

MEMORANDUM

Date: December 20, 2024

To: Bryce Bishop
City of Salem
555 Liberty Street SE, Room 325
Salem, Oregon 973091-3513

From: Diego Arguea, PE

Project: Sustainable Fairview Master Plan

Subject: Addendum to *Sustainable Fairview* Element

Project #: 29139



This memorandum presents a modification to the land use assumptions of the *Sustainable Fairview* element of the Sustainable Fairview Master Plan, most recently modified in December 2018. The recently revised *Fairview Hills* element of the Sustainable Fairview Master Plan, prepared and submitted in September 2024, are not being modified in this proposal and thus the 2024 assumptions for the *Fairview Hills* element remain the same¹.

This memorandum documents the decrease in Specialty Retail land uses and increase of Convenience Store land use from those assumptions documented in the December 2018 trip generation memorandum. The changes proposed are expected to result in an increase in new daily trips, but do not result in new transportation impacts identified in the *Area Facilities Plan*. Additional details about the historical and revised trip generation estimates are provided herein.

BACKGROUND

The December 2018 reflects the most recent cumulative documentation of trip generation based on the most recent adopted development scenarios for Phases I, II, III (*Fairview Addition West*), and added the *Fairview Woods Addendum to Fairview Addition West*.

The December 2018 memorandum is included as *Attachment "A."*

¹ The property identified as Simpson Hills was proposed and approved in March 2016 for up to 450 apartments and up to 24,000 square feet of retail land uses. In September 2024, a new land use mix was proposed for the approximately 103 acres of developable area, resulting in a proposed 552 single-family homes (44 attached and 508 detached).

Historical Addenda

The original proposal for *Sustainable Fairview* was prepared in 2009 and included the following land uses:

- Private school with 500 students;
- 50,000 square feet of office space;
- 20,000 square feet of specialty retail commercial space; and,
- 5 acres of City Park space.

A revised proposal was prepared and approved in March 2016, and the assumed land use mix is shown below for informational purposes only.

- 100 single-family homes;
- 100 apartment units;
- 80 condominium/townhouse units;
- Private school with 35 students;
- 60,000 square feet of office space;
- 30,000 square feet of specialty retail commercial space; and,
- 28 acres of City Park space.

Historical Trip Generation

The Pringle Creek Community development (Phase I) generated 1,770 net new daily trips and did not trigger any off-site transportation improvements according to the Area Facilities Plan. Phase II of the development which includes *Fairview Hills*² and *Sustainable Fairview*³ were analyzed together in a trip generation memorandum prepared in February 2012, resulting in approximately 5,190 additional net new daily trips, triggering two off-site transportation improvements based on the Area Facilities Plan. This was revised in the March 2016 analysis and the daily trips increased from 5,190 to 6,290. This was further revised as documented in the December 2018 memorandum; however, the trip generation remained consistent at 6,290 daily trips and no further analysis was prepared.

Phase III of the development, *Fairview Addition West*, was estimated to generate approximately 3,210 additional net new daily trips, and was found to trigger one additional off-site transportation improvements in the Area Facilities Plan.

² Documented in a letter, together with Sustainable Fairview, in February 2012.

³ Originally prepared in 2009 but not documented in a letter until February 2012.

The *Fairview Woods Addendum to Fairview Addition West* added 135 additional daily trips with an addendum in March 2018. This addition was not found to trigger any additional mitigations in the Area Facilities Plan.

Prior to the proposed changes to *Sustainable Fairview* documented in this memorandum, the total cumulative daily trip generation had been documented as 11,405 daily trips based on the most addendum and trip generation documented in the December 2018 memorandum in *Attachment "A."*

Most recently, a revision to the *Fairview Hills* element was proposed in September 2024. This property, previously identified as Simpson Hills, was approved in March 2016 for up to 450 apartments and up to 24,000 square feet of retail land uses. In September 2024, a new land use mix was proposed for the approximately 103 acres of developable area, resulting in a proposed 552 single-family homes (44 attached and 508 detached)⁴. The trip generation increase of 1,210 daily trips resulted in an updated cumulative total of 12,615 trips within the Sustainable Fairview Master Plan Area, exceeding the 12,000 daily-trip threshold for the next Area Facilities Plan project. The Area Facilities Plan identifies one project at the 12,000 daily trip threshold and two additional projects exceeding the 15,000 daily trip threshold⁵; City of Salem engineering staff thus required an operational analysis of Area Facilities Plan projects #8, #12, and #15 to identify the appropriate project that would address future deficiencies triggered by the proposed revision to *Fairview Hills*. The operations analysis found no operational deficiencies for Area Facilities Project #8 (12,000 daily trip trigger) or #15 (17,100 daily trip trigger) and recommends implementation project #12⁶ (15,000 daily trip trigger): installation of signalized traffic control at the Battle Creek Road/Reed Lane intersection.

⁴ At the time of preparation of this letter, this recent proposal has not yet been approved. However, for trip tracking purposes, the analysis assumptions and resulting recommendations are considered herein.

⁵ Refer to *Attachment "B"* for the Area Facilities Plan, *Fourth Administrative Change*.

⁶ While project #12 is not triggered in the Area Facilities Plan until the cumulative daily trips exceeds 15,000, the analysis findings indicated no operational deficiencies at the location for projects #8 (triggered at 12,000 daily trips).

PROPOSED ADDENDUM

This memorandum proposes a modification to the development proposal associated with the Sustainable Fairview Element of Phase II. The proposal includes a reduction of the previously approved 27,000 square feet of commercial development to account for a 4,000 square-foot Convenience Store land use. The historical land use assumptions, addenda, and the current proposal are summarized in Table 1 with the proposed changes in bold text.

Table 1 Historical and Proposed Land Uses – Sustainable Fairview Element of Phase II

Land Use	Years			
	2009	March 2016	December 2018	Current Proposal
Private School	500 Students	35 Students	35 Students	35 Students
Office	50,000 SF	60,000 SF	57,000 SF	74,300 SF
Commercial	20,000 SF	30,000 SF	27,000 SF	4,000 SF
City Park	5 acres	28 acres	28 acres	28 acres
Single-family residential	--	100 homes	100 homes	72 homes
Apartments	--	100 units	180 units	180 units
Townhomes	--	80 units	15 units	28 units
Convenience Store (24 hours) ¹	--	--	--	4,000 SF

SF: Square Feet

¹ 2024 Proposed Land Use

Additional details of the trip generation impact of the *Sustainable Fairview* revision and applicability of the Area Facilities Plan are included in the following sections.

Trip Generation

Kittelson & Associates, Inc. prepared estimates of daily, weekday AM, and weekday PM peak hour vehicle trip ends for the *Sustainable Fairview* part of Phase II of the site development based on empirical observations at similar land uses. These observations are summarized in the standard reference *Trip Generation Manual, 9th Edition*, published by the Institute of Transportation Engineers (Reference 1). This methodology is consistent with previous phases of the Sustainable Fairview Development Plan. Internal trip reductions for each identified land use were based on the mixed-use nature of the proposed development, and the methodology used to calculate the internalization rates are consistent with those in the February 2012 memorandum⁷. The pass-by reduction is only applicable to the retail component of

⁷The *Trip Generation Handbook, 2nd Edition*, published by the Institute of Transportation Engineers (Reference 2) provided the data and methods for estimating internal capture and pass-by for mixed-use developments.

the development; as such, pass-by trips were deducted from the net external trips generated by the retail use.

As the data represented in the ITE standard reference manual is primarily collected at suburban locations with little or no transit service and minimal pedestrian or bicycle facilities, the cumulative addition of trips generated by ITE rates for all individual land uses likely overestimates the vehicle trip generation of the proposed mixed-use development. To account for the multi-modal aspects of the proposed development, net external trips were reduced by ten percent. This reduction is consistent with the Transportation Planning Rule (TPR, Reference 3) policies and has been accepted by the City of Salem in previous development phases.

After reducing trips further to account for multi-modal nature of the site, net new primary trips were calculated for the site. These are trips that are subject to the maximum thresholds established within the Area Facilities Plan.

Table 2 summarizes the estimated revised site trip generation during a typical weekday as well as during the weekday AM and PM peak hours for the *Sustainable Fairview* part of Phase II of the development. Note that the shaded-out trip generation for Fairview Hills is consistent with the recent September 2024 revision and remains unchanged for this *Sustainable Fairview* element. The changes to the most recent December 2018 land use assumptions are shown in bold text. All trips in Table 2 have been rounded to the nearest five trips (daily trips rounded to the nearest 10 trips).

Table 2 Phase II Sustainable Fairview Revision Estimated Trip Generation

Land Use	ITE Code	Size (SF/units)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Fairview Hills (September 2024 revision – no change proposed)									
Single Family Home <i>Internal Trips (5%)</i>	210	508 units	4,640 (230)	365 (20)	90 (5)	275 (15)	455 (25)	285 (15)	170 (10)
Residential Condo/Townhouse <i>Internal Trips (5%)</i>	230	44 units	310 (20)	20 (0)	5 (0)	15 (0)	30 (0)	20 (0)	10 (0)
Sustainable Fairview (proposed revision from December 2018)									
Detached Single Family Housing <i>Internal Trips (4%)</i>	210	100	950 (40)	75 (0)	20 (0)	55 (0)	100 (5)	65 (5)	35 (0)
Apartment <i>Internal Trips (4%)</i>	220	180	1,210 (50)	90 (0)	20 (0)	70 (0)	110 (5)	70 (5)	40 (0)
Residential Condo/Townhouse <i>Internal Trips (4%)</i>	230	15	90 (0)	5 (0)	0 (0)	5 (0)	10 (0)	5 (0)	5 (0)
Private School (K-8) <i>Internal Trips (4%)</i>	534	35 students	80 ¹ (0)	35 (0)	20 (0)	15 (0)	15 (0)	5 (0)	10 (0)
General Office <i>Internal Trips (4%)</i>	710	57,000 SF	630 (30)	90 (5)	80 (5)	10 (0)	85 (5)	15 (0)	70 (5)
Specialty Retail <i>Pass-By (34%)²</i>	814	4,000 SF	180 (60)	0 (0)	0 (0)	0 (0)	30 (10)	15 (5)	15 (5)
Convenience Store (24 hours) <i>Pass-By (61%)</i>	851	4,000 SF	2,950 (1,800)	270 (160)	135 (80)	135 (80)	210 (130)	105 (65)	105 (65)
City Park ³ <i>Internal Trips (4%)</i>	411	28 acres	50 (0)	5 (0)	5 (0)	- (0)	5 (0)	- (0)	5 (0)
Total Site-Generated Trips (Fairview Hills + Sustainable Fairview)			11,090	955	375	580	1,050	585	465
<i>Internal Reduction</i>			<i>(370)</i>	<i>(25)</i>	<i>(10)</i>	<i>(15)</i>	<i>(40)</i>	<i>(25)</i>	<i>(15)</i>
<i>10% TPR Reduction for Multi-Modal</i>			<i>(1,070)</i>	<i>(90)</i>	<i>(35)</i>	<i>(55)</i>	<i>(100)</i>	<i>(55)</i>	<i>(45)</i>
<i>Pass-by Reduction</i>			<i>(1,860)</i>	<i>(160)</i>	<i>(80)</i>	<i>(80)</i>	<i>(140)</i>	<i>(70)</i>	<i>(70)</i>
Net New Trips			7,790	680	250	430	770	435	335

¹ Daily trips estimated based on the relationship of p.m. peak hour trips to daily trips of ITE #530 (Elementary School). No daily trip data is available for ITE #534.

² Pass-by rate taken from ITE #820. No pass-by rate is available for ITE #814.

³ No ITE data is provided for a.m. or p.m. peak hours. For typical weekday a.m. and p.m. peak hours, approximately 10% of the daily trip generation is assumed.

As shown in Table 2, the revised development proposal is anticipated to generate approximately 7,790 daily trips. As detailed in the following sections, this reflects an increase of approximately 290 daily trips over the September 2024 *Fairview Hills* (combined with *Sustainable Fairview*) proposal, which was documented to generate 7,500 daily trips.

CUMULATIVE TRIP TRACKING

The revised trip generation shown in Table 2 was applied to the cumulative total to calculate a net new total cumulative trip generated by the proposed land uses. The cumulative trips have been rounded (daily trips were rounded to the nearest ten trips and the hourly trips were rounded to the nearest five trips, consistent with previous updates to the *Sustainable Fairview* development) and are summarized together with previous phases of development in Table 3 below. For reference, the revised trips in Table 3 are shown in bold text.

Table 3 Cumulative Sustainable Fairview Estimated Trip Generation (September 2024)

Land Use	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Phase I – September 2005, <i>Pringle Creek</i>	1,770	140	40	100	160	95	65
Phase II –<i>Fairview Hills & Sustainable Fairview</i> (Sept 2024 Revision)	7,500	595	205	390	750	420	330
Phase III – June 2014, <i>Fairview Addition West</i>	3,210	235	60	175	330	205	125
<i>Fairview Woods Refinement Plan</i> (March 2018)	135	10	5	5	15	10	5
Cumulative Net Total Trips	12,615	980	310	670	1,255	730	525

As stated previously under the Historical Trip Generation section and summarized in Table 3, the previously proposed development total cumulative daily trip generation is 12,615 daily trips. With the revised proposal for *Sustainable Fairview*, this estimate increases by 290 to a total of 12,905 daily trips, shown below in Table 4.

Table 4 Cumulative Sustainable Fairview Estimated Trip Generation (November 2024 Revision)

Land Use	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Phase I – September 2005, <i>Pringle Creek</i>	1,770	140	40	100	160	95	65
Phase II –<i>Fairview Hills & Sustainable Fairview</i> (Nov 2024 Revision)	7,790	680	250	430	770	435	335
Phase III – June 2014, <i>Fairview Addition West</i>	3,210	235	60	175	330	205	125
<i>Fairview Woods Refinement Plan</i> (March 2018)	135	10	5	5	15	10	5
Cumulative Net Total Trips	12,905	1,065	355	710	1,275	745	530

AREA FACILITIES PLAN

Previous development teams and City of Salem staff collectively developed an Area Facilities Plan for the Sustainable Fairview Master Plan that identifies specific required public improvements and the trigger for each improvement. For consistency with previous trip generation updates, only the transportation improvements are identified in Table 5 below (the complete Plan is included in *Attachment "B"*).

Table 5 Area Facilities Plan, Transportation Projects (*Fourth Administrative Change*)

Area Facilities Plan				
	Required Public Improvements	Estimated Cost in 2004 Dollars	Trigger	Estimated Start
8	Transportation: Madrona Avenue SE/Fairview Industrial Drive SE. This improvement calls for the construction of an additional westbound left-turn lane from Madrona Avenue SE to southbound Fairview Industrial Drive SE. An additional southbound lane on Fairview Industrial Drive SE must also be constructed to receive the dual left-turn lanes, and shall terminate as a southbound right-turn lane at the intersection with Strong Road SE. Costs of right-of-way acquisition is included in the estimate. (FN 3)	\$2,300,000	12,000 total daily vehicle trips	9/1/2011
12	Transportation: Battle Creek Road SE/Reed Lane SE. Construction of a signal and a southbound left-turn lane on Battle Creek Road SE is required. Minimal right-of-way is required to accommodate this improvement and acquisition is included in the cost estimate.	\$500,000	15,000 total daily vehicle trips	6/1/2013
13	Transportation: Fairview Industrial Drive SE/Strong Road SE. This improvement calls for the construction of a traffic signal at this intersection. Minimal right-of-way is required to accommodate this improvement and is included in the estimate.	\$350,000	15,000 total daily vehicle trips	6/1/2013
14	Transportation: Traffic signal at unspecified location on Pringle Road SE/Battle Creek Road SE.	\$300,000	After 15,000 total daily trips and when circumstances warrant the signal	7/1/2013
15	Transportation: Reed Road SE/Fairview Industrial Drive SE. Restripe the southbound approach and add separate right turn lane (or consider a roundabout).	\$200,000	17,100 total daily vehicle trips	7/1/2013
16	Transportation: Construction of the Pringle Road SE/Battle Creek Road SE street improvements discussed in Section 7 of the Improvement Agreement recorded on Reel 3690, Page 289 of the records of Marion County.		Development of the property identified in the Improvement Agreement.	

Fourth Administrative Change to the Infrastructure Agreement—Page 6 of 9
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Note: Project #8 previously evaluated in September 2024 Traffic Impact Analysis and no operational deficiencies were identified.

As shown in Table 5, the most recent public improvement was triggered previously at the 12,000 daily trip trigger, reflecting Project #8. As documented under the *Historical Trip Generation* section of this memorandum, recent analysis (September 2024) indicates that no operational deficiencies were identified that would necessitate Project #8 (triggered at 12,000 cumulative daily trips) and, Project #12 was recommended instead.

Based on the current proposed modification, the number of cumulative daily trips is estimated to increase from 12,615 to 12,905. As such, there is thus no change to the mitigation triggers with the revised development as proposed for *Sustainable Fairview* as presented in this memorandum

CONCLUSION

The next transportation improvement is not triggered until the cumulative Master Plan development reaches 15,000 daily net new trips. Given that the net increase in cumulative trips is estimated to be 290 daily trips, resulting in a revised cumulative total of 12,905 daily trips, no further transportation analysis or improvements are recommended.

We trust this memorandum addresses the revised trip generation associated with the revision of land uses for the *Sustainable Fairview* element of the Phase II development. If you any questions, please call us at (503) 228-5230.

REFERENCES

1. Institute of Transportation Engineers. *Trip Generation, 9th Edition*. 2012.
2. Institute of Transportation Engineers. *Trip Generation Handbook*. 2004.
3. Department of Land Conservation and Development. *Oregon Administrative Rules: Transportation Planning Rule 660-012-0055(6)(a)*.

ATTACHMENTS

Attachment "A" – December 2018 Trip Generation Assessment

Attachment "B" – Sustainable Fairview Development Area Facilities Plan

Attachment A
December 2018 Trip
Generation Assessment

MEMORANDUM

Date: December 5, 2018

Project #: 23528

To: Bryce Bishop
City of Salem
555 Liberty Street SE, Room 325
Salem, Oregon 973091-3513

From: Diego Arguea, PE, and Brian Dunn, PE

Project: Sustainable Fairview Development

Subject: Addendum to *Sustainable Fairview* Element of Phase II

This memorandum presents a trip generation addendum for the *Sustainable Fairview* element of the Phase II development of the Sustainable Fairview Development Plan.

The most recent memorandum, prepared in August 2018, included the cumulative documentation of trip generation based on the most recent adopted development scenarios for Phases I, II, III (*Fairview Addition West*), and added the *Fairview Woods Addendum to Fairview Addition West*. The August 2018 memorandum is included as *Attachment "A."*

HISTORICAL ADDENDA

This memorandum proposes a modification to the development proposal associated with Phase II of the development, specifically the *Sustainable Fairview* part of Phase II. The original proposal for *Sustainable Fairview* was prepared in 2009 and included the following land uses:

- Private school with 500 students;
- 50,000 square feet of office space;
- 20,000 square feet of specialty retail commercial space; and,
- 5 acres of City Park space.

A revised proposal was prepared and approved in March 2016, and the assumed land use mix is shown below for informational purposes only.

- 100 single-family homes;
- 100 apartment units;

- 80 condominium/townhouse units;
- Private school with 35 students;
- 60,000 square feet of office space;
- 30,000 square feet of specialty retail commercial space; and,
- 28 acres of City Park space.

The above revision (March 2016) resulted in an increase of 1,100 daily trips over the prior 5,190, resulting in a net total daily trips of 6,290 after the June 2014 revision. *The March 2016 memorandum is included in Attachment "B" for reference.*

HISTORICAL TRIP GENERATION

The Pringle Creek Community development (Phase I) generated 1,770 net new daily trips and did not trigger any off-site transportation improvements according to the Area Facilities Plan (*Attachment "C"*). Phase II of the development which includes *Fairview Hills*¹ and *Sustainable Fairview*² were analyzed together in a trip generation memorandum prepared in February 2012, resulting in approximately 5,190 additional net new daily trips, triggering two off-site transportation improvements based on the Area Facilities Plan. This was revised in the March 2016 analysis and the daily trips increased from 5,190 to 6,290

Phase III of the development, *Fairview Addition West*, was estimated to generate approximately 3,210 additional net new daily trips, and was found to trigger one additional off-site transportation improvements in the Area Facilities Plan.

Finally, most recently (March 2018), the *Fairview Woods Addendum to Fairview Addition West* added 135 additional daily trips. This addition was not found to trigger any additional mitigations in the Area Facilities Plan.

Prior to the proposed changes to *Sustainable Fairview* documented in this memorandum, the total cumulative daily trip generation had been documented as 11,405 daily trips. As described previously, this historical trip generation is included in the August 2018 memorandum in *Attachment "A."*

¹ Documented in a letter, together with Sustainable Fairview, in February 2012.

² Originally prepared in 2009 but not documented in a letter until February 2012.

PROPOSED ADDENDUM

The revised land use mix included in this analysis is summarized below.

- 100 single-family homes;
- 180 apartment units;
- 15 condominium/townhouse units;
- Private school with 35 students;
- 57,000 square feet of office space;
- 27,000 square feet of specialty retail commercial space; and,
- 28 acres of City Park space.

This memorandum documents the expected change in trip generation as a result of a modification to the March 2016 plan for *Sustainable Fairview*, and documents which, if any, additional transportation improvements identified in the development's Area Facilities Plan may be triggered as a result.

REVISED TRIP GENERATION – SUSTAINABLE FAIRVIEW

Kittelson & Associates, Inc. prepared estimates of daily, weekday AM, and weekday PM peak hour vehicle trip ends for the *Sustainable Fairview* part of Phase II of the site development based on empirical observations at similar land uses. These observations are summarized in the standard reference *Trip Generation Manual, 9th Edition*, published by the Institute of Transportation Engineers (Reference 1). This methodology is consistent with previous phases of the Sustainable Fairview Development Plan. Internal trip reductions for each identified land use were based on the mixed-use nature of the proposed development, and the methodology used to calculate the internalization rates are consistent with those in the February 2012 memorandum³. The pass-by reduction is only applicable to the retail component of the development; as such, pass-by trips were deducted from the net external trips generated by the retail use.

As the data represented in the ITE standard reference manual is primarily collected at suburban locations with little or no transit service and minimal pedestrian or bicycle facilities, the cumulative addition of trips generated by ITE rates for all individual land uses likely overestimates the vehicle trip generation of the proposed mixed-use development. To account for the multi-modal aspects of the proposed development, net external trips were reduced by ten percent. This reduction is consistent with the Transportation Planning Rule (TPR, Reference 3) policies and has been accepted by the City of Salem in previous development phases.

³The *Trip Generation Handbook, 2nd Edition*, published by the Institute of Transportation Engineers (Reference 2) provided the data and methods for estimating internal capture and pass-by for mixed-use developments.

After reducing trips further to account for multi-modal nature of the site, net new primary trips were calculated for the site. These are trips that are subject to the maximum thresholds established within the Area Facilities Plan.

Table 1 summarizes the estimated revised site trip generation during a typical weekday as well as during the weekday AM and PM peak hours for the *Sustainable Fairview* part of Phase II of the development. Note that the shaded-out trip generation for Fairview Hills is the same as that originally documented and no modification to Fairview Hills is proposed. All trips in Table 1 have been rounded to the nearest five trips (daily trips rounded to the nearest 10 trips).

Table 1 Phase II (2018 Sustainable Fairview revision) Estimated Trip Generation

Land Use	ITE Code	Size (SF/units)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Fairview Hills (original trip generation)									
Apartment <i>Internal Trips (5%)</i>	220	450 units	2,850 (140)	225 (10)	45 (5)	180 (5)	280 (10)	180 (5)	100 (5)
Shopping Center <i>Pass-by Trips (5%)</i>	820	24,000 SF	1,030 (350)	25 (10)	15 (5)	10 (5)	90 (30)	45 (15)	45 (15)
Sustainable Fairview (revised from March 2016)									
Detached Single Family Housing <i>Internal Trips (4%)</i>	210	100	950 (40)	75 (0)	20 (0)	55 (0)	100 (5)	65 (5)	35 (0)
Apartment <i>Internal Trips (4%)</i>	220	180	1,210 (50)	90 (0)	20 (0)	70 (0)	110 (5)	70 (5)	40 (0)
Residential Condo/Townhouse <i>Internal Trips (4%)</i>	230	15	90 (0)	5 (0)	0 (0)	5 (0)	10 (0)	5 (0)	5 (0)
Private School (K-8) <i>Internal Trips (4%)</i>	534	35 students	80 ¹ (0)	35 (0)	20 (0)	15 (0)	15 (0)	5 (0)	10 (0)
General Office <i>Internal Trips (4%)</i>	710	57,000 SF	630 (30)	90 (5)	80 (5)	10 (0)	85 (5)	15 (0)	70 (5)
Specialty Retail <i>Pass-By (34%)²</i>	814	27,000 SF	1,200 (410)	0 (0)	0 (0)	0 (0)	95 (30)	40 (15)	55 (20)
City Park ³ <i>Internal Trips (4%)</i>	411	28 acres	50 (0)	5 (0)	5 (0)	- (0)	5 (0)	5 (0)	- (0)
Total Site-Generated Trips (Fairview Hills + Sustainable Fairview)			8,090	550	205	345	790	430	360
<i>Internal Reduction</i>			<i>(260)</i>	<i>(15)</i>	<i>(10)</i>	<i>(5)</i>	<i>(25)</i>	<i>(15)</i>	<i>(10)</i>
<i>10% TPR Reduction for Multi-Modal</i>			<i>(780)</i>	<i>(55)</i>	<i>(20)</i>	<i>(35)</i>	<i>(75)</i>	<i>(40)</i>	<i>(35)</i>
<i>Pass-by Reduction</i>			<i>(760)</i>	<i>(10)</i>	<i>(5)</i>	<i>(5)</i>	<i>(65)</i>	<i>(30)</i>	<i>(35)</i>
Net New Trips			6,290	470	170	300	625	345	280

¹ Daily trips estimated based on the relationship of p.m. peak hour trips to daily trips of ITE #530 (Elementary School). No daily trip data is available for ITE #534.

² Pass-by rate taken from ITE #820. No pass-by rate is available for ITE #814.

³ No ITE data is provided for a.m. or p.m. peak hours. For typical weekday a.m. and p.m. peak hours, approximately 10% of the daily trip generation is assumed.

As shown in Table 1, the revised development proposal is anticipated to generate approximately 6,290 net new daily trips. As stated previously, the most recently revised and approved *Sustainable Fairview* (combined with *Fairview Hills*) proposal was also estimated to generate 6,290 daily trips. As such, the revised development proposal for the Sustainable Fairview development is expected to result in no net increase of daily trips.

CUMULATIVE TRIP GENERATION FOR SUSTAINABLE FAIRVIEW MASTER PLAN

The revised trip generation shown in Table 1 was applied to the cumulative total to calculate a new total cumulative trips generated by the proposed land uses. The cumulative trips have been rounded (daily trips were rounded to the nearest ten trips and the hourly trips were rounded to the nearest five trips, consistent with previous updates to the Sustainable Fairview development) and are summarized together with previous phases of development in Table 2 below. For reference, the revised trips are shown in bold text.

Table 2 Cumulative Sustainable Fairview Estimated Trip Generation

Land Use	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Phase I – September 2005, <i>Pringle Creek</i>	1,770	140	40	100	160	95	65
Phase II – <i>Fairview Hills & Sustainable Fairview</i> (Nov 2018 Revision)	6,290	470	170	300	625	345	280
Phase III – June 2014, <i>Fairview Addition West</i>	3,210	235	60	175	330	205	125
<i>Fairview Woods Refinement Plan</i> (March 2018)	135	10	5	5	15	10	5
Cumulative Net Total Trips	11,405	855	275	580	1,130	655	475

As stated previously under the Historical Trip Generation section, the previously proposed development total cumulative daily trip generation had been documented as 11,405 daily trips. With the revised proposal for Phase II *Sustainable Fairview*, this estimate is estimated to remain the same.

AREA FACILITIES PLAN

Previous development teams and City of Salem staff collectively developed an Area Facilities Plan for the entire Sustainable Fairview development to identify specific required public improvements and the trigger for each improvement. Based on recent conversations with City staff, the project team understands that the Area Facilities Plan is currently being reevaluated and the original identified improvements may not be applicable, and some improvements may have already been constructed. For consistency with previous trip generation updates, however, the identified Area Facilities Plan improvements that would otherwise be triggered by phased development are identified in Table 3 below.

Table 3 Area Facilities Plan – Anticipated Off-Site Improvements

Required Public Improvement	Trigger (Net New Daily Trips)	Estimated Cost ¹	Estimated Start
<u>Transportation</u> 25th Street SE/Madrona Avenue SE. This improvement calls for Madrona Avenue SE to be realigned with 25 th Street SE and Airway Drive SE realigned with Madrona Avenue SE. The new Madrona Avenue SE/25 th Street SE intersection shall also be signalized. Madrona Avenue SE will be widened to a five-lane cross-section east of the railroad track to 25 th Street SE. Right-of-way acquisition is required and/or included in the cost estimate.	8,000	\$175,000	7/1/2010
<u>Transportation</u> Madrona Avenue/Fairview Industrial Drive SE. This improvement calls for the construction of an additional westbound left-turn lane from Madrona Avenue SE to southbound Fairview Industrial Drive SE. An additional southbound lane on Fairview Industrial Drive SE must also be constructed to receive the dual left-turn lanes, and shall terminate as a southbound right-turn lane at the intersection with Strong Road SE. Costs of right-of-way acquisition is included in the estimate.	12,000	\$2,300,000	9/1/2011

¹ Cost estimates in year 2004 dollars

As shown in Table 3, the most recent public improvement was triggered previously at the 8,000 daily trip trigger. The next transportation improvement is not triggered until the development reaches 12,000 net new daily trips (see *Attachment "C"*). There is thus no change to the mitigation triggers with the revised development as proposed for *Sustainable Fairview* as presented in this memorandum.

We trust this memorandum addresses the revised trip generation associated with the revision of land uses for the *Sustainable Fairview* element of the Phase II development. If you any questions, please call us at (503) 228-5230.

REFERENCES

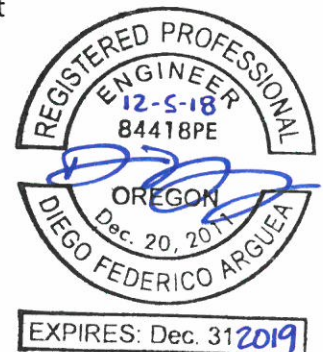
1. Institute of Transportation Engineers. *Trip Generation, 9th Edition*. 2012.
2. Institute of Transportation Engineers. *Trip Generation Handbook*. 2004.
3. Department of Land Conservation and Development. *Oregon Administrative Rules: Transportation Planning Rule 660-012-0055(6)(a)*.

ATTACHMENTS

Attachment "A" – August 2018 Fairview Woods Addendum to Fairview Addition West

Attachment "B" – Addendum to *Sustainable Fairview* Element of Phase II

Attachment "C" – Sustainable Fairview Development Area Facilities Plan



Attachment B
Sustainable Fairview Development
Area Facilities Plan

FOURTH ADMINISTRATIVE CHANGE TO INFRASTRUCTURE AGREEMENT

This is the Fourth Administrative Change to that certain Infrastructure Agreement between the City of Salem, an Oregon municipal corporation, 555 Liberty Street SE, Salem, Oregon 97301 (City), and Sustainable Fairview Associates, LLC, an Oregon limited liability company, 1795 Cottage Street NE, Salem, Oregon 97301 (Developer), together referred to as the Parties.

RECITALS:

1. On September 20, 2005, City, Developer, and Sustainable Investments, LLC, an Oregon limited liability company (SI), entered into an Infrastructure Agreement for the Fairview Development District (District), recorded in Marion County, Oregon, on Reel 2540, Page 426 (Infrastructure Agreement).
2. On June 4, 2010, the Parties executed the First Administrative Change to the Infrastructure Agreement. On May 28, 2011, the Parties executed the Second Administrative Change to the Infrastructure Agreement. On August 6, 2014, the Parties executed the Third Administrative Change to the Infrastructure Agreement.
3. Section 21 of the Infrastructure Agreement, as amended by the Third Administrative Change, allows the City's Public Works Director (Director) to make administrative changes to the Infrastructure Agreement that adds, removes, or modifies a project that is within the boundary of the area described in Attachment H.
4. The City has determined it would be beneficial to add a project within the District boundary described in Attachment H as a Required Project under Section 8 of the Infrastructure Agreement.

NOW THEREFORE, in consideration of the mutual covenants set forth herein, Developer and City agree as follows:

New text is indicated by underline.

1. Section 8(b)(1)(C) of the Infrastructure Agreement is amended as follows:

"Developer and SI shall construct all boundary streets and all internal streets within the Property, as more fully described in the UGA permit, and as set out in any Refinement Plans, or other land use approvals. The City plans to reclassify Strong Road SE as a

After recording, return to:
City of Salem Recorder's Office
555 Liberty Street SE Room 205
Salem OR 97301

collector street. The Developer and SI shall construct required boundary street improvements on Strong Road SE to collector street standards. If funds are available, the City, at its sole discretion, may use Infrastructure Fees collected pursuant to this Agreement to construct boundary street improvements, where the City finds that such improvements will enhance public safety and transportation infrastructure in the Fairview Development District.

2. Section 8(a)(1) of the Infrastructure Agreement is amended by adding the following project to the Transportation Required Projects list:

Pringle Road SE/Battle Creek Road SE

3. Section 9(a) of the Infrastructure Agreement is amended by adding the following Required Water System Improvements:

Water Master Plan Facilities within the Fairview Development District Boundary

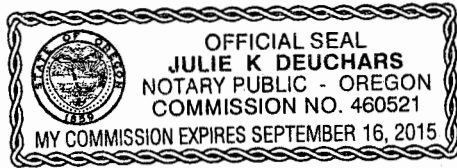
4. Second Amended Attachment D is deleted and replaced with Third Amended Attachment D, which is attached hereto and incorporated herein by reference.
5. This Fourth Administrative Change shall not, and shall not be deemed to, increase the amount of the Infrastructure Fee to be paid pursuant to the order forming the Development District, notwithstanding the fact that the overall cost of projects listed in Third Amended Attachment D is greater than the overall cost of projects listed in the original Attachment D.
6. Except as modified by this Fourth Administrative Change to the Infrastructure Agreement, the terms and conditions of the Infrastructure Agreement as amended by the First Administrative Change, the Second Administrative Change, including the Area Facilities Plan, which Second Administrative Change modifies, and the Third Administrative Change to the Infrastructure Agreement remain in full force and effect.

CITY OF SALEM, an Oregon municipal corporation

Kacey Duncan
Kacey Duncan, Interim City Manager

STATE OF OREGON)
) ss.
County of Marion)

This instrument was acknowledged before me on June 4, 2015,
by Kacey Duncan, as Interim City Manager of the City of Salem, an Oregon municipal corporation.



Julie K Deuchars
Notary Public—State of Oregon
My commission expires: 9-16-15

Third Amended Attachment D

Area Facilities Plan				
	Required Public Improvements	Estimated Cost in 2004 Dollars	Trigger	Estimated Start
1	Water: S1 Water main Pringle Road SE to Reed Road SE 4,500 ft. x 16 in.	\$400,000	Any development within SFA or Simpson Hills	4/1/2010
2	Transportation: Battle Creek Road SE/Kuebler Boulevard SE. Construction of eastbound right-turn lane. Construction can be accommodated within existing right-of-way. Traffic signal modifications to allow protected/permitted left turns and right turn overlap phasing are also required.	\$150,000	2,000 total daily vehicle trips (FN 1)	6/1/2006
3	Water: S1 16-inch water main from intersection of Strong Road SE/Reed Road SE to intersection of Marietta Street SE/27 th Street SE.	\$700,000		
4	Water: Coburn Pump Station 3,000 GPM S-1 and control building.	\$1,000,000	First Floor Construction Above Elevation 278	6/1/2007
5	Transportation: 25th Street SE/Madrona Avenue SE. The improvement calls for Madrona Avenue SE to be realigned with 25th Street SE and Airway Drive SE realigned with Madrona Avenue SE. The new Madrona Avenue SE/25th Street SE intersection shall also be signalized. Madrona Avenue SE will be widened to a five-lane cross-section east of the railroad track to 25th Street SE. Right-of-way acquisition is required and or included in the cost estimate. (FN 2)	\$3,000,000	6,000 total daily vehicle trips	6/1/2008

Third Amended Attachment D

Area Facilities Plan				
	Required Public Improvements	Estimated Cost in 2004 Dollars	Trigger	Estimated Start
6	Parks: Acquire five-acre neighborhood park site, within the development.	\$500,000	When funds have accumulated	6/1/2010
7	Transportation: Commercial Street SE/Madrona Avenue SE. The developer is required to construct a westbound right-turn lane at this intersection. No right-of-way acquisition is required for this improvement.	\$175,000	8,000 total daily vehicle trips	7/1/2010
8	Transportation: Madrona Avenue SE/Fairview Industrial Drive SE. This improvement calls for the construction of an additional westbound left-turn lane from Madrona Avenue SE to southbound Fairview Industrial Drive SE. An additional southbound lane on Fairview Industrial Drive SE must also be constructed to receive the dual left-turn lanes, and shall terminate as a southbound right-turn lane at the intersection with Strong Road SE. Costs of right-of-way acquisition is included in the estimate. (FN 3)	\$2,300,000	12,000 total daily vehicle trips	9/1/2011
9	Water: Coburn connecting lines. S-1 Master Plan trunk lines.	\$250,000	When funds have accumulated	9/1/2011
10	Water: Coburn Reservoir. S-1, 3.2 million gallon concrete reservoir.	\$2,500,000	When funds have accumulated	6/1/2012
11	Parks: Develop neighborhood park on land previously acquired to master plan standards.	\$500,000	When funds have accumulated	6/1/2013

Third Amended Attachment D

Area Facilities Plan				
	Required Public Improvements	Estimated Cost in 2004 Dollars	Trigger	Estimated Start
12	Transportation: Battle Creek Road SE/Reed Lane SE. Construction of a signal and a southbound left-turn lane on Battle Creek Road SE is required. Minimal right-of-way is required to accommodate this improvement and acquisition is included in the cost estimate.	\$500,000	15,000 total daily vehicle trips	6/1/2013
13	Transportation: Fairview Industrial Drive SE/Strong Road SE. This improvement calls for the construction of a traffic signal at this intersection. Minimal right-of-way is required to accommodate this improvement and is included in the estimate.	\$350,000	15,000 total daily vehicle trips	6/1/2013
14	Transportation: Traffic signal at unspecified location on Pringle Road SE/Battle Creek Road SE.	\$300,000	After 15,000 total daily trips and when circumstances warrant the signal	7/1/2013
15	Transportation: Reed Road SE/Fairview Industrial Drive SE. Restripe the southbound approach and add separate right turn lane (or consider a roundabout).	\$200,000	17,100 total daily vehicle trips	7/1/2013
16	Transportation: Construction of the Pringle Road SE/Battle Creek Road SE street improvements discussed in Section 7 of the Improvement Agreement recorded on Reel 3690, Page 289 of the records of Marion County.		Development of the property identified in the Improvement Agreement.	

Third Amended Attachment D

Area Facilities Plan				
	Required Public Improvements	Estimated Cost in 2004 Dollars	Trigger	Estimated Start
17	Water: Construction of oversize facilities called for by the 2007 City of Salem Water System Master Plan within the Fairview Development District Boundary.		Development of property in the District where the City's water master plan calls for additional public infrastructure	
19	City Administration Fee:	\$314,100	Payable after City makes its 60 percent share payment for Reservoir	9/1/2013
	Total:	\$13,139,100		

Third Amended Attachment D

	Repayments/Exemption Value	Estimated Cost in 2004 Dollars	Trigger	Estimated Start
1	Add Back from City: 60 percent share of Coburn Reservoir, Pump Station, and connecting lines to be paid from City water revenues.	\$2,250,000		7/1/2013
2	Existing Capacity Payments: Payment to the City CIP account from Phase 1.	\$245,550	If funds are available	9/1/2013
3	Existing Capacity Payments: Payment to the City CIP account from Phase 2.	\$310,467	If funds are available	9/1/2013
4	Existing Capacity Payment: Payment to City CIP accounts from Phase 3.	\$1,831,649	If funds are available	11/1/2015
5	Prior Trip Redevelopment Exemption Value: Payment to SFA for credits from vehicle trips of prior development (6,770 trips at \$190 per trip).	\$1,286,300	If funds are available	12/1/2015
6	Prior Sewer Use Redevelopment Exemption Value: Payment to SFA for prior sewer use.	\$250,000		9/1/2016
Total Estimated Repayments/Exemption		\$3,923,966		
Total Estimated City Payment to Account for Reservoir		\$2,250,000		

Third Amended Attachment D

	Supplemental Projects	Estimated Cost in 2004 Dollars	Trigger	Estimated Start
1	Transportation: Pringle Road SE/Ewald Avenue SE, install traffic signal.	\$355,000	If funds are available	7/1/2016
2	Transportation: Battle Creek Road SE/Kuebler Boulevard SE, construct northbound and southbound right turn lanes. Protected signal leads added to all intersection approaches.	\$575,000	If funds are available	7/1/2017
3	Transportation: Madrona Avenue SE/Pringle Road SE, construct northbound and southbound through lanes.	\$1,250,000	If funds are available	7/1/2018
Total Supplemental Projects		\$2,180,000		

(FN 1) If funds are available in the Trust account prior to the stated Trigger, then the project will be built with available funds, ahead of the Trigger. This applies to all Required Public Improvements.

(FN 2) Widening of Madrona Avenue SE at 25th Street SE to five lanes may trigger the need for equipment upgrades, relocations, and/or other improvements to the Southern Pacific Railroad crossing located approximately 1,900 feet west of the current 25th Street SE/Madrona Avenue SE intersection. It is unlikely that ODOT Rail would require such modifications due to this improvement. Such modifications are much more likely to be required for the Madrona Avenue SE/Fairview Industrial Drive SE intersection improvement outlined below. Because of these reasons and the preliminary nature of this conceptual design, costs associated with such modifications to the existing railroad crossing are not included in this estimate.

FN 3) In order to accommodate a second westbound left-turn lane at this intersection, it may be necessary to reconfigure/update the Southern Pacific railroad crossing on Madrona Avenue SE, located approximately 650 feet east of the intersection. Due to the likelihood of ODOT Rail gates, partial reconstruction, and interconnection to prevent possible queue spillbacks over the tracks when a train is approaching would be required in conjunction with this improvement. The cost of work related to the railroad crossing is estimated to be approximately \$500,000, and is included in this cost estimate.

REEL: 3713

PAGE: 211

June 26, 2015, 09:29 am.

CONTROL #: 387505

State of Oregon
County of Marion

I hereby certify that the attached instrument was received and duly recorded by me in Marion County records:

FEE: \$ 86.00

BILL BURGESS
COUNTY CLERK

THIS IS NOT AN INVOICE.