

Appendix H
Possible Allocation of Parcel Budget Trips
TRIP BUDGET
Interchange Area Management Plan
Fern Valley Interchange

6/3/09

TAZ	TAXLOT NO.	TAX LOT SIZE ¹	AREA AVAILABLE FOR DEVELOPMENT (ACRES)								TRIP GENERATION (PM PEAK-HOUR TRIPS)				PARCEL BUDGET	NOTES		
			DEDUCTIONS							RIGHT-OF-WAY VACATION	NET	FROM EXISTING DEVELOPMENT ⁸		FROM FUTURE DEVELOPMENT				
			OCCUPIED ²	PROJECT ROW ³	IRRIGATION CANAL ⁴	FLOOD-PLAIN	STEEP SLOPES ⁵	CUMULATIVE TOTAL ⁶	LOCAL STREETS ⁷			RATE	TRIPS	RATE			TRIPS	
500	381W09A303	3.3	3.3				3.1			3.3		0.0	2	8	NA		8	Holiday RV Park
500	381W09A300	6.7	6.7	0.1			6.4	0.4		6.7		0.0	2	16	NA		16	Holiday RV Park
500	381W09A204	2.6	2.6	0.1			0.9			2.6		0.0	2	6	NA		6	Holiday RV Park
500	381W09A205	6.3	6.3	0.5						6.3		0.0	NA	80	NA		80	Shoppes at Exit 14 & Dutch Bros. Trips from existing development from ODOT traffic model, but trips from Dutch Bros. excluded because project would displace it.
500	381W09A202	2.2	2.2	0.3						2.2		0.0	NA	150	NA		150	McDonald's. Trips from existing development from ODOT traffic model.
500	381W09A2100	0.6		0.3						0.3		0.3	NA	NA	NA		NA	ODOT owns. Assumed to be retained by ODOT.
501	381W09A2200	3.0								0.0	1.2	4.2	NA		10	42	42	N. of La-Z-Boy Furniture. Vacant. Area of vacated N. Phoenix Rd. added.
501	381W09A2300	1.7	1.7							1.7		0.0	0.5	15	NA		15	La-Z-Boy Furniture
501	381W10202	4.1		0.6				1.4		1.5		2.6	NA		10	26	26	N. of Home Depot. Vacant.
501	381W10200	10.4	10.4	1.8						10.4		0.0	2.45	190	NA		190	Home Depot
501	381W10401	3.7	1.2	0.8	0.4			2.4		2.9		0.8	1	1	10	8	9	Only portion within Interchange Business plan designation. Area around house on east side of parcel west of the canal counted as occupied.

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			DEDUCTIONS								RIGHT-OF-WAY VA-CATION	NET	FROM EXISTING DEVELOPMENT ⁸		FROM FUTURE DEVELOPMENT			
			OCCUPIED ²	PROJECT ROW ³	IRRIGATION CANAL ⁴	FLOOD-PLAIN	STEEP SLOPES ⁵	CUMULATIVE TOTAL ⁶	LOCAL STREETS ⁷	RATE			TRIPS	RATE	TRIPS			
501	381W10400	14.6	3.5	4.9			0.2	8.5	1.2	1.5	6.4	1	15	10	64	79	Peterbilt Truck Repair. Paved area and buildings counted as occupied. Area of vacated N. Phoenix Rd. and area no longer needed for interchange added. Trip rate for existing truck repair one-third the rate for automobile repair center.	
501	381W10501	28.0		3.1	0.9		5.7	9.1	3.8	0.8	15.9	NA		10	159	159	Knowlcrest Orchard. Area of vacated N. Phoenix Rd. added.	
501	381W10506	2.0						0.0			2.0	NA		10	20	20	Knowlcrest Orchard	
501	381W10503	0.0						0.0			0.0	NA		10	0	0	Knowlcrest Orchard	
501	381W10500	0.3						0.0		0.3	0.6	NA		10	6	6	Knowlcrest Orchard. Area of vacated N. Phoenix Rd. added.	
501	381W10505	0.4		0.1				0.1			0.3	NA		10	3	3	ODOT owns. Portion not needed for project considered developable.	
501	381W10504	0.0						0.0			0.0	NA		NA		NA	ODOT owns; 910 sq. ft. Assumed to be used for project (for new access to Peterbilt Truck Repair).	
506	381W10CA7500	4.6						0.0			4.6	NA		10	46	46	Neimark property	
506	381W10CA7600	1.3						0.0			1.3	NA		10	13	13	Neimark property	
506	381W102602	1.9	1.7					1.7			0.2	1	15	10	2	17	All but north panhandle considered occupied.	

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			DEDUCTIONS								FROM EXISTING DEVELOPMENT ⁸		FROM FUTURE DEVELOPMENT					
			OCCUPIED ²	PROJECT ROW ³	IRRIGATION CANAL ⁴	FLOOD-PLAIN	STEEP SLOPES ⁵	CUMULATIVE TOTAL ⁶	LOCAL STREETS ⁷	RIGHT-OF-WAY VA-CATION	NET	RATE	TRIPS	RATE			TRIPS	
506	381W102601	3.5	3.5						3.5			0.0		2	NA		2	Manuf. homes sales. Existing trips estimated to be 1 customer arrival or departure and 1 employee
506	381W102801	10.6	10.6						10.6			0.0		152	NA		152	Petro Truck Stop. Trips from
506	381W102800	4.8	3.9						3.9		0.9	0.5	28	10	9	37	Motel 6 and RV park. All but open area in middle considered occupied.	
506	381W10CD200	3.1	3.1					1.1	3.1		0.0	0.3	14	NA		14	Mini-storage	
506	381W10CD100	6.5						4.0	4.0		2.5	NA		10	25	25	Vacant	
506	381W10CD600	0.9						0.9	0.9		0.0	NA		10	0	0	Undeveloped	
505	381W09A201	1.5	0.6	0.3		1.2			1.2		0.3	4	13	10	3	16	Paved area and buildings considered occupied.	
505	381W102901	6.2		0.2		1.4			1.4	0.4	5.2	NA		10	52	52	Area of previous Lumen Rd. right-of way added.	
505	381W103100	0.1							0.0		0.1	NA		10	1	1	Undeveloped. Only portion within Interchange Business plan designation.	
505	381W103200	0.8							0.0		0.8	NA		10	8	8	Undeveloped. Only portion within Interchange Business plan designation.	
504	381W09DA401	0.2	0.2	0.1					0.2		0.0	NA	NA	NA		0	0	Single-family home displaced by project.
504	381W09DA400	0.1	0.1	0.1					0.1		0.0	NA	NA	NA		0	0	Single-family home displaced by project.
504	381W09DA200	1.5		0.0		0.5	0.4		0.8		0.7	NA		10	7	7	Vacant lot	
504	381W09DA500	0.1	0.1	0.0					0.1		0.0	1	1	NA		1	1	Single-family home
504	381W09DA600	0.1	0.1	0.0					0.1		0.0	1	1	NA		1	1	Single-family home
504	381W09DA700	0.1	0.1	0.0					0.1		0.0	1	1	NA		1	1	Single-family home
504	381W09DA800	0.1	0.1	0.0					0.1		0.0	1	1	NA		1	1	Single-family home
504	381W09DA1000	1.1	1.1	0.1		0.1			1.1		0.0	0.5	8	NA		8	8	Bavarian Inn

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504	381W09DA900	0.2	0.2	0.0					0.2			0.0	1	1	NA		1	Single-family home
504	381W09DA1200	1.2		0.1					0.1			1.1	NA		10	11	11	Triangle property
504	381W09DA1100	0.3		0.1					0.1			0.2	NA		10	2	2	
TOTAL		141	63	14	1	14			89	5	4	51		717		507	1,225	
NOTE: The parcel budget trips from future development in this appendix reflect the assumptions underlying the computations. These assumptions include the selection of the N. Phoenix Thru alternative for the Fern Valley Interchange project and that all of the existing right-of-way of N. Phoenix Road not needed for the Fern Valley Interchange Project will be vacated.																		
¹ From Jackson County tax assessment records.																		
² Area occupied by improvements that are in use.																		
³ Estimates of area expected to be acquired for Fern Valley Interchange Project right-of-way. Assumes selection of North Phoenix Thru Alternative. Based on preliminary designs; should be refined based on final design.																		
⁴ Area occupied by irrigation canal and 10-foot buffer on each side.																		
⁵ Slopes of 20 percent or steeper.																		
⁶ To avoid double-counting, includes area deducted as being occupied, within project right-of-way, occupied by an irrigation canal, within the 100-year floodplain, having steep slopes, or a combination of these.																		
⁷ For parcels large enough to require streets for local circulation, 20 percent of area after other deductions.																		
⁸ Reduced based on reductions in parcel size from right-of-way acquisition.																		
Prepared by URS Corp.																		