



Technical Memorandum 3
DEVELOPMENT SCENARIO

INTERCHANGE AREA MANAGEMENT PLAN

December 17, 2007

Oregon Department of Transportation
Region 3

INTRODUCTION

This technical memorandum describes scenarios for future development in the area of the Fern Valley Interchange. The scenarios consist of projections of future land uses and the motor vehicle trips resulting from the land uses. The Oregon Department of Transportation's (ODOT's) Transportation Planning Analysis Unit (TPAU) will use these projections to forecast traffic volumes and levels of congestion. The purpose of the forecasts is to show the extent and causes of congestion at the Fern Valley Interchange and on nearby roadways, so that interchange management measures can be tailored to avoid or mitigate the congestion. These measures will be included in the interchange area management plan (IAMP) for the Fern Valley Interchange.

ODOT is proposing to replace the existing Fern Valley Interchange with an interchange that will accommodate existing traffic volumes and projected traffic volume growth through 2030. The Fern Valley Interchange is located on Interstate-5 (I-5), approximately 24 miles north of the Oregon/California border, in the City of Phoenix and Jackson County. The interchange accesses the Phoenix area via Fern Valley Road, which crosses over I-5. The interchange accommodates all directional motor vehicle movements between the two roadways.

Technical Memorandum 1 states the purpose and intent of the IAMP, defines the problem the IAMP is intended to address, identifies applicable standards and the interchange's intended function, lists goals and objectives, and defines the interchange management area. Technical Memorandum 2 identifies laws and policies applicable to development of the IAMP. It covers state, regional, and local transportation and land use regulations and policies relevant to the Fern Valley Interchange, related roadways, nearby land use, and affected units of government.

Technical Memorandum 3 contains:

- an explanation of why ODOT needs to prepare forecasts of traffic and congestion for the IAMP, in addition to the forecasts it has prepared for the environmental assessment on the interchange project;
- a description of the two development scenarios prepared and how they differ;
- the methodology used to prepare the scenarios;
- scenario contents; and
- a description of next steps.

Technical Memorandum 4 will summarize the forecasts of traffic volumes and levels of congestion referred to above and describe and evaluate potential management measures for inclusion in the IAMP.

REASON FOR IAMP FORECASTS OF TRAFFIC AND CONGESTION

ODOT must prepare a separate forecast of traffic and congestion for the IAMP because determining what measures an IAMP should contain requires a finer level of detail than what is used for the environmental assessment. The traffic analysis TPAU prepared for the Fern Valley Interchange Project¹ used the Rogue Valley Council of Governments (RVCOG) regional traffic model. The RVCOG model uses broad employment categories because of the region's large area and large numbers of residents and employees. These categories combine businesses that vary widely in the number of motor vehicle trips they generate. The RVCOG model also uses projections of only one category of households, while households occupying different types of housing (e.g., single-family, apartments, mobile homes) generate different numbers of trips. This general level of traffic information is sufficient to address conceptual design issues and to determine comparative environmental impacts. To determine needed management tools for the IAMP, it is necessary to base trips generated in the area of the interchange on less generalized, more specific categories of retail, service, and industrial business types. It is also necessary to distinguish among households occupying different types of housing.

THE TWO DEVELOPMENT SCENARIOS AND HOW THEY DIFFER

This memorandum contains two scenarios, Scenarios 1 and 2. Scenario 1 represents the build-out of the existing City of Phoenix Comprehensive Plan and of already-urbanized areas outside city limits. Scenario 2 adds to Scenario 1 the build-out of four urban reserve areas included in the draft Greater Bear Creek Valley Regional Problem Solving (RPS) Plan.² For Scenario 1, "build-out" means that vacant land is developed and some developed land is redeveloped to conform to applicable Comprehensive Plan designations. For Scenario 2, "build-out" means complete development of the urban reserve areas with types of uses (residential, commercial, industrial, institutional, and parks/open) the Plan specifies for each urban reserve area. For both scenarios, "build-out" means development that is similar to existing development; it does not mean development at maximum allowed densities.

The role of the two scenarios will also differ. The IAMP will be based on Scenario 1, because the IAMP needs to be consistent with the City of Phoenix Comprehensive Plan. Build-out of the Comprehensive Plan can be expected within the IAMP planning horizon, which is 2030. However, more development in the interchange area can be expected by 2030 than what is in the Comprehensive Plan as of today. Modeling Scenario 2 will help identify the nature and extent of impacts to interchange performance from this additional development. The draft RPS Plan is the best available indication of the form and location of that additional development.

TPAU will not model all the development in the urban reserve areas under Scenario 2.

¹ Oregon Department of Transportation, Transportation Planning Analysis Unit, Fern Valley Interchange, Unit 2A Environmental Assessment Project, Draft, December 2007.

² Rogue Valley Council of Governments, Greater Bear Creek Valley Regional Problem Solving Plan, September 2007, http://rvcog.org/MN.asp?pg=rps_draftplan, as downloaded September 7, 2007.

This is because the RPS planning horizon is beyond 2030, although is not pegged to a specific year. How much of the development in the urban reserve areas will occur by 2030 is unknown. The forecasts of traffic volumes and congestion will include a judgment regarding how much of the Scenario 2 urban reserve development to model.

METHODOLOGY FOR DEVELOPMENT SCENARIO FORMULATION

In formulating the development scenarios, the IAMP team:

1. Drew the boundaries of the development scenario study area to include land the use of which would likely substantially affect traffic volumes on the interchange and on I-5, Fern Valley Road, OR 99, and North Phoenix Rd. near the interchange.
2. Divided the study area into analysis areas, each composed of land that is similar in its present use and:
 - a. if within the City of Phoenix urban growth boundary (UGB) or already developed with urban uses, has the same zoning;
 - b. if within urban reserve areas PH-1, 2, 5, or 10, as identified in the September 5, 2007, draft of the RPS Plan,³ has similar topography and the same owner or a limited number of owners.
3. For each analysis area, compiled in a MS Excel workbook:
 - a. gross area (total area as measured by a geographic information system) and net area (the sum of tax lot acreages, i.e., exclusive of public right-of-way);
 - b. comprehensive plan designation;
 - c. applicable zoning;
 - d. existing land use;
 - e. tax lot number, address, owner, size in acres, value of land, and value of improvements for each tax lot making up the analysis area, from public tax assessment records.
4. Compiled floor area, site size, and the ratio of floor area to site size for various land uses in the Central Point/Medford/Phoenix/Talent area (referred to as “comparables”).
5. Compiled information on proposed uses, in instances where an applicant has submitted information as part of a development approval process. (There were two such instances: the “orchard” property, which comprises analysis area 21, and the “triangle” property which comprises analysis area 42).
6. Identified on a map of analysis areas the boundaries of the 100-year floodplain.
7. Compiled a list of uses likely to be developed in the interchange area, their sizes, and the amount of land each would occupy.
8. For all large tracts of undeveloped land, deducted acreage for public streets, slopes, and existing irrigation canals.
9. Deducted from affected analysis areas acreage that would be used for the Fern Valley Interchange project, taking into account instances where the interchange project would replace existing roadways and that they could be vacated.
10. Identified analysis areas which do not warrant detailed examination because either:

³ Ibid. Urban reserve areas are areas outside existing UGBs into which UGBs would be expanded in the future under the RPS Plan.

- a. they are fully developed or nearly fully developed and existing uses are likely to remain unchanged (e.g., existing residential subdivisions and commercial properties that are stable and have high ratios of the value of improvements to the value of the land); or
 - b. redevelopment is likely to be piecemeal and unpredictable because of small lots, fragmented ownership, or other sources of uncertainty, and is unlikely to materially alter traffic generation or impact the interchange.
- (TPAU will base trip generation in these analysis areas on RVCOG model employment and household projections.)
11. For remaining analysis areas within the Phoenix UGB and including developed land along OR 99 north of the Phoenix UGB:
 - a. judged whether individual properties are likely to be redeveloped, based on the ratio of the value of their improvements to the value of the land, development constraints (especially whether in the 100-year floodplain), and their desirability for development (mainly proximity to high-volume roadways);
 - b. for existing uses likely to remain, identified commercial buildings by type of use and compiled or estimated their sizes in square feet, and counted or estimated numbers of dwelling units;
 - c. for the analysis areas identified in step 5, used the compiled information;
 - d. for other vacant land and land expected to be redeveloped, estimated square footages of commercial uses, based on the comparables; allocated expected uses from step 7; and estimated residential dwelling units based on zoning and site constraints.
 12. For analysis areas in urban reserve areas PH-2, 5, and 10:⁴
 - a. computed the number of acres by category of use by applying the use allocation percentages in the RPS Plan;
 - b. for residential lands, made an assumption of what City of Phoenix zoning would apply and either made assumptions about average lot size (analysis areas 1 and 2 in PH-5) or applied the density ratio from a nearby existing subdivision (analysis area 23 in PH-10);
 - c. for commercial lands, allocated expected uses from step 7 and estimated the amount of other commercial uses based on the comparables from step 4;
 - d. for industrial and institutional uses, estimated square footage based on the comparables from step 4;
 - e. for parks/open space, used the amount computed in step 12.a.
 13. Summarized the uses, square footages, numbers of dwelling units, and acreages.
 14. Compiled rates of average daily traffic from the Institute of Transportation Engineers publication entitled *Trip Generation*, 7th Edition, 2003.
 15. Provided the results of the above steps to the members of the Fern Valley IAMP Citizens Advisory Committee and Project Development Team, recorded their review comments, and revised the results to respond to the comments.
 16. Applied the rates of average daily traffic to the square footages, numbers of dwelling units, and acreages.
 17. Recorded notes on the application of the methodology and instances where

⁴ Urban reserve areas PH-1 and PH-2 make up analysis areas which were identified as not warranting detailed examination in step 10.

circumstances required departing from details of the methodology.

DEVELOPMENT SCENARIOS

Scenario 1

Scenario 1 consists of the land uses, square footages, numbers of dwelling units, and average daily trips in the portion of the IAMP study area which is within the existing City of Phoenix UGB and the adjacent urbanized area outside the UGB along OR 99 to the north. This area is made up of all the analysis areas in Appendix A, except for analysis areas 1, 2, 3, 23, 51, and 52, which are outside the UGB. Appendix B is a map of the analysis areas. Appendices C - G contain supporting information.

Scenario 2

Scenario 2 consists of the land uses, square footages, numbers of dwelling units, and average daily trips for the entire IAMP study area. This is the same area that Scenario 1 includes, plus the urban reserve areas PH-1, PH-2, PH-5, and PH-10 from the Greater Bear Creek Valley RPS Plan (which are in analysis areas 1, 2, 3, 23, 51, and 52). Scenario 2 includes all the analysis areas in Appendix A. As noted above, Appendix B is a map of the analysis areas and Appendices C - G contain supporting information.

Note that the Excel workbook containing Appendices A and C - G are available from ODOT. The workbook enables seeing the computations used and contains individual worksheets for each analysis areas. The worksheets for individual analysis areas contain the computations of uses, square footages, and numbers of dwelling units summarized in Appendix A. They also include the Jackson County property tax assessment map and taxlot numbers for the parcels comprising each analysis area.

NEXT STEPS

ODOT's TPAU will use the projections of land use motor vehicle trips under Scenario 1 to forecast future traffic volumes and levels of congestion. In doing so, it will also take into account traffic volumes generated elsewhere in the region and traffic passing through the region. TPAU will also forecast future traffic volumes and levels of congestion with a portion of the additional development contained in Scenario 2. The forecasts will be used to help determine what management measures the IAMP should contain.

Appendix A
Full Build-out
Development Scenario
INTERCHANGE AREA MANAGEMENT PLAN
Fern Valley Interchange

Analysis Area No.	TAZ ¹ No.	Gross Acres ²	Net Acres ³	Existing			Full-Buildout								Notes	
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Average Daily Trips		
1	156	57.1	55.2	Agricultural Land	Exclusive Farm Use	Undeveloped, uncultivated; possibly pasture, but looks ungrazed.	11% Low Density Residential 11% Medium Density Residential 11% Commercial Highway 30% Industrial, Light Industrial	Residential	226	-	-	-	-	-	2,158	Part of urban reserve area PH-5. Use allocations come from September 2007 draft of Regional Problem Solving Plan. Zoning City of Phoenix Low Density Residential (R-1), with average lot size 8,000 SF. Now includes a few farm buildings. Land available for development adjusted for streets.
2	167	327.3	327.2	Agricultural Land	Exclusive Farm Use	Agriculture; mainly pasture.	22% Low Density Residential (institutional uses) 12% Low Density Residential (parks and open space)	13% Residential 15% Commercial 24% Industrial 31% Institutional 17% Parks & open space	262	Specialty retail center: 285 Chain drugstore: 15 Fast-food restaurant w/ drive-thru: 5 High-turnover sit-down restaurant: 5 Drive-in bank: 4 Motel: 120	60	400	40	28,444	Part of urban reserve area PH-5. Use allocations from September 2007 draft of Regional Problem Solving Plan. Residential zoning City of Phoenix Medium Density Residential (R-2) zoning, with average lot size 5,000 SF. Commercial: specialty retail centers, 10,000 SF/acre, except uses from use mix worksheet. Industrial: 11,000 SF/acre. Institutional: schools and day care centers, 6,000 SF/acre. Land available for development adjusted for streets and slopes. Includes Arrowhead Equestrian Center and a farmstead. Equestrian center not a protected historic resource, per draft EA analysis.	
3	155	67.6	65.7	Agricultural Land	Exclusive Farm Use	Agriculture		Industrial	-		540	-	-	3,758	Part of urban reserve area PH-5. PH-5 use allocations come from September 2007 draft of Regional Problem Solving Plan. AA 3 100% industrial, 1,000 SF/acre. Land available for development adjusted for streets and slopes.	
4	165	47.0	47.0	Urban Residential Land	Urban Residential-10	Mobile homes	Urban Residential-10	Mobile homes	250	-	-	-	-	1,248	Medford Estates mobile home park. Will remain. Units appear to mainly date from 1970's and 80's.	
5	165	3.0	3.0	Commercial Land	General Commercial	Mixed commercial	General Commercial	Commercial (mini-warehouse)	-	Mini-warehouse: 25	-	-	-	63	Existing mini-warehouse will remain.	
6	165	1.9	1.9	Commercial Land	General Commercial	Medical clinic	General Commercial	Medical clinic	-	Medical clinic: 15	-	-	-	472	Existing La Clinica del Valle will remain.	
7	166	19.4	19.4	Commercial Land	General Commercial	Commercial	General Commercial	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.	
8	166	10.2	10.2	Industrial Land	Light Industrial	Industrial	Light Industrial	Industrial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.	
9	166	1.6	1.5	Urban Residential Land	Urban Residential-10	Commercial	Urban Residential-10	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.	
10	165	13.2	11.8	Urban Residential Land	Urban Residential-30	Assisted living center on OR 99, then apts. along Northridge	Urban Residential-30	Institutional, residential	140	-	-	Assisted living: 32	-	978	Northridge Center assisted living facility and existing mobile homes and apartments remain.	
11	165	21.5	19.1	Urban Residential Land	Urban Residential-8	Modular homes along Northridge; mobile homes north	Urban Residential-8	Residential	86	-	-	-	-	653	35 mobile homes, 25 modular homes on Northridge, 26 single-family dwellings along Oak Crest Way remain.	
12	166	22.5	22.4	Urban Residential Land	Urban Residential-10	Residential (mobile home park)	Urban Residential-10	Residential (mobile home park)	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.	

Appendix A
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Analysis Area No.	TAZ ¹ No.	Gross Acres ²	Net Acres ³	Existing			Full-Buildout								Notes	
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Average Daily Trips		
13	166	12.1	12.1	Commercial Land	General Commercial	Commercial	General Commercial	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange.	
14	165	17.6	17.1	Commercial Land	General Commercial	Commercial uses (RV parts and service, storage, contractors, residential)	General Commercial	Commercial	-	High-turnover sit-down restaurant: 5 Chain drugstore: 15 Specialty retail center: 48 Contractor: 5 RV parts & repair: 5 Mini-storage: 23	-	-	-	-	4,379	Existing mini-storage, one contractor, and RV repair uses remain; remaining lots redeveloped as high-turnover sit-down restaurant, chain drugstore (from use mix worksheet) and specialty retail centers. Trip generation rate for the RV parts and repair facility the average of the rates for auto parts and general light industrial (34 average daily trips per 1,000 sq. ft.).
15	165	36.7	33.3	Urban Residential Land	Urban Residential-10	Mobile home parks	Urban Residential-10	Residential	289	-	-	-	-	-	1,442	Present uses remain. Tax lots 381W09A-102, 809, and 110, which Jackson County owns, remain as open space. Other lots remain occupied by mobile home parks. Location of much of analysis area within the 100-year floodplain will deter redevelopment.
16	500	21.7	21.7	Interchange Business	Commercial Highway	Commercial; RV park	Commercial Highway	Commercial	-	Specialty retail center: 71 Fast food: 5.8 RV park: 96 spaces	-	-	-	-	6,407	Holiday RV Park, McDonald's, and Shops at Exit 24 shopping center remain. Project would reduce the size of the RV park by four spaces. Trips use mobile home park ratio for RV park and assume 80% occupancy.
17	501	5.2	4.8	Interchange Business	Commercial Highway	South of Grove Way Lazyboy furniture store, north undeveloped	Commercial Highway	Commercial	-	Furniture store: 39 Motel: 130	-	-	-	-	929	Lazyboy remains. Undeveloped parcel to north developed as 130-room motel.
18	501	15.5	14.5	Interchange Business	Commercial Highway	South of Grove Way Home Depot, north undeveloped	Commercial Highway	Commercial	-	Home improvement superstore: 130 High-turnover sit-down restaurant: 5 Specialty retail center: 7	-	-	-	-	4,820	Home Depot remains. Undeveloped parcel to north developed with a high turn-over sit-down restaurant (5,000 SF on 1.2 acres), with the remainder a specialty retail center at ratio of 10,000 SF per acre, but with 30 percent reduction in area because of slopes and some portion likely to be occupied by motel included in AA 17 (land north of Grove Way in AA 17 and AA 18 under single ownership).
19	501	4.1	4.1	Interchange Business	RR-5	Undeveloped; sloped	Commercial Highway	Commercial	-	5	-	-	-	-	28	Site has steep slopes and is occupied by a historic residence. Converted to bed & breakfast.
20	501	14.5	14.6	Interchange Business	Commercial Highway	About 1/4 Peterbilt truck repair, 3/4 undeveloped	Commercial Highway	Commercial	-	Heavy truck repair: 23 General office	-	-	-	-	12,361	For scenario, AAs 20 and 21a combined because either build alternative would reduce their combined area by about 8.2 acres. Truck repair in AA 20 remains. Remaining

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				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres		Average Daily Trips		
21a	501	31.1	30.1	Interchange Business	Farm Residential	Orchard					building: 94 High-turnover restaurant: 14 Fast-food restaurant w/out drive through: 14 Hotel: 167 Discount club: 85 Gasoline/Service Station with Convenience Market: 3 Specialty retail center: 53						development consists of the development proposal described in a proposal for zone change of AA 21a, as described in March 15, 2007, letter from David Fletcher, ODOT, to Bart Benthul, JRH Engineering, plus one acre developed as a as gasoline/service station with convenience market and 1.3 acres developed as specialty retail center. Motor vehicle trips assume gasoline/service station has eight fueling positions.
21b	501	7.5	7.5	Residential Hillside	Exclusive Farm Use outside city limits; Farm Residential inside	Residential outside city limits; agriculture inside city limits	Low Density Residential	Residential	16	-	-	-	-	-	153	Because of slopes and comprehensive plan designation as Residential Hillside, this land developed in low density residential use.	
22	501	1.0	0.3	Interchange Business	Commercial Highway	Undeveloped (ODOT owns portion south of N. Phoenix Rd.)	Commercial Highway	Commercial, except portion south of N. Phoenix Rd. undeveloped	-	-	-	-	-	-	-	Parcel on south side of N. Phoenix Road owned by ODOT; remains undeveloped. Highway improvements would occupy portion north of N. Phoenix Rd. under Fern Valley Thru Alternative. Under N. Phoenix Thru Alternative, portion north of N. Phoenix Rd. would be developed as part of development described for AAs 20 and 21a.	
23	501	43.3	43.3	Agricultural Land	Exclusive Farm Use	Agriculture, w/ dwelling	15% Commercial Highway 85% Low Density Residential	15% commercial 85% SF residential	121	Supermarket: 50	-	-	-	-	6,268	This is urban reserve area PH-10 in the September 2007 draft of the Regional Problem Solving Plan. The plan calls for 85% residential development and 15% commercial development. Total acreage available for development reduced by acres occupied by irrigation canal and the acres used for the interchange project (using an average of the two build alternatives). Retail developed as the one 50,000 SF supermarket from the use mix worksheet. Supermarket size is comparable to the Altertson's on N. Phoenix Rd. Residential developed at same density as Phoenix Hills Subdivision immediately to the south, i.e., 3.7 DUs per gross acre.	
24	506	54.8	43.0	Low Density Residential	Low Density Residential	Residential	Low Density Residential	Residential	199	-	-	-	-	-	1,904	Phoenix Hills subdivision, fully developed (undeveloped portions permanent open space and irrigation canal).	
25	506	4.6	4.6	Interchange Business	Commercial Highway	Undeveloped	Commercial Highway	Commercial	-	Restaurant w/ drive-thru: 5 Retail specialty center: 24	-	-	-	-	3,544	Developed as fast-food restaurant with drive-thru (5,000 SF on one acre) from use mix worksheet, with remainder retail specialty center at 10,000 SF per acre.	
26	506	1.3	1.3	Interchange Business	Commercial Highway	Undeveloped	Commercial Highway	Commercial	-	Retail specialty center: 12	-	-	-	-	532	Developed as a retail specialty center at 10,000 SF per acre.	
27	506	1.9	1.9	Interchange Business	Commercial Highway	Light industrial	Commercial Highway	Light industrial	-	-	16	-	-	-	109	Existing building remains.	

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				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Average Daily Trips		
28	506	3.5	3.5	Interchange Business	Commercial Highway	Commercial	Commercial Highway	Commercial	-	Modular home sales: 2.5	-	-	-	-	25	Modular home sales continue. Permanent structure (vs. model homes) appears to be about 2,500 SF. Average daily trips use twice the rate for furniture stores.
29	506	10.6	10.6	Interchange Business	Commercial Highway	Commercial	Commercial Highway	Commercial	-	High-Turnover Sit-down Restaurant: 11 Service station with convenience market: 2.7 Truck servicing building: 12.8	-	-	-	-	1,488	Petro truck stop remains. Average daily trips does not include separate trips for fueling and uses light industrial rate for the truck servicing building.
30	506	4.8	4.8	Interchange Business	Commercial Highway	Commercial	Commercial Highway	Commercial	-	Motel: 46 RV Park: 45	-	-	-	-	439	Motel and RV park remain. Vacant land developed as expansion of RV park, for which City approval issued. Trips use mobile home park ratio for RV park and assume 80% occupancy.
31	505	8.7	0.7	Interchange Business	Commercial Highway	Undeveloped, except 1-story professional buildings. at Luman and N. Phoenix. Rd.	Commercial Highway	Commercial	-	Professional offices: 3.6 Retail specialty center: 27	-	-	-	-	1,327	Most of parcel 381W09A201 and about half of parcel 381W102901 (both north and south of Lumen Rd.) are within the 100-year floodplain. The interchange project will reduce the size of both parcels, but mainly 381W102901. Professional offices on parcel 381W09A201 remain. Parcel 381W102901 (both north and south of Lumen Rd.) developed as retail specialty centers, but with only half their area developable.
32	504	3.6	3.6	Commercial	Commercial Highway	Residential, commercial	Commercial Highway	Commercial	-	Specialty retail center: 30	-	-	-	-	1,330	Existing uses include six non-conforming single-family homes and the 17-unit motel Bavarian In Motel, built in 1947. A portion is within the 100-yr. floodplain and both interchange alternatives would use 0.3 acre. Remainder redeveloped as single retail specialty center.
33	504	1.5	1.5	Commercial	Commercial Highway	Commercial	Commercial Highway	Commercial	-	Sit-down restaurant: 3 Gasoline/service station with convenience market: 8 fueling positions Car wash Coffee stand	-	-	-	-	1,780	Site occupied by two buildings currently vacant. Build-out uses based on pre-application submitted to the City of Phoenix. Average daily trips for car wash (108) comes from the single study of a self-service car wash reported in the ITE trip manual. The manual contains no average weekday trips for automated car washes. Average daily trips for the coffee stand (100) equates to one every 8.4 minutes over 14 hours (the ITE trip manual does not include coffee stands).
34	500	5.1	4.9	Commercial	Commercial Highway	Commercial uses, residential on east end	Commercial Highway	Commercial	-	Retail specialty center: 65	-	-	-	-	2,881	Now occupied by Pacific Business Center, including the Salvation Army; a gas station; shops; and residential on east end. Existing commercial and retail remain; residential uses and gas station convert to retail specialty center use, with a ratio of 10,000 SF per acre (similar to existing retail). Area size reduced to reflect use of a total of 0.4 acres for the interchange project.
35	503	7.5	7.0	Commercial	Commercial Highway	Commercial	Commercial Highway	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers		Existing uses remain. RVCOG model numbers to be used because the traffic analysis zone (TAZ) that contains this analysis area reflects only modest growth in population, households, and employment.

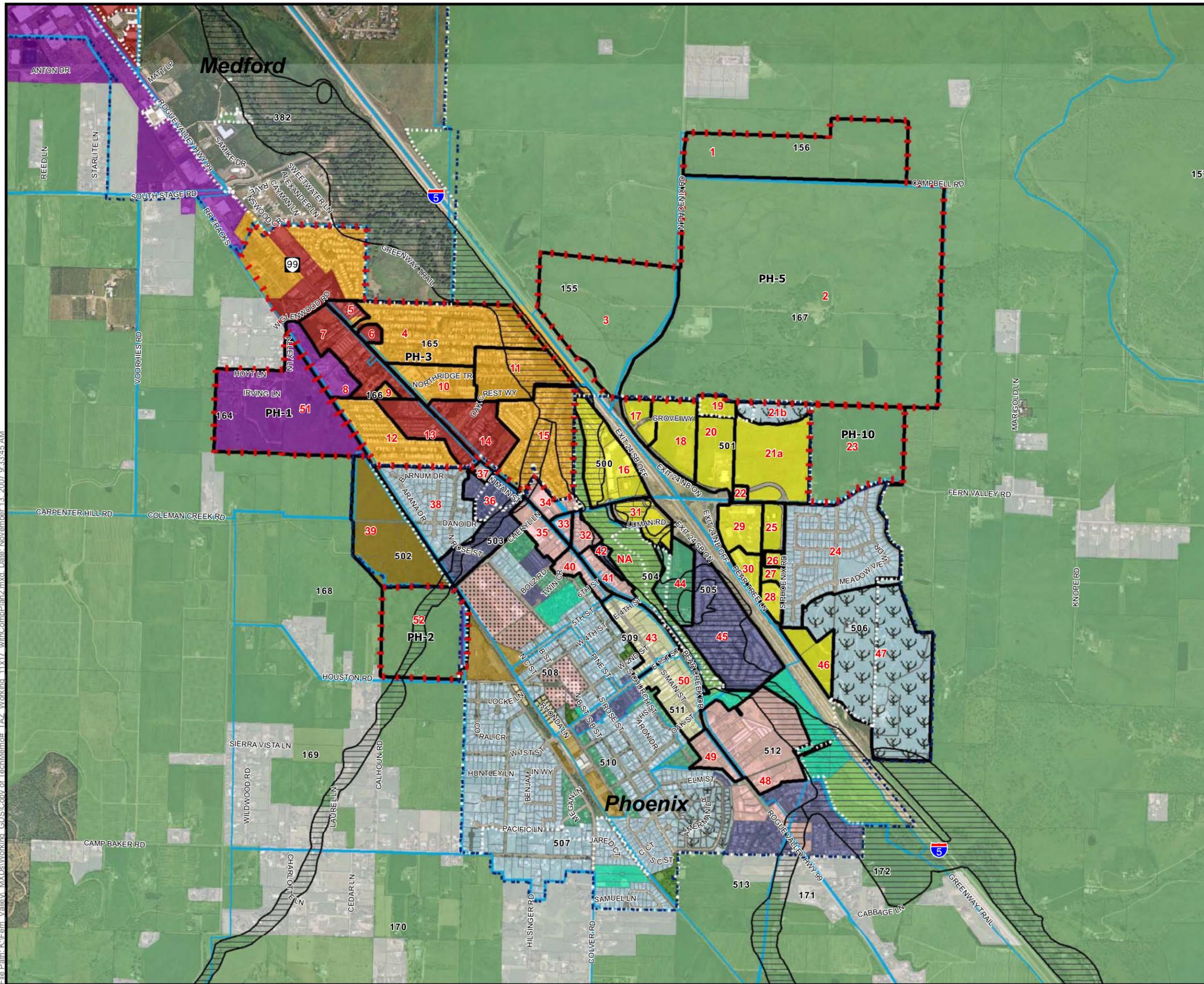
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				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Average Daily Trips		
36	503	21.6	20.9	High Density Residential	High density residential	Residential	High density residential	Residential	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the TAZ that contains this analysis area reflects only modest growth in population, households, and employment.
37	503	1.1	1.1	Commercial	Commercial Highway	Commercial	Commercial Highway	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the TAZ that contains this analysis area reflects only modest growth in population, households, and employment.
38	503	29.7	23.2	Low Density Residential	Low Density Residential	Residential	Low Density Residential	Residential	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the TAZ that contains this analysis area reflects only modest growth in population, households, and employment.
39	502	34.7	33.8	Industrial	Industrial	Undeveloped	Industrial	Industrial	-	-	Industrial park: 300	-	-	2,088	Now undeveloped. Land developed as industrial park, with 20% deducted for streets.	
40	503	4.2	4.1	Commercial	Commercial Highway	Commercial	Commercial Highway	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Existing uses remain. RVCOG model numbers to be used because the TAZ that contains this analysis area reflects only modest growth in population, households, and employment.
41	504	4.7	4.5	Commercial	Commercial Highway	Commercial, undeveloped, residential	Commercial Highway	Commercial	-	Retail specialty center: 15 Automobile parts sales: 6.4 Gas station: 1.1 Automobile care center: 3.1 Motel: 22	-	-	-	2,183	Existing commercial uses remain or are replaced with similar uses. Vacant and residential land developed for services with ratios of building square footage to land area like the existing uses. Services classified as retail specialty centers for trip generation estimates. Not affected by use of a small amount of area for interchange project. Average daily trips for automobile care center based on light industrial ratio, because the ITE trip manual does not report average weekday trips for automobile care centers.	
42	504	1.9	1.9	High Density Residential	High density residential	Residential, undeveloped	High density residential	Residential	20	-	-	-	-	117	The twenty existing townhouses remain. The 0.8-acre lot now undeveloped remains undeveloped because it is partially within the 100-year floodplain.	
43	509	13.0	10.6	City Center District	City Center	Commercial	City Center	Commercial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact on interchange. Also, the City of Phoenix owns 3.8 acres, all or much of which is undevelopable because of slopes, wetland values, and legal restrictions under Section 6(f) of the Federal Land and Water Conservation Fund Act.
44	505	13.7	13.7	Medium Density Residential	High density residential	Residential (1 residence?), outdoor storage, RV storage	High density residential	Residential, RV storage	80	RV storage: 82,000	-	-	-	469	1.88 acres used for RV storage remains. Other two parcels have same owner, but about half of their area is in the 100-year floodplain. Developed for residential use under R-2 zoning with attached townhouses, 20% deducted for streets. Clustering used to avoid construction in the floodplain. Average daily trips for RV storage not included, because so low as to be immaterial.	
45	505	37.2	37.2	High Density Residential	High density residential	Residential	High density residential	Residential	210	-	-	-	-	1,048	Bear Lake Mobile Estates remains as is, with 210 mobile homes.	
46	506	9.6	9.6	Interchange Business	Farm Residential/ Commercial Highway	Commercial, Undeveloped	Farm Residential/ Commercial Highway	Commercial	-	Mini-warehouse: 60	-	-	-	150	North lot mini-storage; south undeveloped, with piles of rock and cement block debris. Mini-storage continues (size estimated, because tax records don't include). Half of the vacant parcel is rezoned Commercial Highway and developed for mini-storage; remainder remains vacant because of its slope.	

Appendix A
Full Build-out
Development Scenario
INTERCHANGE AREA MANAGEMENT PLAN
Fern Valley Interchange

Analysis Area No.	TAZ ¹ No.	Gross Acres ²	Net Acres ³	Existing			Full-Buildout								Notes	
				Comprehensive Plan Designation	Zoning	Land Use	Zoning	Land Use	Dwelling Units	Commercial (Thousand Sq. Ft. or Units)	Industrial (Thousand Sq. Ft.)	Institutional (Thousand Sq. Ft.)	Parks and Open Space Acres	Average Daily Trips		
47	506	81.9	81.9	Residential Hillside	Low Density Residential/RR-5	Residential (very low density)	Low Density Residential/RR-5	Residential (very low density)	5	-	-	-	-	-	48	Two residences added to existing three.
48	512	37.6	37.6	Commercial /Park Open Space	Commercial Highway/BCG	Commercial, parks and open space	Commercial Highway	Commercial, parks and open space	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact the interchange. Also, 12 acres is a City of park.
49	511	5.5	5.5	Commercial	Commercial Highway	Commercial, residential	Commercial Highway	Commercial, residential	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact the interchange.
50	511	14.9	13.2	City Center District	City Center	Commercial, undeveloped	City Center	Commercial, undeveloped	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Redevelopment likely to be piecemeal and unpredictable because of small lots and fragmented ownership, and is unlikely to materially alter traffic generation or impact the interchange.
51	164	59.5	57.7	Industrial Land	Light Industrial	Industrial, undeveloped	Industrial	Industrial	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	Use RVCOG model numbers	This is proposed Urban Reserve Area PH-1. Because the land is now zoned for industrial use, the RVCOG model numbers provide for growth in employment on it.
52	168	41.3	41.0	Agricultural Land	Exclusive Farm Use	Agriculture	Medium Density Residential	School	-	-	-	Use RVCOG model numbers	-	Use RVCOG model numbers	Use RVCOG model numbers	This is proposed Urban Reserve Area PH-2. The RAPS calls for 50 percent to be used for open space/parks and 50 percent for institutional use, specifically for schools. Roughly one-quarter of the area is within the 100-year floodplain of Coleman Creek, which runs diagonally from the SW corner to the NE corner. The Medford Irrigation Canal cuts across the NE corner. There is interest in using part of the site for expansion of the existing high school, which abuts analysis area 52 (across the railroad tracks). However, the high school is under-capacity now and projected to have even lower enrollment by 2009 (which is as far out as the district's current projections go). A district official shared his view that, if the district used the land at all in the near future, it would be for high school athletic facilities. The district has banked land for future schools in south Medford and Talent, as well as in Phoenix.
¹ Traffic Analysis Zone. Used for traffic modeling.																
² Total area from geographic information system.																
³ Exclusive of public right-of-way. Equals sum of tax lot acreages.																

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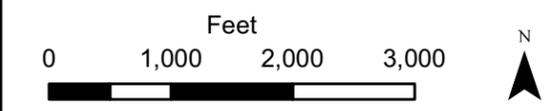


Appendix B Development Scenario Analysis Areas

- Analysis Area Boundary
- City Boundary
- Transportation Analysis Zone Boundary
- Urban Growth Boundary
- Proposed Urban Reserve Area
- Taxlots
- FEMA 100-Year

Comprehensive Plan Designations

- City of Phoenix**
- Bear Creek Greenway
 - City Center District
 - Commerical
 - High Density Residential
 - Industrial
 - Interchange Business
 - Low Density Residential
 - Medium Density Residential
 - Park Open Space
 - Public
 - Residential Employment
 - Residential Hillside
 - Schools
- Jackson County**
- Agricultural Land
 - Commercial Land
 - Industrial Land
 - Rural Residential Land
 - Urban Residential Land



Mix and Allocation of Uses Other Than Known Proposals and Retail Specialty Centers
Development Scenario
Fern Valley Interchange Area Management Plan

Use	Number	Sq. Ft.	Site Size (acres)	Analysis Areas Allocated To	Notes
Supermarket	1	50,000	5.0	23	Comparable to Albertson's on N. Phoenix Rd.
Discount Club	0				One discount club included in scenario for Analysis Area 21.
Chain drug store	2	15,000	7.0	2, 14	Comparable to Walgreens on Barnett Rd., Medford
Fast-Food Restaurant w/ Drive Through	2	5,000	1.0	2, 25	Comparable to McDonalds next to the Shops at Exit 24 and near Barnett Rd. and OR 99
Fast-Food Restaurant w/out Drive Through	NA	1,500	0.1		Comparable to a Subway in a small shopping center. Not allocated to analysis areas because the ITE trip manual ¹ lacks an average weekday trip ratio for this use. Retail specialty center trips will include trips from these uses.
High-Turnover Sit-down Restaurant	3	5,000	1.2	2, 14, 18	Comparable to Applebee's on Biddle Rd. in Medford and Shari's in Central Point
Drive-in Bank	1	4,000	0.8	2	Comparable to Umpqua Banks on South Pacific Hwy. and Poplar Dr. A second additional bank is likely, but would probably be along OR 99 in a traffic analysis zone for which RVCOG numbers are used.
Quick Vehicle Lubrication Shop	NA	2,200	0.3		Comparable to Jiffy Lube on North Riverside Avenue, Medford. Not allocated to analysis areas because the ITE trip manual ¹ lacks an average weekday trip ratio for this use. Retail specialty center trips will include trips from these uses.
Gasoline/Service Station with Convenience Market	1	3,000	1.0	20	Comparable to Talent Shell on Valley View Rd.
Motel	2	120	3.0	2, 17	One motel each is already included in Analysis Area 21. These are comparable in size to the Windmill Inn and Rogue Regency Inn on Biddle Rd. in Medford and the Super 8 Motel in Phoenix.

Appendix D
 Uses and Trip Generation Rates
 Development Scenario
 Fern Valley Interchange Area Management Plan

	Average Weekday Trips from Trip Manual					Average Weekday Trips Per Acre ²
	Per 1,000 SF Gross Floor Area	Per Vehicle Fueling Position	Per Room	Per Dwelling Unit	Per Acre	
Commercial						
Specialty Retail Center ¹	44.32					443
Home Improvement Superstore	29.8					373
Supermarket	102.24					1,022
Discount Club	41.8					418
Free-Standing Discount Superstore	49.21					738
Pharmacy/Drugstore w/out Drive-Through Window	90.06					1,351
Furniture Store	5.06					101
Automobile Parts Sales	61.91					619
Automobile Care Center	NA					NA
Fast-Food Restaurant w/ Drive-Through Window	496.12					1,240
Fast-Food Restaurant w/out Drive Through	NA					NA
High-Turnover Sit-down Restaurant	127.15					636
Quality Restaurant	89.95					NA
Drive-in Bank	246.49					1,849
Quick Vehicle Lubrication Shop	NA					NA
Gasoline/Service Station with Convenience Market		162.78				NA
Motel			5.63			242
General Office Building	11.01					NA
Mini-Warehouse	2.5					23
Institutional						
Elementary School	14.49					101
Church	9.11					NA
Day Care Center	28.13					155
Nursing Home	6.1					122
Continuing Care Retirement Community ³	4.3		2.81			98
Assisted Living ³	4.2		2.74			96
Medical-Dental Office Building	36.13					90
Clinic	31.45					252
Recreational Community Center	NA					NA
Athletic Club	NA					NA
Average	17					131
Industrial						
Industrial Park	6.96					77
General Light Industrial	6.97					NA
Parks and Open Space						
City Park					1.59	1.6

Appendix D
 Uses and Trip Generation Rates
 Development Scenario
 Fern Valley Interchange Area Management Plan

	Average Weekday Trips from Trip Manual					Average Weekday Trips Per Acre ²
	Per 1,000 SF Gross Floor Area	Per Vehicle Fueling Position	Per Room	Per Dwelling Unit	Per Acre	
County Park					2.28	2.3
Residential						
Single-family Detached Housing				9.57		35.4
Low-rise Apartment				6.59		NA
Residential Condominium/Townhouse				5.86		NA
Mobile Home Park				4.99		NA
NA means not available, i.e., not in source. Source contains other measurements, e.g., peak hour traffic						
¹ Gross leasable area, which in the study area is the same as gross floor area, assuming no enclosed						
² Calculated using ratios of square feet per acre from Comparables worksheet.						
³ Rate per 1,000 square feet gross floor area derived using rate per acre, which is based on ratio of rooms per acre using the facilities in the comparables worksheet.						
Source: Institute of Transportation Engineers, <i>Trip Generation</i> , 7th Edition, 2003.						

Appendix E
Comparable Properties
Development Scenario
Fern Valley Interchange Area Management Plan

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
Home Depot	10.41	130,566	381W10 200	HOME DEPOT U S A INC	12,542	
Lazyboy	1.73	38,887	381W09A 2300	RECLIN-OR PROPERTIES LLC	22,478	
McDonald's	1	5,792	381W09A 202	MC DONALD'S CORPORATION	5,792	
McDonald's	0.71	5,361	371W30DC 6700	MEG LLC	7,551	
Applebee's 1388 Biddle Road, Medford	1.47	6,150	371W19BB 1201	JOE WONG FAMILY TRUST	4,184	
Shari's Restaurant 210 Penninger St, Central Point	0.84	4,444	372W02D 2903	EL GROUP A, LLC, ET AL.	5,290	
Shops at Exist 24	6.3	71,475	381W09A 205	BIDDLE ROAD LLC	11,345	
Costco, 3639 Crater Lake Highway, Medford	12.5	136,756	371W07A 5204	COSTCO WHOLESALE CORP	10,940	
Target 2000 Crater Lake Hwy. Medford	7.06	104,107	372W13DD 501	DAYTON HUDSON CORPORATION	14,746	
Albertsons, 910 North Phoenix Road, Medford, OR 97504	5.27	50,466	371W27CC 4600 371W34BB 100	ALBERTSON'S INC	9,576	
Walgreen's, 210 E Barnett, Medford	1	15,000	371W31A 400	HOUSE LEROY, TRUSTEE, et al.	15,000	Square footage a rough estimate.

Fern Valley Interchange Area Management Plan

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
Shopping area at East Stewart Avenue and S. Riverside Ave. in Medford, including Shari's Restaurant, Blockbuster, Big 5 Sporting Goods, Goodwill, and grocery store	8.9	74,268	371W31A 1100	READ INVESTMENTS, et al.	8,345	
Umpqua Bank, 4000 South Pacific Highway, Medford, OR 97501	1.03	3,982	381W09A 2400	VALLEY OF THE ROGUE BANK	3,866	
Umpqua Bank, 2400 Poplar Dr., Medford	0.66	7,808	371W18BD 800	VALLEY OF THE ROGUE BANK	11,830	
Jiffy Lube, 1729 North Riverside Avenue, Medford, OR 97501	0.24	2,250	372W24AA 800	KELKIR CORPORATION	9,375	
Talent Shell 301 Valley View Rd, Talent	1.21	3,000	381W23D 100	SOUTH STAR OIL	2,479	
RC Auto Parts House 612 N Main, Phoenix	0.81	6,400	381W09DA 3500	RODNEY CAMERON	7,901	
Baxter Auto Parts 2888 Biddle Rd, Medford	0.74	10,650	371W18BB 800	MICHAEL LITTRELL	14,392	

Appendix E
Comparable Properties
Development Scenario

Fern Valley Interchange Area Management Plan

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
Schuck's Auto Supply 3555 Crater Lake Hwy, Medford	0.8	3,655	371W07D 201	OREGON INVESTMENTS LLC	4,569	
Windmill Inn 1950 Biddle Rd, Medford, OR	2.3	123	371W18C 3300	WINDMILL INNS/AMERICA INC	53	
Rogue Regency Inn 2300 Biddle Rd, Medford, OR	5.16	203	371W18BC 800	VENTURE LLC, et al.	39	
Super 8 Motel 300 Peartree Lane, Phoenix, OR	1.2	46	381W10 2800	MISTRY, BHAGVATIBEN AND PARBHUBHAI	38	
Alterra Wynwood of Rogue Valley (senior residential care, 95 beds) 3033 Barnett Rd Medford, OR 97504	3.31	85,000		AHC WYNWOOD OF ROGUE VALLEY LLC	25,680	Building square footage from aerial photo; building has three stories. 29 rooms per acre.
NORTHRIDGE CENTER ASSISTED LIVING (65 rooms) 3737 S. Pacific Hwy. Medford Oregon 97501	1.55	32,443	381W09BA 100	RIVERRIDGE MANAGEMENT LLC	20,931	42 rooms per acre.

Appendix E
Comparable Properties
Development Scenario

Fern Valley Interchange Area Management Plan

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
PHOENIX FAMILY DENTISTRY- JC PHY THERAPY 240 FERN VALLEY RD PHOENIX	1.35	3,580	381W09A 201	DOW FAMILY PARTNERSHIP	2,652	
LA CLINICA DEL VALLE FAMILY, 3617 South Pacific Hwy	1.85	15,000	381W04C 1000	HEALTH CARE CENTER INC	8,108	Square footage from staff, 10/15/07
New Horizons Preschool & Daycare 3073 Delta Waters Rd Medford OR 97504- 5834	0.58	3,234	371W09 4401	COSSETTE, DAVID and CATHRYN	5,576	
Griffin Creek Elementary School, 2430 Griffin Creek Road, Medford, OR 97501	9	63,000	382W02CA 200	SCHOOL DISTRICT 549C	7,000	Building square footage from aerial photo; assumes single story.
Phoenix Hills Subdivision	53.44	199	381W10 misc.	Multiple	3.7	Total acres excludes parcels containing canal.
Lear Way Industrial Park, Medford	2.4	30,096	371W07A 70000, 70001, 800001, 800002, 90000, 90001,90002, 90004, 90005	Multiple	12,540	Square footage from assessor's data, acreage measured from aerial photo (10/16/07 e-mail).

Fern Valley Interchange Area Management Plan

Name	Size Acres	Building SF or Units	Maplot No.	Owner	SF/Acre or Units*/Acre	Notes
Industrial buildings, 540 W. DUTTON RD, WHITE CITY	0.64	11,485	361W17AA 201	ROCKWELL, JACOB F, et al.	17,945	Built 1997. See Economic and Community Dev. Dept. listing at link to right.
Industrial buildings, 3112 CRATER LAKE AVE, Medford	0.85	7,140			8,400	See Economic and Community Dev. Dept. listing at link to right.
Industrial buildings, 7675 Agate Rd., White City	4	42,000	361W19A 2200	ANTELOPE AGATE LLC	10,500	See Economic and Community Dev. Dept. listing at link to right.
A-1 Self-Storage 3558 S Pacific Hwy Medford, OR	2.4	22,000	381W09B 3600	DIETZEL REV LIVING TRUST	9,167	

Appendix F

12/17/07

Population, Households, and Employment Forecasts in RVCOG Model
 Fern Valley Interchange Area Management Plan

Transportation Analysis Zone	Population				Households			Employment		
	2002	2008	2015	2030	2008	2015	2030	2008	2015	2030
155	36	44	54	75	17	21	31	4	8	18
156	249	542	884	1616	213	359	671	11	11	11
165	1581	1579	1576	1570	789	789	789	223	226	233
166	595	593	591	587	288	288	288	117	122	128
167	108	114	121	137	47	50	56	12	14	19
500	80	92	106	136	47	52	64	96	108	134
501	10	143	297	629	57	118	249	96	174	342
502	88	88	88	88	40	40	40	6	9	15
503	1003	1032	1065	1137	499	514	547	215	228	257
504	130	140	151	175	77	82	93	35	45	67
505	256	268	283	314	153	159	172	23	31	51
506	401	525	669	979	196	250	366	111	127	161
509	196	212	231	272	91	99	117	60	72	98
511	368	385	404	446	162	171	189	98	110	136
512	231	244	258	290	122	129	143	50	66	98
Source: Rogue Valley Council of Governments, October 18, 2007.										

Appendix G
Effect of Build Alternatives on Land Available for Development
Fern Valley Interchange
(acres)

Analysis Area	Land Used for Right-of-Way by Build Alternative		Right-of-Way Vacated and Added to Adjoining Parcels		Net Reduction in Land Available for Development (Increases in Parentheses)			
	Fern Valley Thru	North Phoenix Thru	Fern Valley Thru	North Phoenix Thru	Fern Valley Thru	North Phoenix Thru	Average	Combined
2	4.1	4.7	1.3	1.3	2.8	3.4	3.1	
3	2.7	2.6	0.8	0.8	1.9	1.8	1.8	
16	0.6	0.6			0.6	0.6	0.6	
17			0.7	0.7	(0.7)	(0.7)	(0.7)	
18	1.3	2.9	0.7	0.7	0.6	2.1	1.4	
19	0.8	0.9			0.8	0.9	0.8	
20	2.3	5.4	0.3	0.4	2.1	5.0	3.6	8.3
21	6.8	4.0	0.6	0.8	6.2	3.2	4.7	
22	0.3			0.2	0.3	(0.2)	0.1	
23	1.3		0.0		1.3	0.0	0.6	
31	1.1	0.7	0.2	0.4	0.9	0.4	0.7	
32	0.3	0.3			0.3	0.3	0.3	
33	0.1	0.2			0.1	0.2	0.2	
34	0.4	0.4			0.4	0.4	0.4	
35	0.2	0.2			0.2	0.2	0.2	
40	0.1	0.1			0.1	0.1	0.1	
41	0.2	0.2			0.2	0.2	0.2	
Total	22.6	23.1	4.6	5.2	18.0	17.8	17.9	