95	27	329	27
Future Volume (veh/h)	22	4	83	130	2	27	110	335	95	27	329	27
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	1695	1750	1463	1272	1300	1723	1573	1723	1436	1668	1709	1736
Adj Flow Rate, veh/h	24	4	89	140	2	29	118	360	0	29	354	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	0	21	35	33	2	13	2	23	6	3	1
Cap, veh/h	401	7	145	324	8	121	440	822		445	794	
Arrive On Green	0.08	0.10	0.10	0.10	0.12	0.12	0.09	0.25	0.00	0.08	0.24	0.00
Sat Flow, veh/h	1615	64	1425	1212	72	1041	1498	3273	1217	1589	3247	1471
Grp Volume(v), veh/h	24	0	93	140	0	31	118	360	0	29	354	0
Grp Sat Flow(s),veh/h/ln	1615	0	1489	1212	0	1112	1498	1637	1217	1589	1624	1471
Q Serve(g_s), s	0.0	0.0	2.5	0.0	0.0	1.1	0.0	3.9	0.0	0.0	3.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	2.5	0.0	0.0	1.1	0.0	3.9	0.0	0.0	3.9	0.0
Prop In Lane	1.00		0.96	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	0	152	324	0	129	440	822		445	794	
V/C Ratio(X)	0.06	0.00	0.61	0.43	0.00	0.24	0.27	0.44		0.07	0.45	
Avail Cap(c_a), veh/h	460	0	1015	408	0	811	554	2232		502	2061	
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.4	0.0	18.3	17.2	0.0	17.1	14.1	13.4	0.0	12.9	13.6	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.7	0.0	1.4	0.2	0.5	0.0	0.0	0.6	0.0
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	0.2	0.0	0.8	1.1	0.0	0.3	0.9	1.3	0.0	0.2	1.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	0.0	19.8	17.8	0.0	18.4	14.3	13.9	0.0	12.9	14.2	0.0
LnGrp LOS	B	A	B	B	A	B	B	B		B	B	
Approach Vol, veh/h		117			171			478			383	
Approach Delay, s/veh		18.9			18.0			14.0			14.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	15.7	9.0	9.3	8.8	15.4	8.4	9.9				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax),s	5.0	29.0	7.0	29.0	7.0	27.0	5.0	31.0				
Max Q Clear Time (g_c+l1),s	2.0	5.9	2.0	4.5	2.0	5.9	2.0	3.1				
Green Ext Time (p_c), s	0.0	4.5	0.2	0.5	0.1	4.3	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis
 400: N Phoenix Rd/North Phoenix Road & Grove Road

05/25/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	52	14	153	165	2	42	120	370	200	35	410	46
Future Volume (vph)	52	14	153	165	2	42	120	370	200	35	410	46
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.86		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1662	1507		1299	1497		1646	3167	1129	1662	3167	1440
Flt Permitted	0.73	1.00		0.61	1.00		0.44	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	1269	1507		837	1497		760	3167	1129	855	3167	1440
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	15	166	179	2	46	130	402	217	38	446	50
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	57	181	0	179	48	0	130	402	217	38	446	50
Confl. Peds. (#/hr)	1						1					1
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	2%	0%	28%	2%	0%	1%	5%	29%	0%	5%	1%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	18.6	14.1		26.4	18.0		29.1	22.5	22.5	18.5	16.9	16.9
Effective Green, g (s)	18.6	14.1		26.4	18.0		29.1	22.5	22.5	18.5	16.9	16.9
Actuated g/C Ratio	0.28	0.21		0.40	0.27		0.44	0.34	0.34	0.28	0.25	0.25
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	4.0	2.0		2.5	4.0		2.5	4.1	4.1	2.5	4.1	4.1
Lane Grp Cap (vph)	380	319		390	404		427	1069	381	256	803	365
v/s Ratio Prot	0.01	c0.12		c0.06	0.03		c0.03	0.13		0.00	0.14	
v/s Ratio Perm	0.03			0.12			0.10		c0.19	0.04		0.03
v/c Ratio	0.15	0.57		0.46	0.12		0.30	0.38	0.57	0.15	0.56	0.14
Uniform Delay, d1	18.1	23.5		15.9	18.3		14.1	16.7	18.1	18.8	21.6	19.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	1.4		0.6	0.2		0.3	0.3	2.5	0.2	1.1	0.2
Delay (s)	18.4	24.9		16.5	18.5		14.4	17.0	20.5	19.0	22.7	19.5
Level of Service	B	C		B	B		B	B	C	B	C	B
Approach Delay (s)		23.3			16.9			17.6			22.1	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	66.6	Sum of lost time (s)	20.0
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM 6th Signalized Intersection Summary
 400: N Phoenix Rd/North Phoenix Road & Grove Road

05/25/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	52	14	153	165	2	42	120	370	200	35	410	46
Future Volume (veh/h)	52	14	153	165	2	42	120	370	200	35	410	46
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	1750	1723	1750	1368	1723	1750	1736	1682	1354	1750	1682	1736
Adj Flow Rate, veh/h	57	15	166	179	2	46	130	402	0	38	446	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	0	28	2	0	1	5	29	0	5	1
Cap, veh/h	484	22	238	256	6	141	395	798		440	849	
Arrive On Green	0.17	0.18	0.18	0.09	0.10	0.10	0.08	0.25	0.00	0.10	0.27	0.00
Sat Flow, veh/h	1667	122	1354	1303	61	1408	1654	3195	1148	1667	3195	1471
Grp Volume(v), veh/h	57	0	181	179	0	48	130	402	0	38	446	0
Grp Sat Flow(s),veh/h/ln	1667	0	1476	1303	0	1469	1654	1598	1148	1667	1598	1471
Q Serve(g_s), s	0.0	0.0	5.9	1.1	0.0	1.6	0.0	5.6	0.0	0.0	6.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	5.9	1.1	0.0	1.6	0.0	5.6	0.0	0.0	6.2	0.0
Prop In Lane	1.00		0.92	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	484	0	260	256	0	147	395	798		440	849	
V/C Ratio(X)	0.12	0.00	0.70	0.70	0.00	0.33	0.33	0.50		0.09	0.53	
Avail Cap(c_a), veh/h	484	0	857	265	0	853	484	1856		440	1732	
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.5	0.0	20.0	21.5	0.0	21.6	18.6	16.6	0.0	15.6	16.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	1.3	7.1	0.0	1.8	0.4	0.7	0.0	0.1	0.7	0.0
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	0.5	0.0	1.9	2.3	0.0	0.6	1.3	1.9	0.0	0.3	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	21.2	28.5	0.0	23.4	19.0	17.4	0.0	15.6	16.9	0.0
LnGrp LOS	B	A	C	C	A	C	B	B		B	B	
Approach Vol, veh/h		238			227			532			484	
Approach Delay, s/veh		20.2			27.5			17.8			16.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	17.9	9.6	14.1	9.2	18.7	13.5	10.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax),s	5.0	30.0	5.0	30.0	7.0	28.0	5.0	30.0				
Max Q Clear Time (g_c+l1),s	2.0	7.6	3.1	7.9	2.0	8.2	2.0	3.6				
Green Ext Time (p_c), s	0.0	5.1	0.1	1.1	0.2	5.4	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.
 Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Edition Analysis

(ODOT Analysis Procedures Manual, Vol. 2, Chapter 13)

May 2023

INTERSECTION	Grove Rd / N Phoenix			
CYCLE LENGTH	90.0			
TOTAL LOST TIME	12			
CRITICAL MOVEMENTS	WBL (prot)	WBL (perm)	NBL (prot)	SB (T)
SCENARIO	2023 Build - AM Peak Hour			
Adj. Flow Rate (veh/h)	37	103	51	354
Sat. Flow (veh/h)	1212	903	1498	3247
Flow Ratio	0.03	0.11	0.03	0.11
CRITICAL V/C RATIO	0.33			

Ring Barrier Combinations

	Adj Flow	Sat Flow	v/c	Critical Movements
EBL perm Ph 7	19	1240	0.015	Ph7 prot+Ph7 perm= 0.018
EBL prot Ph 7	5	1615	0.003	Ph7 prot+Ph3 perm= 0.117
EBT Ph 4	93	1489	0.062	Ph 7 prot+Ph8= 0.031
WBL perm Ph 3	103	903	0.114	Ph 3 prot+Ph3 perm= 0.145
WBL prot Ph 3	37	1212	0.031	Ph3 prot+Ph7 perm= 0.046
WBT Ph 8	31	1113	0.028	Ph3 prot+Ph4= 0.093
NBL perm Ph 5	67	836	0.080	Ph1 prot+Ph1 perm= 0.026
NBL prot Ph 5	51	1498	0.034	Ph1 prot+Ph5 perm= 0.088
NBT Ph 2	360	3273	0.110	Ph1 prot+Ph2= 0.118
SBL perm Ph 1	16	886	0.018	Ph5 prot+Ph5 perm= 0.114
SBL prot Ph 1	13	1589	0.008	Ph5 prot+Ph1 perm= 0.052
SBT Ph 6	354	3247	0.109	Ph5 prot+Ph6= 0.143

HCM 6th Edition Analysis

(ODOT Analysis Procedures Manual, Vol. 2, Chapter 13)

INTERSECTION	Grove Rd / N Phoenix			
CYCLE LENGTH	90.0			
TOTAL LOST TIME	12			
CRITICAL MOVEMENTS	WBL (prot)	WBL (perm)	NBL (prot)	SB (T)
SCENARIO	2023 Build - PM Peak Hour			
Adj. Flow Rate (veh/h)	64	115	70	446
Sat. Flow (veh/h)	1303	875	1654	3195
Flow Ratio	0.05	0.13	0.04	0.14
CRITICAL V/C RATIO	0.42			

Ring Barrier Combinations

	Adj Flow	Sat Flow	v/c	Critical Movements
EBL perm Ph 7	44	1269	0.035	Ph7 prot+Ph7 perm= 0.042
EBL prot Ph 7	13	1667	0.008	Ph7 prot+Ph3 perm= 0.139
EBT Ph 4	181	1476	0.123	Ph 7 prot+Ph8= 0.040
WBL perm Ph 3	115	875	0.131	Ph 3 prot+Ph3 perm= 0.181
WBL prot Ph 3	64	1303	0.049	Ph3 prot+Ph7 perm= 0.084
WBT Ph 8	48	1469	0.033	Ph3 prot+Ph4= 0.172
NBL perm Ph 5	60	763	0.079	Ph1 prot+Ph1 perm= 0.034
NBL prot Ph 5	70	1654	0.042	Ph1 prot+Ph5 perm= 0.089
NBT Ph 2	402	3195	0.126	Ph1 prot+Ph2= 0.137
SBL perm Ph 1	20	855	0.023	Ph5 prot+Ph5 perm= 0.121
SBL prot Ph 1	18	1667	0.011	Ph5 prot+Ph1 perm= 0.066
SBT Ph 6	446	3195	0.140	Ph5 prot+Ph6= 0.182