

TO: PLANNING COMMISSION

**FROM: LISA ANDERSON-OGILVIE, AICP
DEPUTY COMMUNITY DEVELOPMENT DIRECTOR AND
PLANNING ADMINISTRATOR**

**SUBJECT: APPEAL OF PLANNING ADMINISTRATOR DECISION APPROVING
FAIRVIEW REFINEMENT PLAN MINOR AMENDMENT CASE NO.
FRPA21-01; AMENDING THE PRINGLE CREEK COMMUNITY
REFINEMENT PLAN**

ISSUE

Should the Planning Commission affirm, modify, or reverse the decision of the Planning Administrator for Fairview Refinement Plan Minor Amendment Case No. FRPA21-01 approving a minor amendment to the Pringle Creek Community Refinement to:

- a) Clarify the minimum and maximum number of allowed residential units within Areas 1 through 8 of the refinement plan;
- b) Update the minimum and maximum square footages of planned commercial development within Areas 3, 6, and 9 of the refinement plan; and
- c) Reduce the minimum building frontage per unit required in Areas 3 and 9 of the refinement plan from 16 feet to 13 feet?

RECOMMENDATION

AFFIRM the Planning Administrator's June 22, 2021, decision approving Fairview Refinement Plan Minor Amendment Case No. FRPA21-01 amending the Pringle Creek Community Refinement Plan.

SUMMARY OF RECORD

The following items are submitted to the record and are available upon request: All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; any materials and comments from public agencies, City departments, neighborhood associations, and the public; and all documents referenced in this report.

BACKGROUND

On September 24, 2003, the City Council adopted amendments to the Salem Area Comprehensive Plan (SACP) and Salem Revised Code (SRC) establishing a "Mixed Use" comprehensive plan designation and a "Fairview Mixed Use" (FMU) zone district. The adopted amendments were applied to the former Fairview Training Center site to promote the sustainable mixed use development of the 275 acre property.

Development within the Fairview Mixed-Use zone requires a master planning process, the first step of which began with the adoption of the Fairview Plan in 2005. The Fairview Plan is the master plan for the entire Fairview site that establishes the overall goals and policies to guide future development of the property.

The second step in the master planning process is the adoption of more detailed refinement plans. Refinement plans are intended to apply to areas of the site not less than 40 acres in size. Refinement plans serve as detailed regulatory plans that implement the overall goals, policies, and development objectives of the Fairview Plan and establish the specific standards for development within the Refinement Plan area.

Since the approval of the Fairview Plan in 2005 the following four refinement plans have been approved for Fairview site:

- Pringle Creek Community (2005)
- Lindburg Green/Fairview Refinement Plan II (2009; Amended 2016)
- Simpson Hills (2012; Expired)
- Fairview Addition West (2014)

The application under review by the Planning Commission is request for a minor amendment to the Pringle Creek Community refinement plan, the first refinement plan adopted for the Fairview site which applies to the northernmost approximate 32.5 acres of the Fairview property (**Attachment 1**).

The full text of the Pringle Creek Community refinement plan can be found on the City's website at the following location:

<https://www.cityofsalem.net/CityDocuments/fairview-refinement-plan-i-pringle-creek-community.pdf>

The proposed minor amendment (**Attachment 2**) seeks approval to:

- a) Clarify the minimum and maximum number of allowed residential units within Areas 1 through 8 of the refinement plan;
- b) Update the minimum and maximum square footages of planned commercial development within Areas 3, 6, and 9 of the refinement plan; and
- c) Reduce the minimum building frontage per unit required in Areas 3 and 9 of the refinement plan from 16 feet to 13 feet.

On June 22, 2021, the Planning Administrator issued a decision approving the requested minor amendment and subsequently on July 7, 2021, an appeal of the Planning Administrator's decision was received that is included at **Attachment 3**.

FACTS AND FINDINGS

Procedural Findings

1. On March 16, 2021, an application for a minor amendment to the Pringle Creek Community refinement plan was submitted by Jonathan Schachter, on behalf of the applicant, Sustainable Investments, LLC.
2. After additional requested information was provided by the applicant, the application was deemed complete for processing on April 15, 2021, and notice of the application was subsequently provided, pursuant to Salem Revised Code (SRC) requirements, on April 16, 2021.
3. On June 22, 2021, the Planning Administrator issued a decision approving the minor amendment to the refinement plan (**Attachment 3**).
4. On July 7, 2021, an appeal of Planning Administrator's decision was filed by Terri Valiant, Dean Chu, and eighteen other property owners/residents within Pringle Creek Community who signed on in support of the appeal. The appeal was timely filed prior to the appeal deadline of July 7, 2021, at 5:00 p.m.
5. Notice of the appeal hearing was sent, pursuant to Salem Revised Code (SRC) requirements, on July 28, 2021, and subsequently posted on the subject property by the City's case manager on August 4, 2021.
6. The appeal hearing before the Planning Commission is scheduled for August 17, 2021.
7. 120-Day Rule. The original state-mandated 120-day local decision deadline for the application was August 13, 2021. An extension was subsequently granted by the applicant extending the deadline to September 30, 2021.

Substantive Findings

1. Neighborhood Association and Public Comments.

The subject property is located within the boundaries of the Morningside Neighborhood Association.

Neighborhood Association Contact.

SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), Fairview Refinement Plan Minor Amendments require neighborhood association contact. On March 16, 2021, the applicant's representative contacted the Morningside Neighborhood Association to provide details about the proposal; thereby satisfying the requirements of SRC 300.310.

Neighborhood Association Comments

Notice was provided to the neighborhood association pursuant to SRC requirements for both the initial review of the application by the Planning Administrator and for the appeal. Formal comments were not received from the neighborhood association

during the initial review of the application by the Planning Administrator, but there was correspondence from the neighborhood association land use chair indicating that the proposed amendment appeared to be a major amendment requiring the applicant to attend a neighborhood association meeting.

As identified in the Planning Administrator's June 22, 2021 decision, the proposed amendment qualifies as a minor amendment because it does not result in a substantial change to the refinement plan per SRC 530.035(b)(2). As such, the proposed amendment requires neighborhood association contact rather than an applicant sponsored open house or attendance of a neighborhood association meeting in-lieu of an open house. The applicant contacted the neighborhood association on March 16, 2021, to provide details about the proposed amendment; thereby satisfying the neighborhood association contact requirements applicable to the proposal under SRC 300.310.

As of the date of completion of this staff report, no comments have been received from the neighborhood association concerning the appeal.

Public Comments

In addition to providing notice to the neighborhood association, notice was also provided pursuant to SRC requirements, for both the initial review of the application by the Planning Administrator and for the appeal, to property owners of record within the refinement plan and to property owners and tenants within 250 feet of the subject property based on available information from the Marion County Assessor's office.

Prior to the comment deadline during the initial review of the application fourteen comments were received that are included as Attachment E to the Planning Administrator's June 22, 2021, decision (**Attachment 3**). The comments received expressed concerns and/or opposition, in summary, regarding:

- Insufficient information provided by the applicant to explain the need for the amendment and how the proposed changes met the approval criteria;
- The proposed amendments substantially changing the refinement plan by changing the character of the Village Center, significantly increasing demand for parking, and reducing the ability to maximum tree preservation;
- The proposed amendment adversely impacting existing uses and development;
- The applicant's standing to initiate the proposed amendment; and
- Impacts of the proposed increases in residential and non-residential uses.

As of the date of completion of this staff report one additional comment has been received concerning the appeal. That comment is included as **Attachment 4**.

Homeowners Association

Property within the Pringle Creek Community refinement plan is subject to a Homeowners Association (HOA). The HOA applicable to the property within the

refinement plan is the Pringle Creek Community Association. Notice was provided to the Homeowner's Association pursuant to SRC requirements for both the initial review of the application by the Planning Administrator and for the appeal. As of the date of completion of this staff report no comments have been received from the Homeowner's Association.

2. Appeal.

Prior to the expiration of the July 7, 2021, appeal deadline, Terri Valiant, Dean Chu, and eighteen other property owners/residents within Pringle Creek Community filed an appeal of the Planning Administrator's June 22, 2021 decision (**Attachment 5**). A summary and staff response to the issues raised in the appeal is provided below:

- A. Amendment Application is Based on Incorrect Information/Data. The appeal indicates, in summary, that the applicant failed to comply with the 2005 Planning Commission conditions of approval and the City subsequently failed to enforce the conditions. As such, the application under review is based on incorrect information/data and not only fails to provide clarity and consistency but creates more confusion and inconsistencies further impacting surrounding uses and development. Because of this it is indicated that the proposal does not meet the approval criterion because the proposal substantially changes the refinement plan by allowing incorrect and unadopted standards to remain in place which unreasonably impact surrounding existing and proposed uses and development.

Staff Response: The Pringle Creek Community refinement plan was approved by the Planning Commission on November 15, 2005 (**Attachment 6**). The Planning Commission's approval of the refinement plan included six conditions of approval, two of which (Conditions 1 and 6) required the text of the refinement plan to be further amended. Because refinement plans are created and proposed by applicants rather than staff, the applicant is required to revise and resubmit the refinement plan in accordance with any conditions associated with the approval of the refinement plan. In the case of the Pringle Creek Community refinement plan the applicant did revise and resubmit the refinement plan with revisions to the text of the plan to comply with Condition 6, but revisions were not made to reflect Condition 1. Condition 1 required the text of the refinement plan to be amended to state:

“Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.”

When the 2005 applicant resubmitted the revised text of the refinement plan, the requirements of Condition 1 were missed and as a result were not included in the refinement plan. Despite the condition language not being incorporated into the text of the plan, the requirement nevertheless still exists because it was a specific stipulation placed on the approval of the plan and continues to apply to development within the refinement plan. In order ensure the refinement plan aligns with the established conditions of approval, staff has now updated the refinement plan document to incorporate the required commercial parking language (**Attachment 7**).

The minor amendment requested by the applicant seeks approval to:

- a) Clarify the minimum and maximum number of allowed residential units within Areas 1 through 8 of the refinement plan;
- b) Update the minimum and maximum square footages of planned commercial development within Areas 3, 6, and 9 of the refinement plan; and
- c) Reduce the minimum building frontage per unit required in Areas 3 and 9 of the refinement plan from 16 feet to 13 feet.

The applicant's proposed minor amendment does not propose any changes to the parking requirements of the refinement plan and is limited to addressing only the numbers of dwelling units, amount of commercial square footage, and building frontage requirements applicable within specific areas of the refinement plan.

The absence of the required commercial parking language from the text of the plan established by Condition 1 of the Planning Commission approval does not cumulatively, when considered in relation to the proposed amendments, result in a substantial change to the refinement plan by allowing incorrect and unadopted standards to remain in place.

The applicant's proposed amendment is separate from the parking standards included in the plan. Condition 1 still applies to development within the refinement plan despite the language not being included in the text of the plan, no commercial development to-date has occurred within the refinement plan that this standard would have applied to, and the text of the plan has now been updated to correctly to reflect this condition. As indicated in the Planning Administrator's June 22, 2021, decision, the proposed amendment satisfies the minor amendment approval criteria of SRC 530.035(e)(1).

- B. Application Does Not Provide Clarity or Consistency for Parking and Density Numbers. The appeal indicates that the application does not provide clarity or consistency for parking and density numbers and that parking and density numbers have been confusing and inconsistent from the beginning. The appeal states that the original submitted version of the refinement plan include a requirement for one off-street parking space per residential unit and additional details in the footnotes to the tables includes that commercial parking is to be on street.

The appeal explains that staff review comments for the refinement plan requested the applicant change the text of the refinement plan to state that all commercial parking be provided off street unless it can be demonstrated there is adequate space on street. The applicant did not incorporate the requested language from staff and instead made a text change to the residential parking standard in all the use tables eliminating the required one off-street parking space per residence.

The appeal explains that the written staff report to the Planning Commission, which was adopted as findings of fact, states that residential units were to have one off-street parking space per unit and that both staff and the Planning

Commission were uncomfortable with allowing all commercial parking to be on-street given the narrow widths of the streets within the development.

The appeal explains that the record demonstrates that staff thought one parking space for each residential unit was to be provided based on the staff report and verbal presentation to the Planning Commission at the public hearing and that staff were concerned about the narrow streets and standard which required parking to be accommodated on-street. The concerns were echoed by the Fire Department in a September 30, 2005 memo stating that the narrow streets in the development do not meet Fire Department standards and a condition was recommended to require, "All blocks with a length of greater than 200 ft. will require a mid-block queuing space as indicated in the attachment."

Staff Response: The minor amendment submitted by the applicant clarifies the minimum and maximum number of dwelling units that are allowed within the refinement plan. The amendment is needed because the minimum and maximum numbers of dwelling units that are allowed within each identified area of the refinement plan currently do not align with the numbers of dwelling units for each area in the Land Use Summary table included on page 10 of the refinement plan. It is not the purpose of the amendment requested by the applicant, or a requirement of an amendment to a refinement plan, to address all inconsistent development standards included in the plan. Because a refinement plan is similar to a zoning code in that it establishes a variety of different standards applicable to development, an amendment to one inconsistent provision of a zoning code does not require all inconsistent standards in the code to also be addressed.

In the case of the proposed amendment a request has been made revise the standards associated with the numbers of allowed dwelling units, amount of commercial square footage, and building frontages applicable within specific areas. The applicant has not requested an amendment to the residential parking standards included in the refinement plan.

As indicated in the exhibits provided by the appellant, the original version of the refinement plan submitted in October 2005 did include a minimum off-street parking requirement of one space per dwelling unit and the revised November 2005 version was changed to indicate that the minimum parking requirement for residential was "None" with a corresponding maximum of one space.

A side-by-side comparison of the parking requirements as they applied to Area 1 of the refinement plan in the October 2005 and November 2005 versions of the plan is included as **Attachment 8**. As can be seen by the comparison, the minimum parking requirement for Area 1 under the original and revised versions of the plan included the following:

October 2005 (Original)	November 2005 (Revised)
<ul style="list-style-type: none">One space per unit for residential	<ul style="list-style-type: none">Minimum "None" / maximum one for residential
<ul style="list-style-type: none">One space per 500 square feet for commercial	<ul style="list-style-type: none">Commercial "None"

<ul style="list-style-type: none"> ▪ Parking on street: Yes <i>(for both residential and commercial)</i> 	<ul style="list-style-type: none"> ▪ Parking on street: Yes <i>(for residential)</i> and one space per 500 square feet <i>(for commercial)</i>
<ul style="list-style-type: none"> ▪ <u>Parking Footnote 3:</u> One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have one per building unit with remaining parking on street. Commercial parking on street. 	<ul style="list-style-type: none"> ▪ <u>Parking Footnote 4:</u> One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have one per building unit with remaining parking on street. All commercial parking on street.

Under both the original and revised versions of the plan commercial parking was consistently described as being on-street and the residential parking requirement remained ambiguous pertaining to its location as being on-street or off-street due to the use of the word “yes” in the row of the table pertaining to “street.” The parking requirement for residential uses in the table was, however, clearly changed from one space to a minimum of “None” and a maximum of one.

Despite the information provided in the 2005 staff report and staff presentation, the version of the document that was submitted for the record and approved was the revised November 2005 version of the plan which identified the minimum parking requirement for residential as being none and the maximum as being one.

The residential parking requirements included in the refinement plan are consistent with the mixed-use and sustainability principles of the Fairview Plan which calls for development within the FMU zone to promote alternative modes of transportation and reduced dependence on automobiles. These Fairview Plan principles are in-turn based on goals and policies applicable to mixed-use development under the City’s Comprehensive Plan which call for mixed-use development to encourage efficient use of land by facilitating compact, high-density development and minimizing the amount of land that is needed to accommodate automobile parking, as well as to facilitate development (land use mix, density, connectivity, design, and orientation) that reduces the need for, and frequency of, SOV trips and supports public transit, where applicable.

The residential and commercial development proposed with this amendment remains consistent with the vision of the of the refinement plan and although the proposed amendment does not propose to increase the overall number of units allowed in the refinement plan, achieving a compact development pattern with higher population densities is an important element in increasing the feasibility of transit being provided through the Fairview site at some point in the future as originally envisioned in the plan.

In regard to the requirements of the Fire Department in relation to the narrow design of the streets, the refinement plan includes requirements on page 10 of the

plan that require fire sprinklers within all structures as well as one queuing space per block to facilitate fire department access. The standards for the required queuing spaces are included in Appendix A of the refinement plan (*Fire Dept. alternative means request*).

- C. Planning Commission Conditions Have Not Been Adhered to or Enforced. The appeal indicates that there has been a failure to adhere to the conditions of approval by the applicant and a failure to enforce the Planning Commission's conditions of approval by the City through land use review and building permit review and issuance. The appeal explains that conditions of approval required modifications to the plan which never happened. It is explained that the applicant should have amended the Land Use Summary and Area tables to reflect the findings of fact and the Planning Commission conditions of approval and staff failed to enforce conditions of approval by not requiring modification to the plan to comply with their adopted findings of fact and conditions of approval, which resulted in the continued use of the incorrect November 2005 Land Use Summary and Area tables.

The appeal indicates that the continued use of the old and incorrect Land Use Summary and Area tables resulted in the wrong standards being applied to the review and issuance of building permits in Pringle Creek and that building permits being issued today for homes without any off-street parking are in violation of the findings of fact approved by the Planning Commission and confirmed by the applicant during the hearing. The appeal explains that to date, a number of homes have been built with no off-street parking and some homes have two plus spaces (garage plus driveway) also in violation of the parking standard.

The appeal requests that in order to ensure that development moves forward consistent with the Planning Commission's 2005 decision, all residential building permit applications in Pringle Creek being reviewed currently by the City (but not yet issued) should be stopped and not issued until the plans are shown to provide a minimum of one off-street parking space per unit and that if feasible, the homes recently constructed without parking should provide one off-street parking space either in a garage, dedicated parking pad, or a remote parking garage to ensure compliance with the conditions of approval.

Staff Response: There is one condition of approval that was established in the November 2005 Planning Commission decision that was not incorporated into the refinement plan by the applicant as required under the decision. That condition was Condition 1 which required commercial parking to be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.

As previously discussed, this condition of approval remains applicable to development with the refinement plan because it was a specific stipulation placed on the approval of the plan. In order ensure the refinement plan aligns with this condition of approval, staff has now updated the refinement plan to include the required commercial parking language (**Attachment 7**).

A specific condition of approval was not established pertaining to the residential parking requirements within the plan. The applicable parking standards for residential development within the refinement plan are the standards included in the approved November 2005 revised refinement plan document. Any residential development that has been approved or is proposed within the refinement plan is subject to those standards unless they are revised through a separate amendment.

- D. Documentation of Availability of On-Street Parking Not Provided. The appeal indicates that the applicant has failed to provide information which documents the availability of on-street parking in relation to the function of Pringle Creek's narrow streets and that available on-street parking will be significantly impacted if the proposed amendment is allowed.

The appeal explains that due to the narrow design of the streets within Pringle Creek combined with on-street parking, vehicle circulation and emergency access was a concern to staff, the Fire Department, the School District, and at least one Planning Commission in 2005. As such, conditions of approval required parking be largely accommodated off-street and an emergency vehicle queuing land be provided per block. It also required some monitoring of on-street parking spaces and of those how many are 'taken' and how many are available for commercial development.

The appeal indicates that given the confusion and inconsistencies identified together with a lack of enforcement, there is a concern regarding how staff and the applicant will 'monitor' the available on-street parking both at the land development stage for larger parcels and at the building permit stage.

The appeal explains that the applicant should be required to provide a new street inventory plan to be submitted for review and approval by the City prior to the issuance of any additional building permits. The document should be used when reviewing every building permit application and should be updated, maintained, and enforced by the City.

Staff Response: In order to address the requirements of the Fire Department in relation to the narrow design of the streets, the refinement plan includes requirements on page 10 of the plan that require fire sprinklers within all structures as well as one queuing space per block to facilitate fire department access. The standards for the required queuing spaces are included in Appendix A of the refinement plan (*Fire Dept. alternative means request*).

On-street parking is allowed within the refinement to meet parking requirements if it can be demonstrated that adequate on-street parking exists. As such, any development that proposes on-street parking to meet all or a portion of their parking requirement must show that sufficient on-street parking exists to serve existing and proposed uses. Neither the refinement plan or the SRC prescribe a specific method to demonstrate the existence of adequate on-street parking. A street inventory plan would be one method to document existing parking spaces and to track on-street parking availability.

E. Approval Should be Amended to Include Conditions Reflecting Planning Commission's Decision and Findings of Fact. The appeal requests that the approval be amended to include the following conditions of approval that reflect the Planning Commission's 2005 decision and findings of fact:

- 1) Clean up Use Tables to fix inconsistencies between table numbers and footnotes and clearly require.
 - a) A minimum of one off-street parking space pre residential unit;
 - b) Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.
- 2) All blocks with a length of 200 feet will require a mid-block queuing space as indicated in the Fire Department memo and attachment dated September 30, 2005.
- 3) A revised street parking inventory plan shall be prepared and submitted to the City for review and approval prior to further issuance of any development proposals or building permits.

Staff Response: As previously discussed, there is one condition of approval from the Planning Commission's November 15, 2005, decision that had not been incorporated into the text of the refinement plan as required under the decision. The required language from that condition concerning commercial parking is now included in the refinement plan.

A specific condition of approval was not established pertaining to the residential parking requirements within the plan. The applicable parking standards for residential development within the refinement plan are the standards included in the approved November 2005 revised refinement plan document. Because the proposed amendment does not propose changes to the parking requirements of the plan, a condition of approval cannot be placed on this amendment to change a separate standard of the plan. In order to change the residential parking requirements of the refinement plan a separate amendment to the text of the plan would be required.

In regard to Fire Department access, a condition of approval is not necessary to add a provision to the refinement plan requiring all blocks with a length of 200 feet to include a mid-block queuing space because that requirement is already included on page 10 of the refinement plan which requires one queuing space per block to facilitate fire department access. The standards for the required queuing space are included in Appendix A of the refinement plan (*Fire Dept. alternative means request*).

Concerning the provision of a revised street parking inventory plan, because the proposed amendment increases the amount of residential and commercial development within certain areas of the plan, a condition of approval could be established to require a street parking inventory plan to aid in the tracking and management of available on-street parking spaces within the development.

3. Approval Criteria.

The applicable criteria that must be satisfied in connection with the approval of a minor amendment to a Fairview refinement plan are set forth under SRC 530.035(e)(1).

SRC 530.035(e)(1) provides:

A minor amendment shall be approved if all of the following criteria are met:

- (A) *The proposed amendment does not substantially change the refinement plan.*
- (B) *The proposed amendment will not unreasonably impact surrounding existing or potential uses or development.*

Facts and findings demonstrating the proposal's conformance with the applicable minor amendment approval criteria are included in the Planning Administrator's June 22, 2021, decision, which is included as **Attachment 3**.

4. Conclusion.

Based on the facts and findings included within this staff report and the Planning Administrator's June 22, 2021 decision, the proposed Fairview Refinement Plan Minor Amendment satisfies the applicable approval criteria of SRC 530.035(e)(1).

ALTERNATIVES

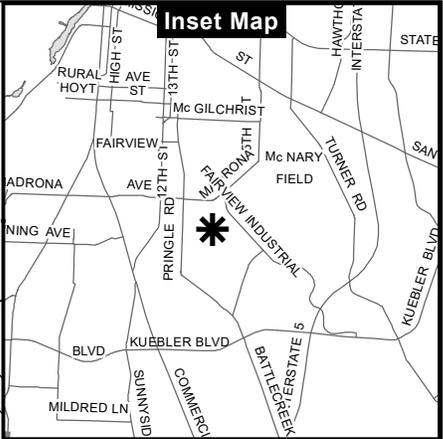
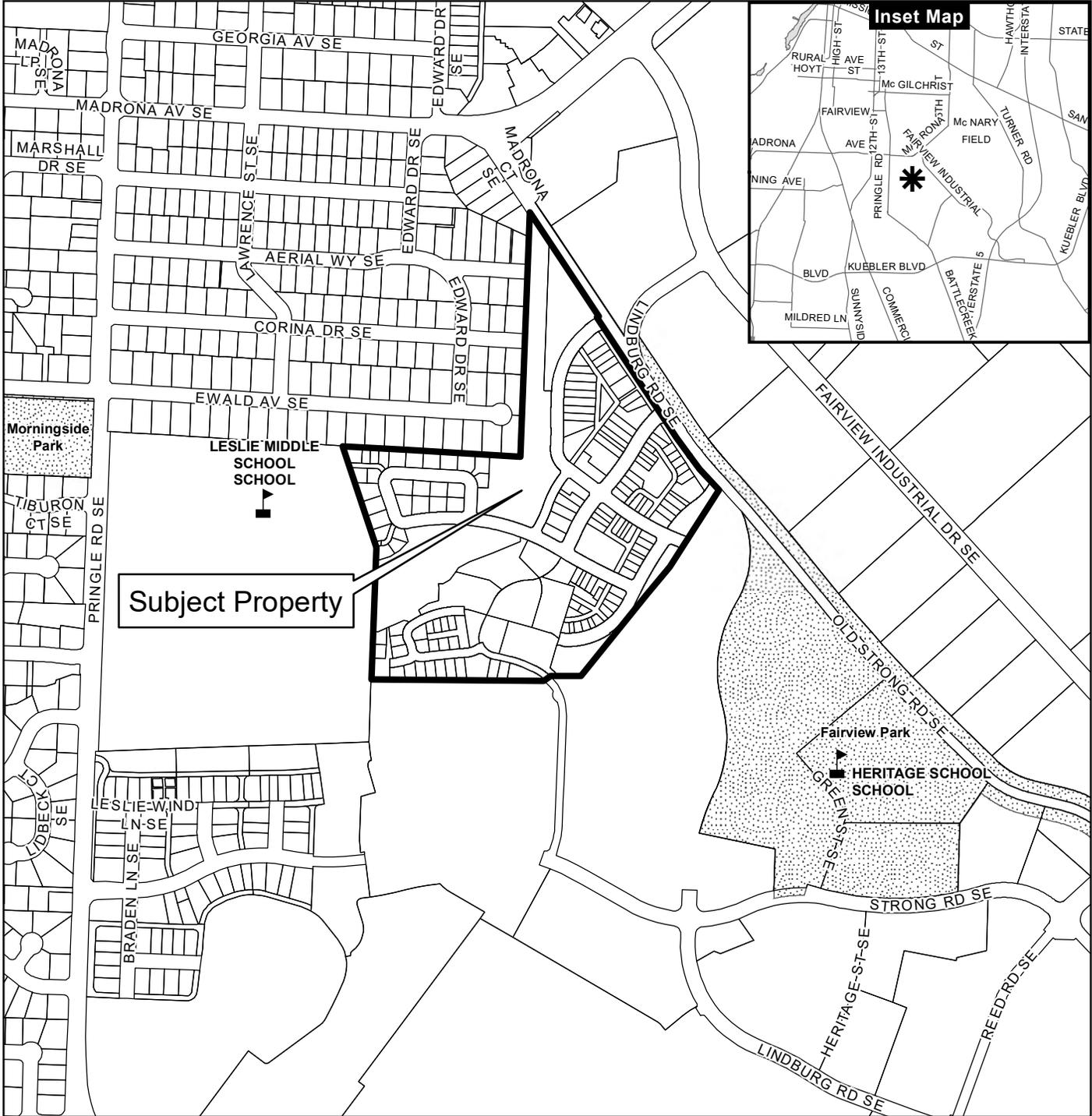
The Planning Commission may take one of the following actions:

- I. **AFFIRM** the Planning Administrator's June 22, 2021, decision;
- II. **MODIFY** the Planning Administrator's June 22, 2021, decision; or
- III. **REVERSE** the Planning Administrator's June 22, 2021, decision.

- Attachments:
- 1. Vicinity Map
 - 2. Proposed Refinement Plan Amendment
 - 3. Planning Administrator's Decision for Fairview Refinement Plan Minor Amendment Case No. FRPA21-01 (June 22, 2021)
 - 4. Public Comment on Appeal
 - 5. Appellant's Notice of Appeal
 - 6. Planning Commission Decision for Fairview Refinement Plan Case No. FRP05-01 (November 15, 2005)
 - 7. Updated Refinement Plan Commercial Parking Standards
 - 8. Refinement Plan Parking Standards Comparison

Prepared by: Bryce Bishop, Planner III

Vicinity Map Pringle Creek Community Refinement Plan



Legend

- Taxlots
- Urban Growth Boundary
- City Limits
- Outside Salem City Limits
- Historic District
- Schools
- Parks

0 100 200 400 Feet



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SUSTAINABILITY PRINCIPLES FOR LAND USE

1. Encourage Economic and Social Diversity 315

The plan for the Pringle Creek Community accommodates 140–225 (depending on the eventual number of secondary rental units provided) for 400–500 residents. These proposed units range from single family homes on their own parcels to efficiency units in small apartments or secondary suites. Unit sizes may range from affordable 600 sf studios to 2,500 sf single family detached homes. The plan provides the widest possible diversity of housing choices, making aging in place possible and providing good homes for moderate income owners and families of different sizes and types.

2. Create a Village Center The main village centre for the Sustainable Fairview project is located on another part of the site. The Pringle Creek Community is thus a sub centre, comprised of restored industrial and agricultural buildings grouped around a village green and seasonal pavilions. A small amount of convenience commercial retail is anticipated. Most of the restored space will be used for institutional functions (adult education, social functions, and community rooms) with some spaces made available for office rental. The community gardens and the restored greenhouse will provide much of the social and visual focus for the community, and cement the image of the community as a place where residents care about the earth and can produce their own food.

3. Reuse and Retrofit existing buildings The majority of the existing buildings on the site will serve new functions for the Pringle Creek Community and for other residents of Salem. Three of the existing buildings have undergone a first phase cosmetic improvements to the exterior, with many of the existing build around the community square and the greenhouses being analyzed for future regeneration in the new plan. This space will be preserved as a graphic reminder of the past, and as an emblem of the strength of the new community at Pringle Creek. Pringle Creek residents will likely take the most advantage of these community amenities, but they will be available to other citizens of the city as well.

4. Create Local Employment Most of the new employment opportunities in Fairview will be in the campus crescent area; however, significant job opportunities are part of the plan for Pringle Creek Community too. Allowing home occupations would enhance the sustainability of the plan, thus we hope to incorporate authorization for home occupations. Additionally, the preserved structures on the site will provide locations for at least 7 full time jobs but potentially many more.

5. Build Efficiencies by Building Green At the Pringle Creek Community, new residential structures will perform at the highest efficiency level practical. The single family home area at the west side of the school (adjacent to the school property) is planned for “carbon neutral” status, meaning these homes will be entirely self sufficient for heating and cooling. This will be the first residential subdivision of its kind in America. The Pringle Creek Community has set a goal of national significance for energy and materials conservation.

LAND USE SUMMARY

Pringle Creek Community land use development requirements per SRC 143C. FMU zones are indicated in the table below:

required dwelling units	acres	residential (du)		non-residential (sf)	
		min	max	min	max
total site area	32.50				
AU zone du per gross acre		6	30		
gross area per src 143c-2	24.20				
less dedicated open space	-7.79				
net area	16.41				
<i>AU required du per src 143</i>		98	492		
area 1		8	20-11		
area 3		6-4	13-95	18,000	30,000
area 4		9	11-12	11,700	45,200
area 5		20-18	44-21		
area 6		18-10	36-15	3,500	6,000
area 7		30-18	60-27	5,500	
area 8		41-18	77-57		10,000
area 9		0-18	0-36		15,000
AU zone estimated du/sf		132-103	261-274	21,500	51,000
<i>LI required du per src 143</i>		9	14	17,200	61,200
LI zone du per gross acre		5	8		
gross area per src 143c-2	2.00				
less dedicated open space	-0.25				
net area	1.75				
<i>LI required du per src 143</i>		9	14		
area 2		9	13		
LI zone estimated du		9	13		
MI zone du per gross acre		7	35		
gross area per src 143c-2	6.30				
less dedicated open space	-2.54				
net area	3.76				
<i>MI required du per src 143</i>		26	132		
area 2		20-10	28-15		
area 4		11	13		
MI zone estimated du/sf		31-21	41-18		
summary gross area per src 143C-2	32.50				
less dedicated total open space	10.58				
summary total net area	21.92				
est. total range of du planned		141-133	315		
est. s.f. for non-residential				21,500	51,000
<i>total required du per src 143</i>		134	638	17,200	61,200

Mandatory elements

- Street requirements -- private streets throughout the development
- Fire sprinklers -- automatic fire suppression system required for all structures
- Street parking restrictions -- one queuing space per block to facilitate fire department access

PERMITTED LAND USES

A complete table of permitted land uses per SRC 143 is located in appendix C.

AREA 1

Area one is the smallest parcel and geographically centered on site. It has been planned to accommodate a mix of the following land uses:*

- primary use -- residential units including but not limited to attached, detached and accessory dwelling units.
- secondary use-- live/work units

Due to the small parcel size, an alley will not be required.

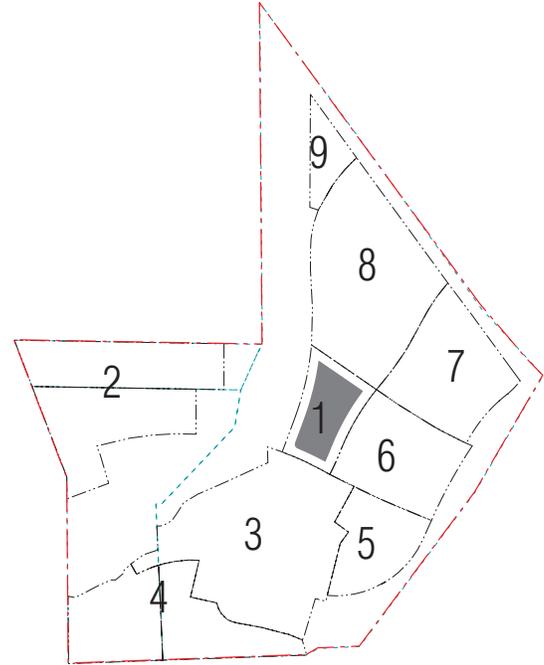
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.17 acres)		
parcel area net (.65 acres)		
required residential units per 143	7/35	
total estimated residential units	8/20 8/11	
total est. area for non-residential uses (in s.f.)		none
building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/30'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

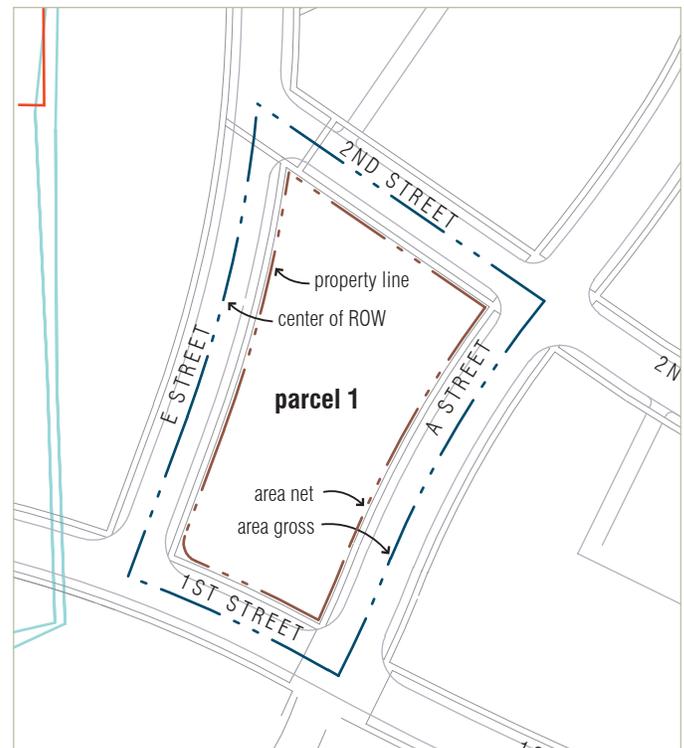
notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.



parcel location



parcel map

AREA 2

Area 2 is unique to Pringle Creek Community in that it has the adjacency of the Morningside Heights Neighborhood, is zoned for both LI and MI land-uses per SRC 143, and is the only site on the property with a south facing hillside without tree cover. It has been planned to enhance it's natural features by providing lots that are oriented for solar access and to use the sloping site to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:*

- primary use -- single family dwelling units
- secondary use-- cottage courtyard units

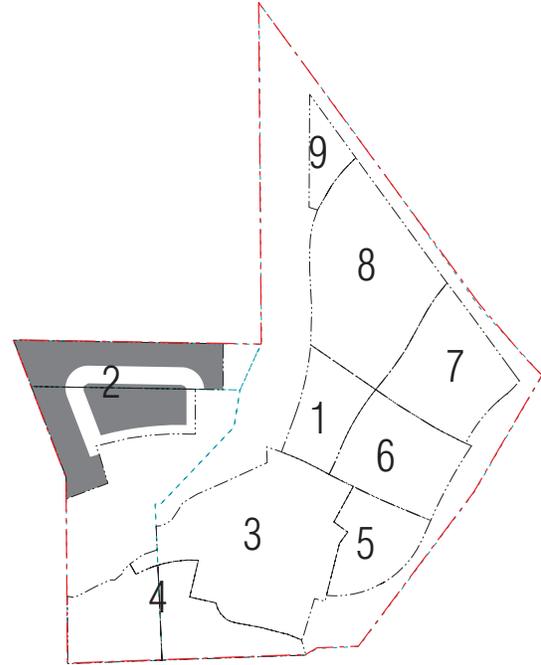
Due to the small parcel size, an alley will not be required.

required elements

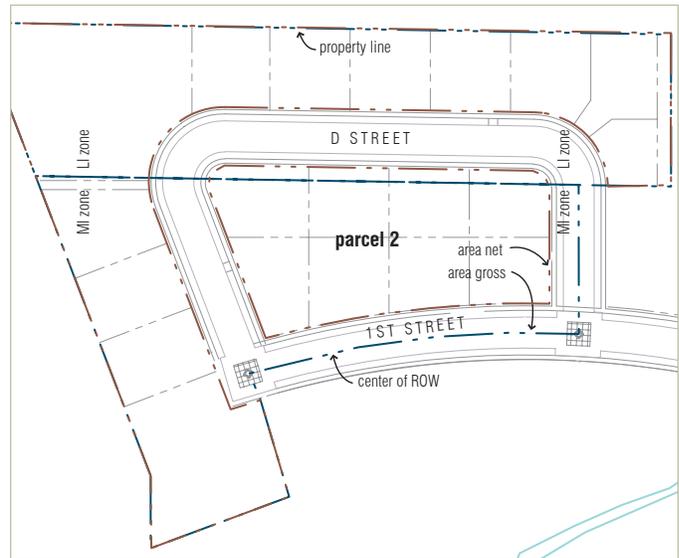
FMU zone du gross per acre	residential min/max	non-residential min/max
LI zone du per gross acre	5/8	na
parcel area gross ¹ (2.00 acres)		na
parcel area net (1.75 acres)		na
required residential units per 143	10/16	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.90 acres)		na
parcel area net (1.45 acres)		na
required residential units per 143	13/67	na
total required residential units per 143	23/83	na
total estimated residential units	20/28-19/28	na
total est. area for non-residential uses (in s.f.)		na
building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks ²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	na
building frontage per unit ³	16'/none	na
building height	none/45'	na
parking		
cars ³	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.



parcel location



parcel map

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.

5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 3

Area 3 is developed as the community center with an active open space plaza of 1.5 acres featuring 2 large Native Oak trees as an anchor to the community square. The square is bounded by the regeneration of existing buildings of Fairview Training Center (see page #25 for existing structures), new infill buildings and by Pringle Creek riparian corridor. Proposed land uses include:*

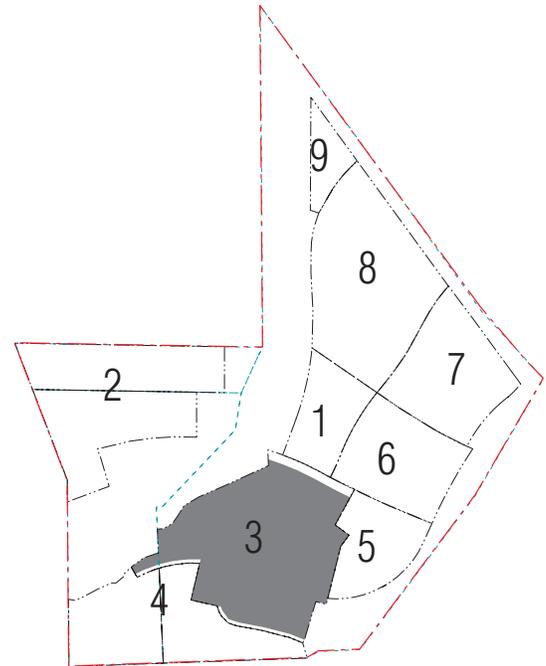
- primary use-- regeneration of existing building into a mix of uses to support the community square activities with potential uses, but not limited to the following: cultural facilities, bed and breakfast, boutique hotel, interpretive museum, performing arts facility, artists studio's, carpentry workshop, craft workshop, office, community storage, restaurant, day-care facility, cafe with performing arts events, community meeting hall, community cooperative uses, library, mixed-use commercial/residential, bakery, artist galleries, classroom facilities, retail, open air pavilion for farmers market and community events.
- secondary use-- Live/ work residential, seasonal temporary pavilions for public use.

The community square open space will be bounded by "woonerf" streets and plaza's designed to calm traffic by integrating pedestrians, bikes and cars in the community square, see illustrative plan pg. #9 and major streets plan pg. #35.

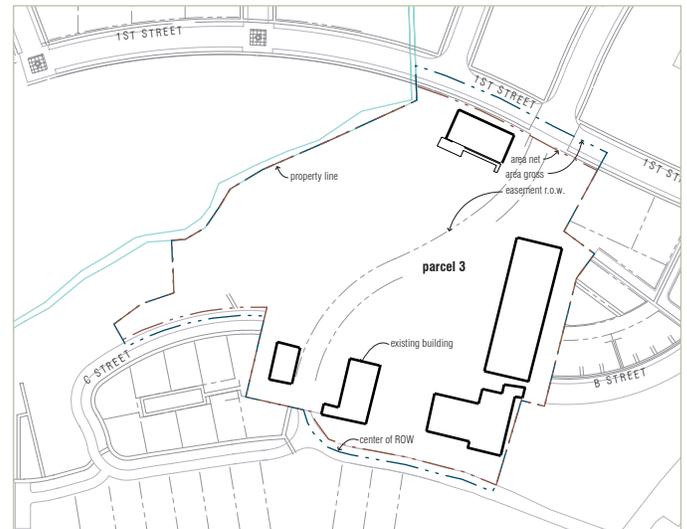
The building will be allowed to project within the area a maximum of 15' to accommodate architectural features and requirements for accessibility, see note #2. All existing buildings will be required to meet all applicable building code requirements. All property lines within area 3 to be determined during SRC 63 subdivision submission. All development restrictions and responsibilities will be governed as indicated in the table on page 42 in the Refinement Plan.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (4.5 acres)		
parcel area net (4.23 acres)		
required residential units per 143	27/135	
total estimated residential units	4/30 4/95	
total est. area for non-residential uses (in s.f.)		18,000-30,000 11,700-45,200
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	none/none
interior/side	0'/20'	10'/20'
interior rear to ROW @ alley	na/na	none/none
building frontage per unit ³	16'- 13'/none	16'- 13'/none
building height	none/45'	none/60'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none



parcel location



parcel map

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, decks, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- All non-residential parking is on-street or woonerf street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard, there will be no traditional parking lots in the community square and woonerf streets.

* For definitions of land uses, see page 22

AREA 4

Area 4 is unique to Pringle Creek Community in that it has the adjacency of the Sustainable Fairview Property to the south, is zoned for both MI and AU land-uses per SRC 143, and is the only site on the property with a portion of the sloping site set within a stand of conifer and deciduous trees. It has been planned to enhance it's natural features by providing lots nestled within the trees on sloping sites to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:*

- primary use- single family dwelling units.
- secondary use- cottage courtyard units with a shared open space courtyard for car access and residents use.

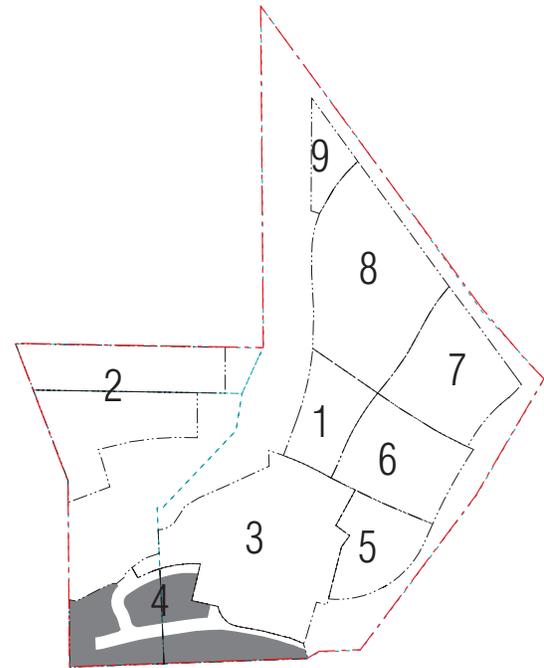
Due to the small parcel size an alley will not be required.

required elements

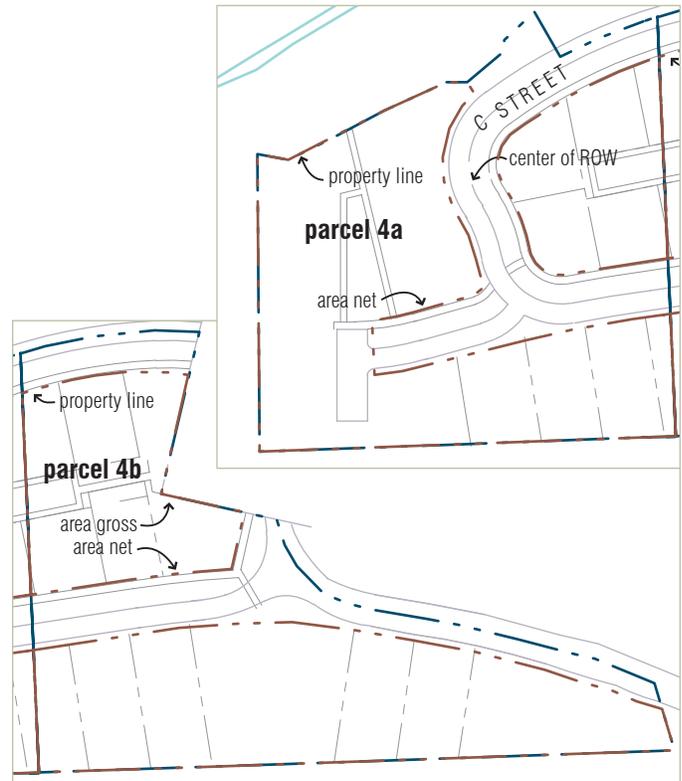
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.38 acres)		
parcel area net (1.06 acres)		
required residential units per 143	8/41	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.46 acres)		
parcel area net (1.10 acres)		
required residential units per 143	10/51	na
total required residential units per 143	19/93	na
total estimated residential units (2.84 acres) 11/22-20/25		
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks ²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	
building frontage per unit ³	16'/none	na
building height	none/35'	na
parking		
cars ³	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	na

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.



parcel location



parcel map

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 5

Area 5 is bounded to south and east by the tree covered hillside separating Pringle Creek Community from the Crescent buildings of Fairview. It has a row of mature native Oak trees that frame a view of the Crescent building named Withycombe, this will be maintained. The area has been developed as a dense urban pocket to the south of the oak trees incorporating residential live/work units within a woonerf plaza. The mix of land-uses are as follows:*

- primary use- Live/work, accessory dwelling units, attached and detached residential units.
- secondary use- multi-family residential and mixed-use residential..

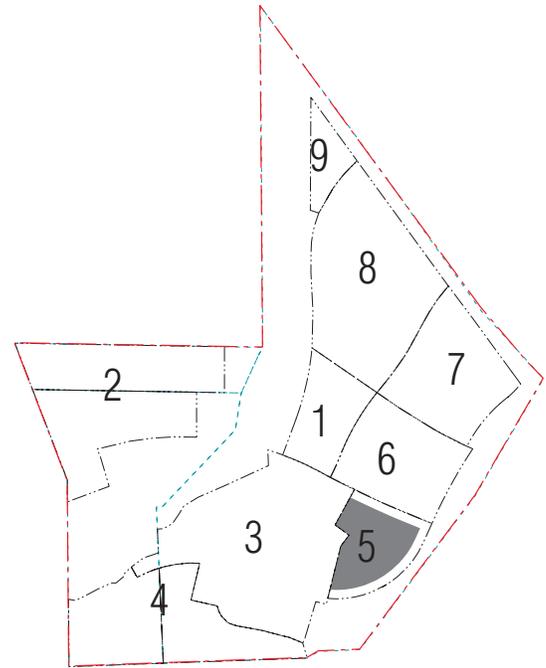
This block will incorporate a combination of rear alley streets and woonerf plaza/streets for internal service and circulation.

required elements

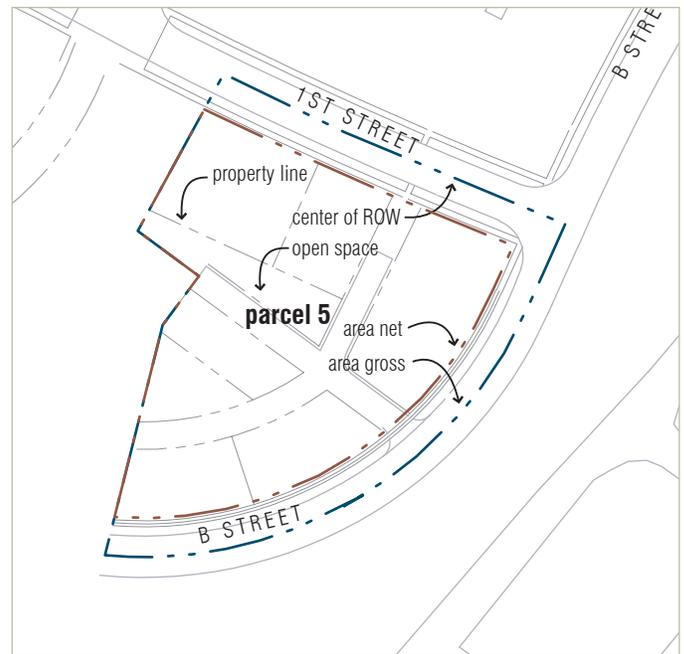
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.31 acres)		
parcel area net (0.95 acres)		
required residential units per 143	8/39	
total estimated residential units	21/44 18/21	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.



parcel location



parcel map

- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 6

Area 6 is defined by the existing greenhouses and will become the central hub for the community gardens to be planned throughout the community. The area has been planned to accommodate the following land uses:*

- primary use- attached and detached residential units including accessory dwelling units.
- secondary use- greenhouse growing plants and herbs for commercial or cooperative use,
- mixed-use retail with residential, multi-family residential units

Alley access to an internal services and parking area will be required.

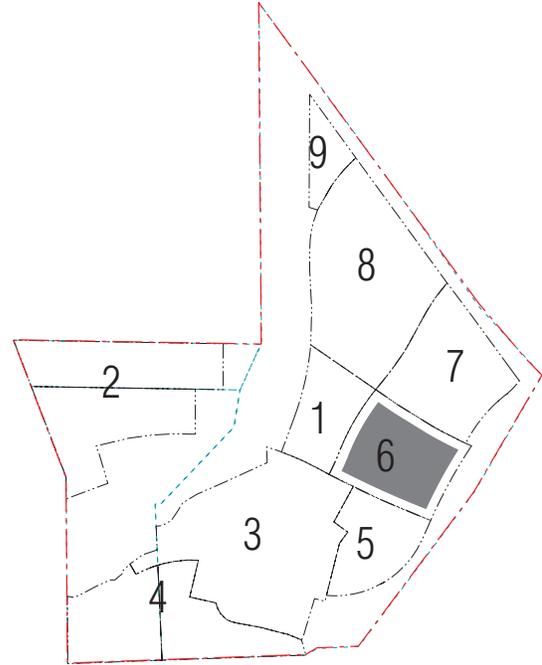
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.95 acres)		
parcel area net (1.31 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36 10/15	
total est. area for non-residential uses (in s.f.)		3,500-6,000 5,500
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 sf
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

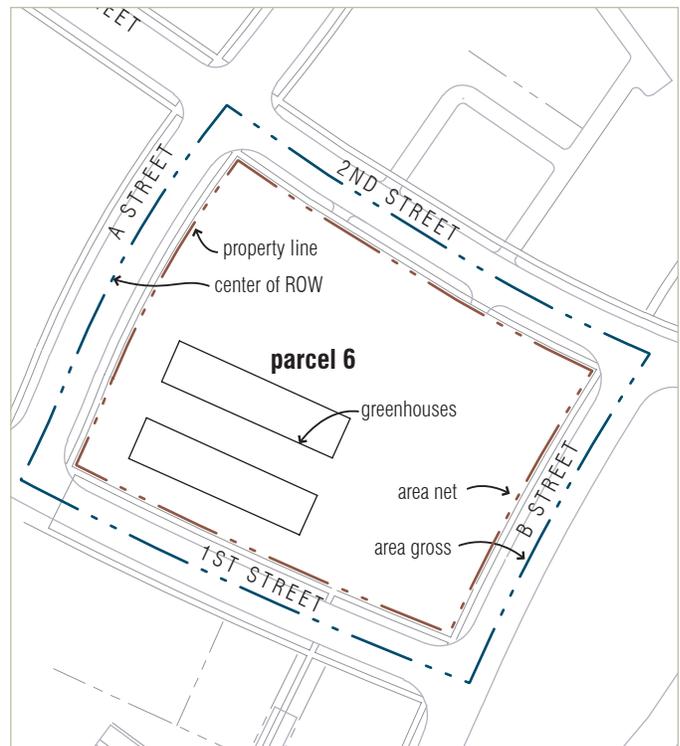
notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22



parcel location



parcel map

AREA 7

Area 7 is defined by the natural features of the site that include a grove of Sequoia trees, the row of Pine trees along Strong Road and an infiltration pond to the east that will replace the man-made "duck pond" on the eastern portion of the parcel. The grove of Sequoia trees will provide the layout of an internal park for the residents of this area and the whole community to enjoy. The area has been planned to accommodate the following land uses:*

- primary use- attached and detached residential units.
- secondary use- accessory dwelling units, multi-family residential units and live/work dwelling units.

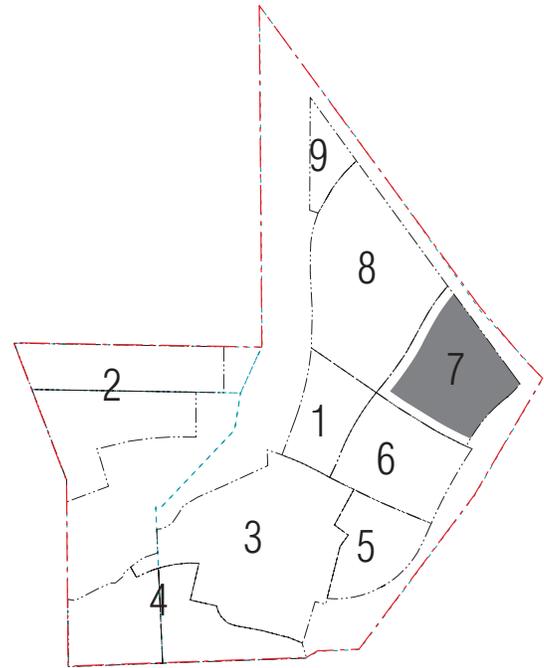
Alley access to an internal services and parking area will be required and must integrate with the existing grove of Sequoia trees.

required elements

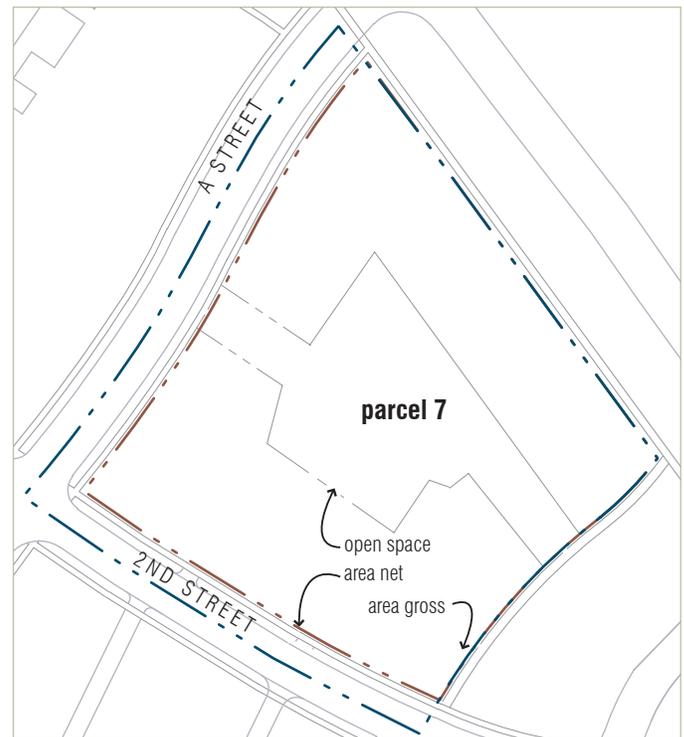
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (2.21 acres)		
parcel area net (1.82 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36 18/27	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 s.f.
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.



parcel location



parcel map

5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 8

Area 8 is the largest primarily residential area in the development. It has been planned to accommodate a mix of the following land uses:*

- primary use- residential units including but not limited to attached, detached, accessory dwelling units and coach lane houses. Dwelling unit are allowed to have detached garages. mixed-use retail with residential, multi-family residential units
- secondary use- multi-family residential units and live/work units.

Alley access to an internal services and parking area will be required and must integrate an open space park area for all residents.

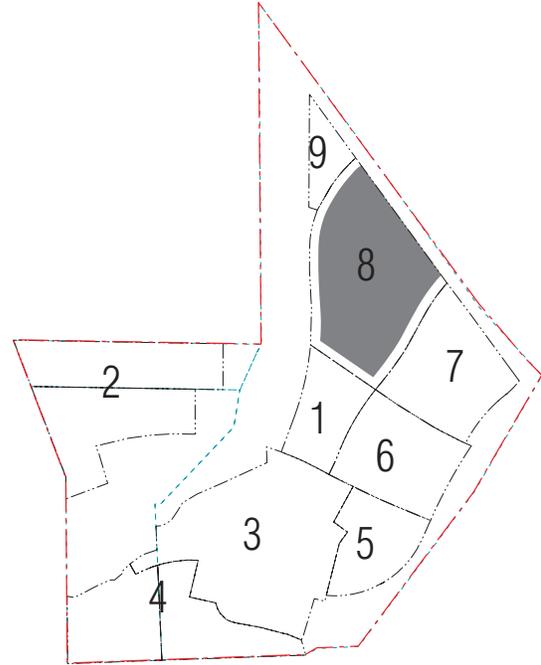
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (3.73 acres)		
parcel area net (3.06 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36-18/57	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 sf
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

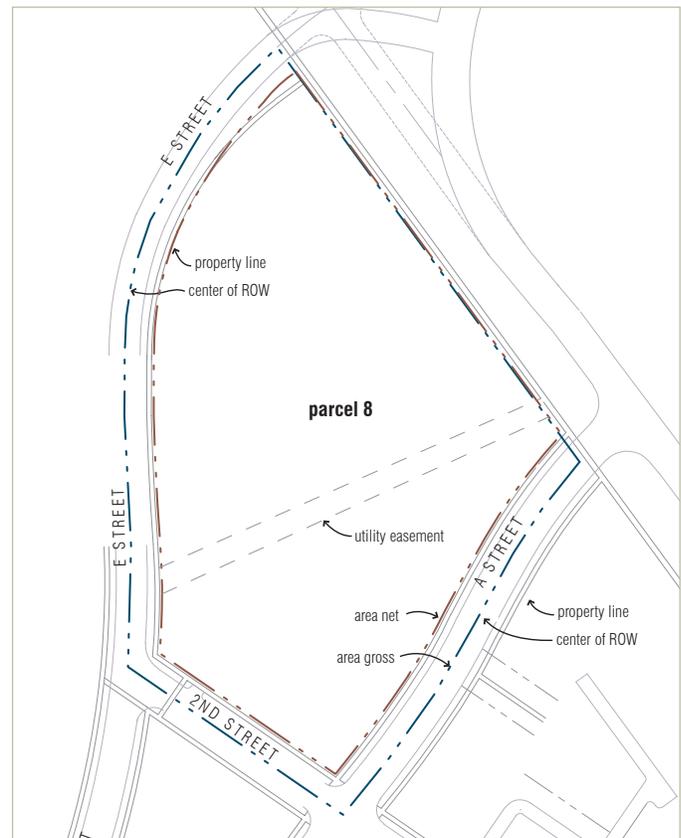
notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22



parcel location



parcel map

AREA 9

Area 9 is the most northerly area in the development and it's triangular shape bounded on the west by the open space dedicated to the Pringle Creek riparian corridor. It has been planned to accommodate the following land uses:*

- primary use- potential uses include but are not limited to assisted living facility, neighborhood classrooms, bio-diesel cooperative and community recycling center.
- secondary use- potential uses include but are not limited to detached, attached and multi-family dwelling units

Due to the small area size an alley will not be required.

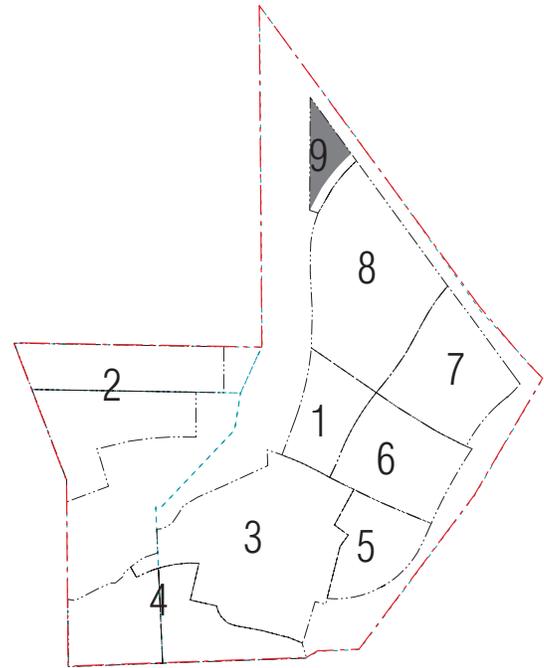
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (.53 acres)		
parcel area net (.42 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36	
total est. area for non-residential uses (in s.f.)		none/15,000 10,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16' 13'/none	16' 13'/none
building height	none/45'	none/45'
parking		
cars ³	residential none/1	commercial none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 s.f.
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

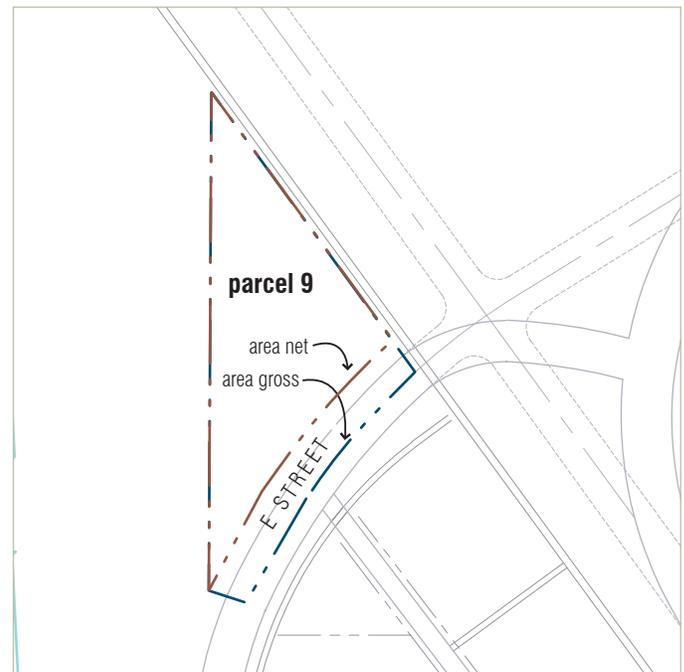
notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22



parcel location



parcel map

*Si necesita ayuda para comprender esta informacio
503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

FAIRVIEW REFINEMENT PLAN MINOR AMEDNMENT CASE NO.: FRPA21-01

APPLICATION NO.: 21-105665-ZO

NOTICE OF DECISION DATE: June 22, 2021

SUMMARY: A proposed minor amendment to the Pringle Creek Community Refinement Plan clarifying the minimum and maximum number of allowed residential units, updating minimum and maximum planned commercial square footages, and reducing minimum building frontage requirements in certain areas.

REQUEST: A proposed minor amendment to the Pringle Creek Community Refinement Plan, the adopted Fairview refinement plan for the northernmost approximate 32.45 acres of the former Fairview Training Center site. The proposed minor amendment:

- a) Clarifies the minimum and maximum number of allowed residential units within Areas 1 through 8 of the refinement plan;
- b) Updates the minimum and maximum square footages of planned commercial development within Areas 3, 6, and 9 of the refinement plan; and
- c) Reduces the minimum building frontage per unit required in Areas 3 and 9 of the refinement plan from 16 feet to 13 feet.

The subject property is zoned FMU (Fairview Mixed-Use) and located generally at the northern end of the former Fairview Training Center site.

APPLICANT: Jonathan Schachter on behalf of Sustainable Investments, LLC (Ian Meyer, Annabelle Ahouiyek, Jane Meyer, Quinn Meyer, Miranda Spackman)

LOCATION: Pringle Creek Community Refinement Plan

CRITERIA: Salem Revised Code (SRC) Chapters 530.035(e)(1) – Amendments to refinement plans

FINDINGS: The findings are in the attached Decision dated June 22, 2021.

DECISION: The **Planning Administrator APPROVED** Fairview Refinement Plan Minor Amendment Case No. FRPA21-01.

The rights granted by the attached decision must be exercised, or an extension granted, by July 8, 2023, or this approval shall be null and void.

Application Deemed Complete:	<u>April 15, 2021</u>
Notice of Decision Mailing Date:	<u>June 22, 2021</u>
Decision Effective Date:	<u>July 8, 2021</u>
State Mandate Date:	<u>August 13, 2021</u>

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005

CITY OF Salem
AT YOUR SERVICE

Case Manager: Bryce Bishop, bbishop@cityofsalem.net, 503-540-2399

This decision is final unless written appeal and associated fee (if applicable) from an aggrieved party is filed with the City of Salem Planning Division, Room 320, 555 Liberty Street SE, Salem OR 97301, or by email at planning@cityofsalem.net, no later than 5:00 p.m. Wednesday, July 7, 2021. The notice of appeal must contain the information required by SRC 300.1020 and must state where the decision failed to conform to the provisions of the applicable code section, SRC Chapter(s) 530. The appeal fee must be paid at the time of filing. If the appeal is untimely and/or lacks the proper fee, the appeal will be rejected. The Planning Commission will review the appeal at a public hearing. After the hearing, the Planning Commission may amend, rescind, or affirm the action, or refer the matter to staff for additional information.

The complete case file, including findings, conclusions and conditions of approval, if any, is available for review by contacting the case manager, or at the Planning Desk in the Permit Application Center, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

<http://www.cityofsalem.net/planning>

**BEFORE THE PLANNING ADMINISTRATOR
OF THE CITY OF SALEM
(FAIRVIEW REFINEMENT PLAN MINOR AMENDMENT CASE NO. FRPA21-01)**

*Si necesita ayuda para comprender esta información, por favor llame 503-588-6173
<http://www.cityofsalem.net/planning>*

IN THE MATTER OF FAIRVIEW)	FINDINGS AND ORDER
REFINEMENT PLAN MINOR)	
AMENDMENT CASE NO. FRPA21-01;)	
PRINGLE CREEK COMMUNITY)	
REFINEMENT PLAN)	JUNE 22, 2021

REQUEST

A proposed minor amendment to the Pringle Creek Community Refinement Plan, the adopted Fairview refinement plan for the northernmost approximate 32.45 acres of the former Fairview Training Center site. The proposed minor amendment:

- a) Clarifies the minimum and maximum number of allowed residential units within Areas 1 through 8 of the refinement plan;
- b) Updates the minimum and maximum square footages of planned commercial development within Areas 3, 6, and 9 of the refinement plan; and
- c) Reduces the minimum building frontage per unit required in Areas 3 and 9 of the refinement plan from 16 feet to 13 feet.

The subject property is zoned FMU (Fairview Mixed-Use) and located generally at the northern end of the former Fairview Training Center site.

DECISION

The Fairview Refinement Plan Minor Amendment application is **APPROVED** subject to the applicable standards of the Salem Revised Code and the findings contained herein.

PROCEDURAL FINDINGS

1. On March 16, 2021, an application for a minor amendment to the Pringle Community refinement plan was submitted by Jonathan Schachter, on behalf of the applicant, Sustainable Investments, LLC.
2. After additional requested information was provided by the applicant, the application was deemed complete for processing on April 15, 2021, and notice of the application was subsequently provided, pursuant to Salem Revised Code (SRC) requirements, on April 16, 2021.
3. 120-Day Rule. The state-mandated 120-day local decision deadline for the application is August 13, 2021.

SUBSTANTIVE FINDINGS

1. Background/Proposal

On September 24, 2003, the City Council adopted amendments to the Salem Area Comprehensive Plan (SACP) and Salem Revised Code (SRC) establishing a "Mixed Use" comprehensive plan designation and a "Fairview Mixed Use" (FMU) zone district. The adopted amendments were applied to the former Fairview Training Center site to promote the sustainable mixed-use development of the 275-acre property.

Development within the Fairview Mixed-Use zone requires a master planning process, the first step of which began with the adoption of the Fairview Plan in 2005. The Fairview Plan is the master plan for the entire Fairview site that establishes the overall goals and policies to guide future development of the property.

The second step in the master planning process is the adoption of more detailed refinement plans. Refinement plans are intended to apply to areas of the site not less than 40 acres in size. Refinement plans serve as detailed regulatory plans that implement the overall goals, policies, and development objectives of the Fairview Plan and establish the specific standards for development within the Refinement Plan area.

Since the approval of the Fairview Plan in 2005 the following four refinement plans have been approved for Fairview site:

- Pringle Creek Community (2005)
- Lindburg Green/Fairview Refinement Plan II (2009; Amended 2016)
- Simpson Hills (2012; Expired)
- Fairview Addition West (2014)

The application under review by the Planning Administrator is a minor amendment to the Pringle Creek Community refinement plan, the first refinement plan adopted for the Fairview site which applies to the northernmost approximate 32.5 acres of the Fairview property (**Attachment A**).

The minor amendment proposed with the application seeks approval to:

- a) Clarify the minimum and maximum number of allowed residential units within Areas 1 through 8 of the refinement plan;
- b) Update the minimum and maximum square footages of planned commercial development within Areas 3, 6, and 9 of the refinement plan; and
- c) Reduce the minimum building frontage per unit required in Areas 3 and 9 of the refinement plan from 16 feet to 13 feet.

As indicated in the written statement provided by the applicant in conjunction with the application, the revisions to the allowed number of residential units within the various affected areas of the refinement plan are necessary in order to eliminate inconsistencies found throughout the plan concerning the minimum and maximum number of dwelling units allowed. The applicant indicates that the proposed amendments updating the planned commercial square footages in Areas 3, 6, and 9, and the proposed reduction of the minimum building frontage requirement within Areas 3 and 9 from 16 ft. to 13 ft., are

to correctly indicate within the refinement plan the planned and anticipated commercial mixed-use development at Pringle Creek Community.

2. Applicant’s Plans and Statement

Land use applications must include a statement addressing the applicable approval criteria and be supported by proof they conform to all applicable standards and criteria of the Salem Revised Code. The application materials submitted by the applicant in support of the proposed amendment are attached to this decision as follows:

- Proposed Amendments to Text of Refinement Plan: **Attachment B**
- Applicant’s Written Statement: **Attachment C**
- Additional Comments from Applicant Addressing Need for Amendment: **Attachment D**

Staff utilized the information provided by the applicant to evaluate the proposal and to establish the facts and findings included within this decision.

3. Summary of Record

The following items are submitted to the record and are available upon request: All materials submitted by the applicant, including any applicable professional studies such as traffic impact analysis, geologic assessments, and stormwater reports; any materials and comments from public agencies, City departments, neighborhood associations, and the public; and all documents referenced in this report.

4. Salem Area Comprehensive Plan (SACP)

The subject property is designated “Mixed-Use” on the Salem Area Comprehensive Plan map. The comprehensive plan map designations of surrounding properties are as follows:

Comprehensive Plan Map Designations of Surrounding Properties	
North	Single Family Residential
	Across Old Strong Road SE, Industrial Commercial
South	Mixed-Use
East	Across Old Strong Road SE, Industrial Commercial
West	Single Family Residential
	Community Service Government

5. Zoning

The subject property is zoned FMU (Fairview Mixed-Use). The zoning of surrounding properties is as follows:

Zoning of Surrounding Properties	
North	RS (Single Family Residential)

	Across Old Strong Road SE, IC (Industrial Commercial) and IBC (Industrial Business Campus)
South	FMU (Fairview Mixed-Use)
East	Across Old Strong Road SE, IC (Industrial Commercial) and IBC (Industrial Business Campus)
West	RS (Single Family Residential)
	PH (Public and Private Health Services)

6. City Department Comments

- A. The City of Salem Building and Safety Division reviewed the proposal and identified no objections.
- B. The Salem Fire Department reviewed the proposal and indicated no concerns with the proposed amendment. The Fire Department indicates that fire department access and water supply are required to comply with the Oregon Fire Code.
- C. The City of Salem Public Works Department reviewed the proposal and indicated no objections to the proposed amendment.

7. Public Agency and Private Service Provider Comments

Notice of the proposal was provided to public agencies and to public & private service providers. No comments were received.

8. Neighborhood Association and Public Comments.

The subject property is located within the boundaries of the Morningside Neighborhood Association.

Neighborhood Association Contact. SRC 300.310 requires an applicant to contact the neighborhood association(s) whose boundaries include, and are adjacent to, property subject to specific land use application requests. Pursuant to SRC 300.310(b)(1), Fairview Refinement Plan Minor Amendments require neighborhood association contact. On March 16, 2021, the applicant’s representative contacted the Morningside Neighborhood Association to provide details about the proposal; thereby satisfying the requirements of SRC 300.310.

Neighborhood Association Comments

Notice of the application was provided to the neighborhood association pursuant to SRC 300.520(b)(1)(B)(v), which requires notice to be sent to any City-recognized neighborhood association whose boundaries include, or are adjacent to, the subject property. Formal comments were not received from the neighborhood association, but

there was correspondence from the neighborhood association land use chair indicating that the proposed amendment appeared to be a major amendment requiring the applicant to attend a neighborhood association meeting.

As identified in this decision, the proposed amendment qualifies as a minor amendment, which requires neighborhood association contact rather than an applicant sponsored open house or attendance of a neighborhood association meeting in-lieu of an open house. The applicant contacted the neighborhood association on March 16, 2021, to provide details about the proposed amendment; thereby satisfying the neighborhood association contact requirements applicable to the proposal under SRC 300.310.

Public Comments

In addition to providing notice to the neighborhood association, notice was also provided, pursuant to SRC 300.520(b)(1)(B)(ii), (iii), (vi), & (vii), to property owners of record within the refinement plan and to property owners and tenants within 250 feet of the subject property based on available information from the Marion County Assessor's office. Prior to the comment deadline fourteen comments were received that are included as **Attachment E**. Of the fourteen comments received two had general questions about the proposal and the remaining twelve originally indicated opposition. After receiving additional information from the applicant regarding the proposed amendments three of the twelve comments originally in opposition to the proposal were modified to comments in support. Comments received can be summarized as following into the following main categories:

- A. Insufficient Information Provided by Applicant. Comments received indicate, in summary, that the information provided with the application was insufficient to explain why the requested changes were needed and demonstrate how the proposed changes meet the approval criteria for a minor amendment.

Staff Response: The list of items which must be submitted in conjunction with an amendment to a refinement plan, whether the amendment is a minor amendment or a major amendment, is included under SRC 530.035(d). As provided under this subsection, an application for an amendment is required to include the general application submittal requirements under SRC Chapter 300 together with:

- (1) The specific amendment proposed; and
- (2) A statement documenting the need for the amendment.

The applicant submitted the information required under SRC Chapter 300 together with the specific amendments proposed to the text of the refinement plan (**Attachment B**) and a written statement documenting the need for the proposed amendment and its conformance to the applicable approval criteria (**Attachment C**). Prior to the close of the public comment period on the application the applicant submitted an additional written statement further explaining the need for the proposed amendment that is included as **Attachment D**.

B. Proposed Amendment Substantially Changes Refinement Plan. Comments received indicate, in summary, that the proposed amendment will substantially change the refinement plan and therefore does not meet the applicable approval criterion under SRC 530.035(e)(1)(A). The comments explain that the proposed amendment substantially changes the refinement plan by:

- **Changing the character and uses of the Village Center.** Comments received indicate that the proposed amendment results in significant changes in the distribution of density and non-residential square footage in the Village Center which constitute changes to the ratio of primary / secondary uses in the Village Center and a significant shift in the development pattern and original intent for the Village Center.

It is explained that the proposed residential density changes to Area 3 result in a 730 percent increase in residential units over what was originally envisioned in the refinement plan; the proposed maximum 45,200 square feet of non-residential uses in Area 3 represents a 50 percent increase to what was originally envisioned; and the resulting potential maximum of 237,500 square feet of residential use and 45,200 square feet of non-residential use in Area 3 results in 5.25 square feet of residential use for every 1 square-foot of non-residential use which appears to be in conflict with the original intent of the Village Center.

Staff Response: As indicated on page 12 of the refinement plan, Area 3 is described as being intended to be developed as the community center with an active open space plaza of 1.5 acres featuring two large Native Oak trees as an anchor to the community square. It is explained that the community square is intended to be bounded by the regeneration of existing buildings, new infill buildings, and by the Pringle Creek riparian corridor.

The proposed amendment does not significantly change the character and uses allowed in the Village Center. As identified on page 10 of the refinement plan, the complete table of land uses allowed within the refinement plan is included under Appendix C. Area 3 is located within the AU area/zone of the refinement plan and pursuant to Appendix C (Permitted Land Uses) a wide variety of residential and non-residential uses are allowed in that area in order to fulfill the refinements plan's stated intent of providing a wide diversity of housing choices from single family homes on individual lots to efficiency units in small apartments or secondary suites to encourage economic and social diversity.

Area 3 includes a variety of uses identified as primary uses intended to be developed within that area to support the community square activities. Included are a variety of non-residential uses along with mixed-use commercial/residential and secondary uses including live/work residential.

Though the proposed amendment increases the amount of residential and non-residential use in Area 3, no development can occur within the designated common open space areas within the area; the overall number of residential units within the refinement plan is not increased above the current 315 maximum

identified in the refinement plan; and the proposed number of residential units within Area 3 does not exceed the maximum 135 dwelling units identified as being allowed in the area based on the maximum density requirements of the AU area/zone. The overall increase of non-residential use similarly does not exceed 20 percent of that currently allowed in the refinement plan.

Allowing for an increased amount of residential and non-residential uses within Area 3 is consistent with the intended vision for the area as being a center for the community where a mixture of residential and non-residential uses are provided that frame the central common open space area within the community. All future development within Area 3 will also continue to be subject to the applicable development standards included within the refinement plan, including a minimum street parking requirement of one space per 500 square feet for non-residential uses, as well as the approved tree conservation plan for the proposed development. Regardless of the number of residential units or square footage of non-residential uses allowed under the amendment, these amounts cannot be achieved if it cannot be demonstrated at the time of future development that the applicable development standards or the refinement plan and Salem Revised Code (SRC) will otherwise be met.

- **Significantly increasing demand for parking.** Comments received indicate that the proposed increase in residential densities and non-residential square footage for the Village Center substantially increases the demand for parking in this area. It is explained that currently there is no requirement for off-street parking for residential units in the Refinement Plan. It is indicated that the 2005 Refinement Plan was hopeful and idealistic, originally envisioning transit service and a reduced demand for automobile traffic but 16 years later transit still doesn't serve the site, every new homeowner/family within the community has a minimum of one car per home, and there are no plans for Cherriots Transit to expand their service area serve the property now or in the near future due to budget constraints.

It is explained that the community is cut off from other areas of the city by industrial development and the reality is that most people will drive to Pringle Creek to live, work and shop. It is indicated that there is a continued demand for automobiles and the parking requirements for the residential development should reflect this reality. It is explained that the applicant has failed to demonstrate how parking demand for the 730 percent increase and 50 percent increase in commercial development will be adequately met without impacting surrounding development.

Comments received indicate that the increased demand for parking in Area 3 will result in a situation where there will be insufficient on-street parking available to accommodate the 95 units proposed and any additional parking that may be needed for guests of residents.

Staff Response: Within Area 3 of the refinement plan there is no minimum parking requirement for residential uses, but there is a maximum parking requirement of one space per dwelling unit. The minimum parking requirement for

non-residential uses within the refinement plan is one space per 500 square feet of building area and the parking spaces must be located on the street.

The parking requirements of the refinement plan are based on the mixed-use and sustainability principles of the Fairview Plan which calls for development within the FMU zone to promote alternative modes of transportation and reduced dependence on automobiles. These Fairview Plan principles are in-turn based on goals and policies applicable to mixed-use development under the City's Comprehensive Plan which call for mixed-use development to encourage efficient use of land by facilitating compact, high-density development and minimizing the amount of land that is needed to accommodate automobile parking, as well as to facilitate development (land use mix, density, connectivity, design, and orientation) that reduces the need for, and frequency of, SOV trips and supports public transit, where applicable.

These comprehensive plan policies are consistent with policy direction being taken at the State level to encourage jurisdictions to reduce or eliminate off-street parking requirements, especially in relation to housing, in order to promote greater housing affordability and to allow the market to determine the need for parking rather than having minimum parking requirements in development codes that force inefficient use of land by reserving it for automobiles and reinforce an urban form designed for vehicles rather than people.

In 2020, amendments were adopted to the City's development code (Ordinance Bill No. 1-20) that updated the requirements applicable to multiple family development within the City. Part of the adopted amendments included revising the minimum off-street parking requirements for multiple family development. Under the adopted amendments multiple family developments of five or more dwelling units no longer require a minimum number of off-street parking spaces if located within the Downtown within the City's Central Salem Development Program (CSDP) area or within one-quarter mile of a Cherriot's Core Network transit route. Multiple family developments not meeting these location requirements are required to have a minimum of:

- One space per unit (*applicable to multiple family developments with five to twelve dwelling units*);
- One space per studio unit or dwelling unit with one bedroom (applicable to multiple family developments with thirteen or more dwelling units); and
- 1.5 spaces per unit (*applicable to all other multiple family with thirteen or more dwelling units*).

Though property within Pringle Creek Community is not located within one-quarter mile of Cherriot's Core Network transit route and the refinement plan includes its own parking requirements which supersede those of SRC Chapter 806 (Off-Street Parking, Loading, and Driveways), the property is still generally located less than one-half mile from transit service provided via Route 6 (Fairview Industrial) on Fairview Industrial Drive SE. The residential and commercial development

proposed with this amendment remains consistent with the vision of the of the refinement plan to create a village center in Area 3 and although the proposed amendment does not propose to increase the overall number of units allowed in the refinement plan, achieving a compact development pattern with higher population densities is an important element in increasing the feasibility of transit being provided through the Fairview site at some point in the future as originally envisioned in the plan.

In addition, streets within the development are intended to allow for parking and as Pringle Creek Community and other properties within the FMU zone are developed street and pedestrian connections will continue to be made throughout the site which will create additional options for mobility and access.

Any future development within Area 3 of the refinement plan will also be required to comply with the parking requirements of the refinement. If the required number of parking spaces are not provided to serve a development, that development will not be able to be approved.

- **Reducing the option for off-street parking.** Comments received indicate that the proposed amendment reduces the option for off-street parking by reducing street frontage requirements. It is explained that reducing the minimum frontage requirement from 16 ft. to 13 ft. dramatically alters the built environment, eliminates the ability of homes to provide for a garage and a front door along the frontage, and effectively eliminates any vehicular parking in the future. It is indicated that keeping the required 16-foot minimum frontage allows adequate width to both accommodate the potential for a garage and front door while still providing a range of housing types and affordability. Requiring a minimum of 16-foot street frontage retains and protects the Refinement Plan Sustainable Principle #1 which calls for the widest possibility of housing choices. The applicant has neither explained why such reduction is necessary nor demonstrated how the reduction will not adversely affect parking, the built environment, and surrounding uses.

Staff Response: The only areas of the refinement plan where the minimum required building frontage per unit standard is proposed to be reduced are Areas 3 and 9. As indicated in the proposed amendments, the minimum required building frontage per unit standard within Areas 3 and 9 is proposed to be reduced from 16 feet to 13 feet. The underlying purpose of this standard is to ensure that dwelling units included within the development are located in proximity to the street rather than being setback away from the street in the middle or at the rear of lots.

The proposed reduction to the minimum required building frontage per unit standard will not reduce any options for providing off-street parking. Development must comply with both the building frontage per unit standard and any parking requirement established under the refinement plan. Where parking is required it is required, regardless of whether the building frontage per dwelling unit is 16 feet or 13 feet.

- **Reducing the ability to maximize tree preservation.** Comments received indicate that the 730 percent increase in residential development and 50 percent increase in non-residential development impacts the ability to preserve the remaining trees identified for preservation in Area 3. It is indicated that the applicant has failed to demonstrate how the proposed amendment will allow for retention of the identified trees slated for protection in the refinement plan. The comment requests a condition of approval to be added for clarity purposes that states that all development will be subject to conformance with the tree preservation plan in the refinement plan.

Staff Response: The proposed amendment will not affect tree preservation. A tree conservation plan was approved with the development that identifies those trees that may be removed and those trees that are required to be preserved. The tree conservation plan is binding on all development within the refinement plan. The only way for a tree to be removed that is designated for preservation under the approved tree conservation plan is for an applicant to apply for a tree conservation plan adjustment. A tree conservation plan adjustment can only be approved if it meets the approval criteria included under SRC 808.040(d). It is not the intent of the approval of the proposed amendment to allow for increased development that results in the removal of trees that are identified for preservation under the approved tree conservation plan. Because the tree conservation plan is already binding on development within the refinement plan a condition of approval is not necessary.

C. Proposed Amendment Unreasonably and Adversely Impacts Existing Uses and Development. Comments received indicate, in summary, that the proposed amendment will unreasonably and adversely impact existing uses or potential uses and development and further erode the principles upon which the Pringle Creek Community development was created. It is explained that the proposal:

- Changes the ratio of primary and secondary uses of the Village Center in a manner that adversely and unreasonably impacts the existing and potential uses and development in the Village Center.
- Adversely affects the uses and character of Area 3 with a proposed 730 percent increase in residential development with no provision for mandatory off-street parking or an indication of how the increase in demand for off-street parking will affect existing and proposed uses and parking and circulation within the Village Center.
- Reduce the possibility of providing off-street parking by reducing required street frontage from 16 ft. to 13 feet.
- Will result in the potential removal of many trees identified for preservation within Area 3 in order to accommodate the increased development.

The comments provided recommend conditions be placed on the approval to require:

- A minimum residential off-street parking requirement within Area 3 of one space per dwelling unit;
- A detailed site plan identifying those lots where the 13-foot lot frontage requirement is needed along with an explanation of why the reduction is need;
- A community-wide parking plan for Pringle Creek based on the proposed maximum densities;
- That any future plat amendments, land divisions, or lot consolidations be required to update the parking plan based on the proposed changes to the plan; and
- All future development shall be subject to the existing Tree Preservation Plan in the refinement plan.

Staff Response: The proposed amendment will not unreasonably and adversely impact existing uses and development. The applicant has proposed the amendment in order to: 1) Address inconsistencies throughout the refinement plan document where conflicting numbers of dwelling units are identified; 2) Allow the potential for an increased number of dwelling units and non-residential building square footage with the core area of the development, Area 3, in order to fulfill the original intended vision for that area; and 3) Allow for a small degree of flexibility in the siting of residential and non-residential buildings in Areas 3 and 9 by slightly reducing the building frontage per unit standard. While the proposed amendment shifts allocations of dwelling units between the affected areas, the proposed amendment does not increase the maximum number of dwelling units within the refinement plan beyond the current 315 dwelling unit maximum included in the refinement plan and the numbers of proposed residential units in each of the affected areas does not exceed the number of dwelling units that would otherwise be allowed based on the density requirements of the FMU zone.

- D. Applicant's Standing to Initiate Proposed Amendment. Comments received indicate, in summary, that the applicant is requesting amendments to Areas 1, 5, 6, 7, and 8 of the refinement plan, but since they have no vested interest in any of those areas they have no standing to make modifications.

Staff Response: Pursuant to SRC 530.035(c), amendments to refinement plans are either minor or major. Minor amendments are processed as Type II applications under SRC Chapter 300 and major amendments are processed as Type III applications under SRC Chapter 300, unless initiated by the City in which case the major amendment is processed as a Type IV application under SRC Chapter 300.

The subject application is a minor amendment that may be initiated by an applicant. As an owner of land within the refinement plan, the applicant is allowed to make an application to amend the refinement plan. Because the proposed amendment affects multiple areas within the refinement plan notice was provided to all property owners within the refinement plan, based on available information from the Marion County

Assessor's office, in order to provide affected property owners with an opportunity to review and comment on the application.

- E. Need for Proposed Amendment. Comments received, in summary, question the need for the proposed amendment, the inconsistencies currently that exist within the plan that make the amendment necessary, and how the proposed application resolves those inconsistencies.

Staff Response: The applicant has proposed the amendment to the refinement plan in order to: 1) Address inconsistencies throughout the refinement plan document where conflicting numbers of dwelling units are currently identified; 2) Allow the potential for an increased number of dwelling units and non-residential building square footage with the core area of the development, Area 3, in order to fulfill the original intended vision for that area; and 3) Allow for a small degree of flexibility in the siting of residential and non-residential buildings in Areas 3 and 9 by slightly reducing the building frontage per unit standard.

- F. Proposed Amendment is a Major Amendment Rather than a Minor Amendment. Comments received indicate, in summary, that the proposed amendment is a major amendment rather than a minor amendment because the proposed changes to the number of residential units allowed in the various areas exceed 20 percent and the 50 percent increase in allowed non-residential square footage in Area 3 will undoubtedly result in significant changes to pedestrian and vehicular traffic circulation, as well as car parking, in the area.

Comments received further explain that Pringle Creek Community was developed with the intention of being a sustainable community that fosters opportunities for walking and cycling with narrow streets that encourage reduced vehicle traffic with slower speeds. The proposed amendments for Areas 3 and 9, which are now residential, would become commercial properties allowing for a high number of apartment multi-use dwellings without room for parking. The large number of tenants would need to park on the streets creating congestion, inhibiting foot traffic, and creating a hazard for children.

It is indicated that Area 3 contains the main thoroughfare through the community for deliveries, mail, trash pick-up, etc., and also includes the Painters Hall, which is a gathering place and office building which is also available for rental. The proposed increases to the amounts of residential and non-residential use allowed in Area 3 will result in traffic and parking issues forcing parking onto both sides of very narrow streets.

Staff Response: Pursuant to SRC 530.035(b)(1), a minor amendment to a refinement plan is one that does not result in a substantial change to the refinement plan. Pursuant to SRC 530.035(b)(2), a substantial change to a refinement plan includes, but is not limited to, one that:

- (A) Changes the uses allowed within the refinement plan;
- (B) Varies or changes a Fairview Plan policy;

- (C) Increases or decreases the number of proposed residential units per acre by more than 20 percent or exceeds the maximum number of dwelling units permitted within the FMU zone;
- (D) Changes designated buffers, perimeter landscaping, or significant natural resource areas that were established to adapt the FMU zone to specific site characteristics or mitigate development impacts on the site and surrounding area;
- (E) Varies the building height, FAR, lot coverage, building setbacks, or other development standards by more than 20 percent of that delineated in the refinement plan;
- (F) Cumulatively results in a significant change in the purpose, scope, main concepts, goals, policies, or general development guidelines and standards of the refinement plan, as a consequence of more than one non-substantial change submitted concurrently; or
- (G) Results in a significant change in pedestrian or vehicular traffic circulation within the FMU zone or in the surrounding area.

The proposed amendment does not represent a substantial change to the refinement plan and therefore qualifies as a minor amendment. The proposed amendment does not make any changes to the list of uses allowed within the refinement plan, it does not vary or change a policy of the Fairview Plan, does not change any designated buffers, perimeter landscaping, or significant natural resource areas, and does not result in a significant change in the purpose, scope, main concepts, goals, policies, or general development guidelines and standards of the refinement plan.

The proposed amendment shifts allocations of dwelling units between affected areas, but does not increase the maximum allowed number of dwelling units within the refinement plan beyond the current 315 dwelling unit maximum and the adjusted number of proposed residential units in each of the affected areas does not exceed the number of dwelling units that would otherwise be allowed based on the density requirements of the FMU zone. The proposed amendment also does not exceed the maximum overall 2,000 dwelling unit limit established for the entire Fairview site under SRC 530.045(c).

The proposed amendment also does not increase the overall amount of non-residential square footage allowed within the refinement plan or the building frontage per unit standard by more than 20 percent.

The proposed amendment similarly will not result in a significant change in pedestrian or vehicular traffic circulation within the FMU zone or the surrounding area because the vehicular and pedestrian circulation system within the development is already established. As illustrated in the refinement plan, streets within the development are intended to accommodate on-street parking and as other properties within the FMU zone are developed street and pedestrian connections will continue to be made throughout the site which will create additional options for mobility and access.

G. Significant Impacts of Proposed Increases in Residential and Non-Residential Uses.

Comments received indicate, in summary, that the proposed increases to the number of residential units and non-residential uses will have significant effects on the community by creating on-street parking congestion making streets impassable for garbage trucks and residents; increased demands on waste management within the community with more residents and limited areas for dumpsters; and the decimation of the ideals of the community. It is explained that the proposed increase in the number of residential units will result in the area becoming a parking lot with no ingress or egress.

Comments received express concern that the proposed increase in the amount of residential and non-residential uses allowed will result in a situation where vehicles will be parked on both sides of streets making it difficult for emergency vehicles to respond to different areas of the property. It is explained that because the community is a multi-generational, ease of emergency vehicle access is of concern to the community.

Comments received also indicate that the increased traffic resulting from the proposed development will result in impacts to the community's geothermal loop, which depends on the capture and circulation of rainwater to circulate through the development and heat homes. It is explained that with the resulting increase in on-street parking and the increased traffic/wear on streets, the function of the geothermal loop will be potentially impacted and rain water will not be able to be efficiently captured in order to allow the system to function properly.

Concern is also expressed that the proposed amendments will result in impacts to the community's stormwater system resulting from vehicles needing to drive onto the roadside grassy swales due to insufficient area for cars to pass each other.

Staff Response: As illustrated by the street cross sections included in the refinement plan, the streets within the development are intended and designed to accommodate on-street parking. When parking is provided along the streets in conformance with the cross sections and specifications included within the refinement plan, vehicle passage can occur and the stormwater and other intended functions of the streets can continue to perform as originally designed. In addition, the residential and commercial development proposed with this amendment remains consistent with the vision of the of the refinement plan to create a village center in Area 3. Future development within Area 3 will be reviewed for compliance with the applicable development standards of the refinement plan, including parking. If a proposed development is not able to conform to the applicable standards it will not be able to be approved.

H. Negative Impacts of Proposed Development in Area 9. Comments received indicate, in summary, that the proposed changes to allow residential and commercial use in Area 9 are different than what was originally intended for the area and will have negative impacts, including negative impacts to property values, on property to the west of the development located outside the refinement plan. Concern is also expressed that with the proposed increase in residential units the City may want to extend Corina Drive into the Fairview property in the future.

Staff Response: The proposed amendment does not change any of the uses allowed in Area 9; reduces the allowed amount of non-residential square footage in the area from 15,000 square feet to 10,000 square feet; and does not change the number of allowed dwelling units. In regard to the potential for extending Corina Drive SE into the development, the City has no plans for the extension of Corina Drive. Pringle Creek separates the subject property from Corina Drive. An extension of Corina Drive would impact the natural open space corridor established within the development along Pringle Creek and unnecessarily impact the existing vehicular and pedestrian circulation system within the development.

Homeowners Association

Property within the Pringle Creek Community refinement plan is subject to a Homeowners Association (HOA). The HOA applicable to the property within the refinement plan is the Pringle Creek Community Association. As required under SRC 300.520(b)(1)(B)(iv), notice of the proposal was sent to the HOA. No comments were received from the Homeowner's Association.

9. Fairview Refinement Plan Minor Amendment Approval Criteria.

Salem Revised Code (SRC) 530.035(e)(1) sets forth the following criteria that must be met before approval can be granted to an application for a Fairview Refinement Plan Minor Amendment. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the proposed development's conformance with the criteria. Lack of compliance with the following criteria is grounds for denial of the Fairview Refinement Plan Minor Amendment application, or for the issuance of certain conditions to ensure the criteria are met.

SRC 530.035(e)(1)(A): The proposed amendment does not substantially change the refinement plan.

The written materials provided by the applicant (**Attachments C and D**) indicate, in summary, that the maximum planned dwelling unit density permitted under the land use summary table of the refinement plan on page 10 remains unchanged with the proposed amendment; it maintains the density maximum of 315 dwelling units. The minimum permitted overall units has been reduced by less than 20 percent. In regard to updates to commercial square footage and lot frontage requirements, no change exceeds 20%.

The applicant explains that the amendment is consistent with the sustainable vision for Pringle Creek Community and adheres closely with the refinement plan, assuring a vibrant mixed-use urban center in the height of the community, and helps ensure sustainable principles like higher density developments versus sprawl are adhered to. It is indicated that the Village Center has always been planned for higher density, multi-story mixed-use buildings, and was intended to have the most density in the community.

The applicant indicates that the intent and vision of the community has always been to provide for a variety of housings options in the community with higher density lots surrounded by large open space contained in the Village Center. The applicant indicates

that this is illustrated in the refinement plan by the shape of the Village Center, the shape of the lots, the streets, and the pedestrian-friendly parking requirements for the area, which is very different than that for the single-family streets which are to have a uniform scale and building frontage relationship to the street.

The applicant explains that the commercial/mixed-use lots were designed to have more architecturally and texturally diverse development options than the residential areas of the community and having them conform to single family lower density requirements is not appropriate and directly contradicts the intention of the community and its approved refinement plan.

Finding: Staff concurs with the findings included in the applicant's written statement. The amendment has been proposed by the applicant to address inconsistencies throughout the refinement plan document where conflicting numbers of dwelling units are currently identified; allow the potential for an increased number of dwelling units and non-residential building square footage with the core area of the development, Area 3, in order to fulfill the original intended vision for that area; and allow for a small degree of flexibility in the siting of residential and non-residential buildings in Areas 3 and 9 by slightly reducing the building frontage per unit standard.

The proposed amendment does not make any changes to the list of uses allowed within the refinement plan, it does not vary or change a policy of the Fairview Plan, does not change any designated buffers, perimeter landscaping, or significant natural resource areas, and does not result in a significant change in the purpose, scope, main concepts, goals, policies, or general development guidelines and standards of the refinement plan.

The proposed amendment shifts allocations of dwelling units between affected areas, but does not increase the maximum allowed number of dwelling units within the refinement plan beyond the current 315 dwelling unit maximum and the adjusted number of proposed residential units in each of the affected areas does not exceed the number of dwelling units that would otherwise be allowed based on the density requirements of the FMU zone. The proposed amendment also does not exceed the maximum overall 2,000 dwelling unit limit established for the entire Fairview site under SRC 530.045(c).

The proposed amendment does not increase the overall amount of non-residential square footage allowed within the refinement plan or the building frontage per unit standard by more than 20 percent.

The proposed amendment similarly will not result in a significant change in pedestrian or vehicular traffic circulation within the FMU zone or the surrounding area because the vehicular and pedestrian circulation system within the development is already established, the maximum number of dwelling units proposed to be allowed within the refinement plan is not being increased, and, as illustrated in the refinement plan, streets within the development are intended and designed to accommodate on-street parking. This approval criterion is met.

SRC 530.035(e)(1)(B): The proposed amendment will not unreasonably impact surrounding existing or potential uses or development.

The written materials provided by the applicant (**Attachments C and D**) indicate, in summary, that the updates in the proposed amendment related to density, permissible square footage for commercial development, and frontage requirements continue to reflect the development anticipated in the refinement plan and will not substantially impact existing or potential uses or development at Pringle Creek Community.

The applicant indicates that with the total maximum number of dwelling units being set at 315, traffic in and out of the community will be the same as anticipated when the original Plan was approved. The applicant explains that with the amendment, the overall density remains at the level supported by the City and the refinement plan. Designated open space will remain unbuilt and tree protections per the Plan and code are still in place.

Finding: Staff concurs with the findings included in the applicant's written statement. The proposed amendment clarifies the minimum and maximum number of allowed residential units within Areas 1 through 8 of the refinement plan; updates the minimum and maximum square footages of planned commercial development within Areas 3, 6, and 9 of the refinement plan; and reduces the minimum building frontage per unit required in Areas 3 and 9 of the refinement plan from 16 feet to 13 feet.

The proposed amendment to reduce the minimum required building frontage per unit standard within Areas 3 and 9 from 16 feet to 13 feet will not result in unreasonable impacts to surrounding existing or potential uses or development as this amendment has only been requested to allow a small degree of flexibility in the siting of residential and non-residential buildings in Areas 3 and 9 by slightly reducing the building frontage per unit standard. The proposed amendment will not affect the ability to provide off-street parking within these areas because the off-street parking standards of the refinement plan apply independently of the building frontage per unit standard and must be met regardless of whether the building frontage per unit is 16 feet or 13 feet.

The proposed amendment to the number of residential dwelling units and non-residential building square footages allowed in the affected areas will also not unreasonably impact surrounding existing or potential uses or development because the overall maximum number of dwelling units allowed within the refinement plan is not proposed to be increased beyond that which has already been allowed under the refinement and the allocated number of dwelling units and non-residential building square footage in Area 3 is consistent with the intended vision of the refinement plan to establish Area 3 as the village center within the community developed with a mix of uses, including non-residential and mixed-use commercial/residential, to support the community square activities. The proposed amendment is also consistent with the principles of the refinement plan, Fairview Plan, and mixed-use policies of the Salem Area Comprehensive Plan, which generally call for mixed-use development that is compact, high density, minimizes the amount of land needed for automobile parking, and reduces dependence on automobiles.

All future development within the refinement plan will be reviewed for conformance with the standards included in the plan, including requirements for parking. If the parking

requirements applicable to a development cannot be met, that development will not be able to be approved. The proposed amendment meets this approval criterion.

CONCLUSION

Based upon review of SRC Chapter 530, the findings contained herein, and due consideration of comments received, the application complies with the requirements for an affirmative decision.

IT IS HEREBY ORDERED

Fairview Refinement Plan Minor Amendment Case No. FRPA21-01 is hereby **APPROVED** subject to SRC Chapter 530 and the findings contained herein.

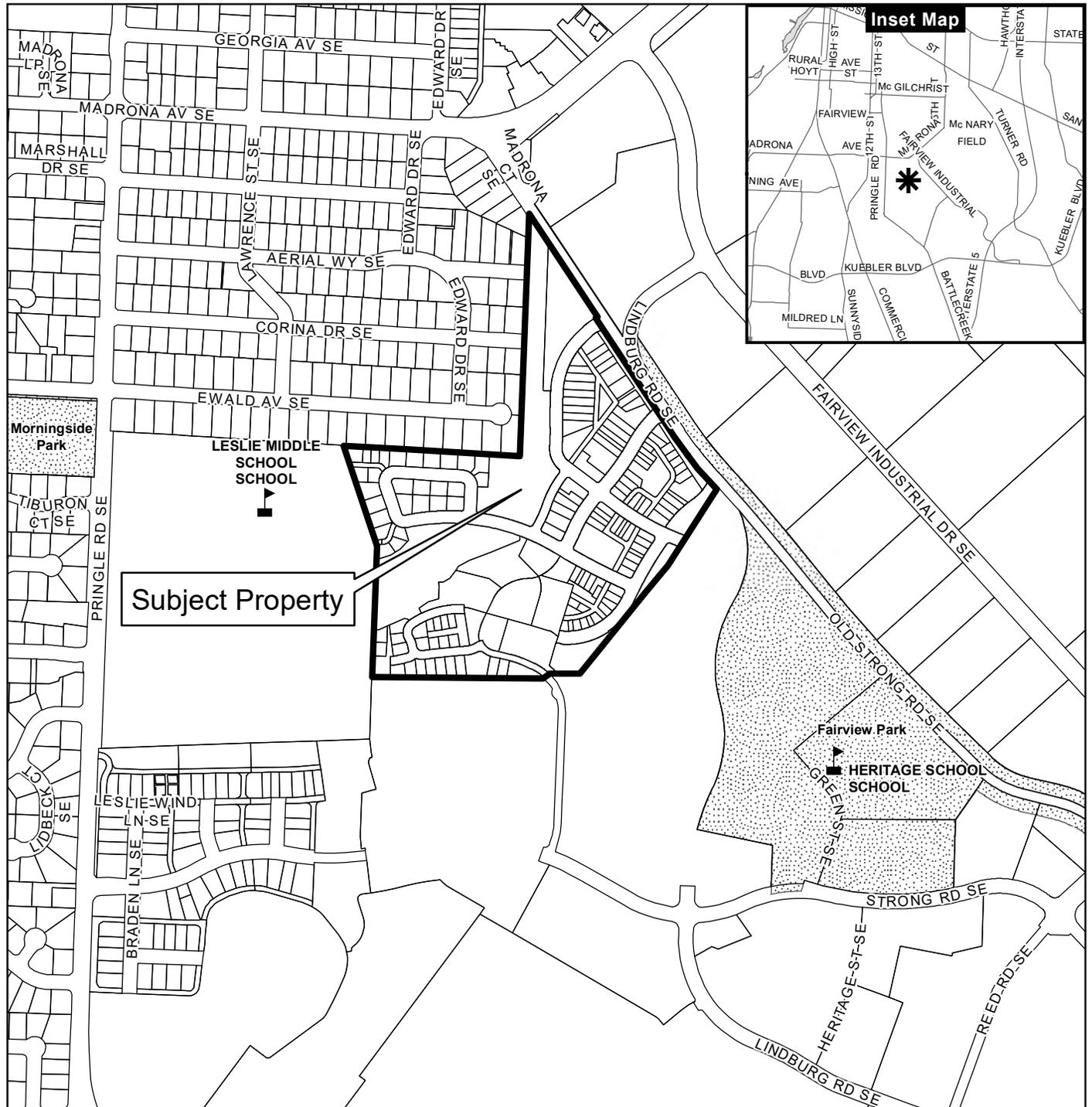


Bryce Bishop, Planner III, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

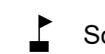
Attachments: A. Vicinity Map
B. Proposed Amendments to Refinement Plan
C. Applicant's Written Statement
D. Additional Comments from Applicant
E. Public Comments

cc: Alan Kessler, GIS

Vicinity Map Pringle Creek Community Refinement Plan



Legend

-  Taxlots
-  Urban Growth Boundary
-  City Limits
-  Outside Salem City Limits
-  Historic District
-  Schools
-  Parks



0 100 200 400 Feet



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SUSTAINABILITY PRINCIPLES FOR LAND USE

1. Encourage Economic and Social Diversity ¹³³ 315

The plan for the Pringle Creek Community accommodates ~~140-225~~ (depending on the eventual number of secondary rental units provided) for 400-500 residents. These proposed units range from single family homes on their own parcels to efficiency units in small apartments or secondary suites. Unit sizes may range from affordable 600 sf studios to 2,500 sf single family detached homes. The plan provides the widest possible diversity of housing choices, making aging in place possible and providing good homes for moderate income owners and families of different sizes and types.

2. Create a Village Center The main village centre for the Sustainable Fairview project is located on another part of the site. The Pringle Creek Community is thus a sub centre, comprised of restored industrial and agricultural buildings grouped around a village green and seasonal pavilions. A small amount of convenience commercial retail is anticipated. Most of the restored space will be used for institutional functions (adult education, social functions, and community rooms) with some spaces made available for office rental. The community gardens and the restored greenhouse will provide much of the social and visual focus for the community, and cement the image of the community as a place where residents care about the earth and can produce their own food.

3. Reuse and Retrofit existing buildings The majority of the existing buildings on the site will serve new functions for the Pringle Creek Community and for other residents of Salem. Three of the existing buildings have undergone a first phase cosmetic improvements to the exterior, with many of the existing build around the community square and the greenhouses being analyzed for future regeneration in the new plan. This space will be preserved as a graphic reminder of the past, and as an emblem of the strength of the new community at Pringle Creek. Pringle Creek residents will likely take the most advantage of these community amenities, but they will be available to other citizens of the city as well.

4. Create Local Employment Most of the new employment opportunities in Fairview will be in the campus crescent area; however, significant job opportunities are part of the plan for Pringle Creek Community too. Allowing home occupations would enhance the sustainability of the plan, thus we hope to incorporate authorization for home occupations. Additionally, the preserved structures on the site will provide locations for at least 7 full time jobs but potentially many more.

5. Build Efficiencies by Building Green At the Pringle Creek Community, new residential structures will perform at the highest efficiency level practical. The single family home area at the west side of the school (adjacent to the school property) is planned for "carbon neutral" status, meaning these homes will be entirely self sufficient for heating and cooling. This will be the first residential subdivision of its kind in America. The Pringle Creek Community has set a goal of national significance for energy and materials conservation.

LAND USE SUMMARY

Pringle Creek Community land use development requirements per SRC 143C. FMU zones are indicated in the table below:

required dwelling units	acres	residential (du)		non-residential (sf)	
		min	max	min	max
total site area	32.50				
AU zone du per gross acre		6	30		
gross area per src 143c-2	24.20				
less dedicated open space	-7.79				
net area	16.41				
<i>AU required du per src 143</i>		98	492		
area 1		8	20-11		
area 3		6-4	13-95	18,000	30,000
area 4		9	11-12	11,700	45,200
area 5		20-18	44-21		
area 6		18-10	36-15	3,500	6,000
area 7		30-18	60-27	5,500	
area 8		41-18	77-57		10,000
area 9		0-18	0-36		15,000
AU zone estimated du/sf		132-103	261-274	21,500	61,000
<i>LI required du per src 143</i>		9	14	17,200	61,200
LI zone du per gross acre		5	8		
gross area per src 143c-2	2.00				
less dedicated open space	-0.25				
net area	1.75				
<i>LI required du per src 143</i>		9	14		
area 2		9	13		
LI zone estimated du		9	13		
MI zone du per gross acre		7	35		
gross area per src 143c-2	6.30				
less dedicated open space	-2.54				
net area	3.76				
<i>MI required du per src 143</i>		26	132		
area 2		20-10	28-15		
area 4		11	13		
MI zone estimated du/sf		31-21	41-18		
summary gross area per src 143C-2	32.50				
less dedicated total open space	10.58				
summary total net area	21.92				
est. total range of du planned		141-133	315		
est. s.f. for non-residential				21,500	61,000
<i>total required du per src 143</i>		134	638	17,200	61,200

Mandatory elements

- Street requirements -- private streets throughout the development
- Fire sprinklers -- automatic fire suppression system required for all structures
- Street parking restrictions -- one queuing space per block to facilitate fire department access

PERMITTED LAND USES

A complete table of permitted land uses per SRC 143 is located in appendix C.

AREA 1

Area one is the smallest parcel and geographically centered on site. It has been planned to accommodate a mix of the following land uses:*

- primary use -- residential units including but not limited to attached, detached and accessory dwelling units.
- secondary use-- live/work units

Due to the small parcel size, an alley will not be required.

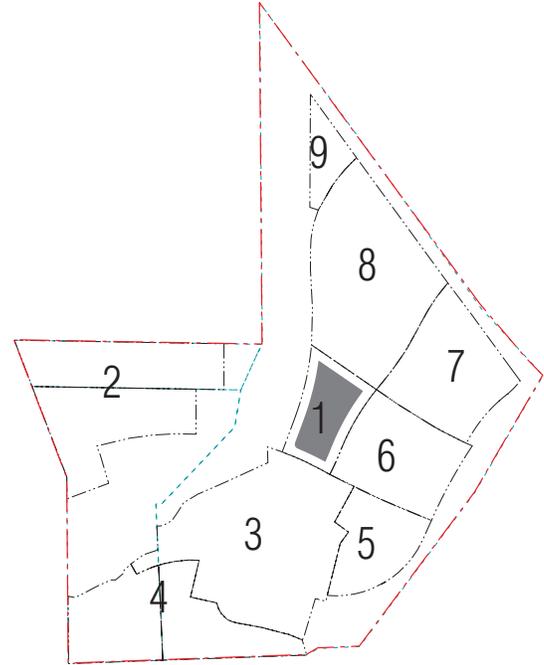
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.17 acres)		
parcel area net (.65 acres)		
required residential units per 143	7/35	
total estimated residential units	8/20 8/11	
total est. area for non-residential uses (in s.f.)		none
building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/30'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

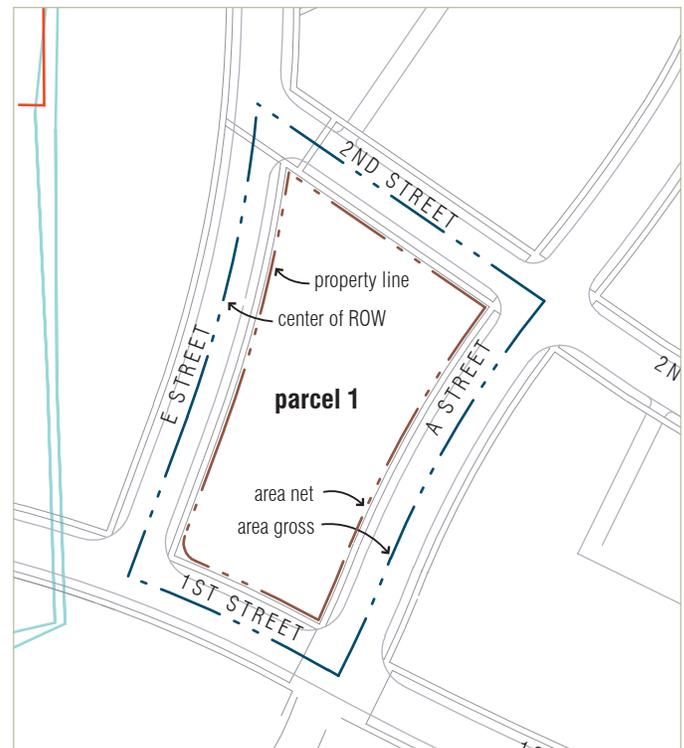
notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.



parcel location



parcel map

AREA 2

Area 2 is unique to Pringle Creek Community in that it has the adjacency of the Morningside Heights Neighborhood, is zoned for both LI and MI land-uses per SRC 143, and is the only site on the property with a south facing hillside without tree cover. It has been planned to enhance it's natural features by providing lots that are oriented for solar access and to use the sloping site to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:*

- primary use -- single family dwelling units
- secondary use-- cottage courtyard units

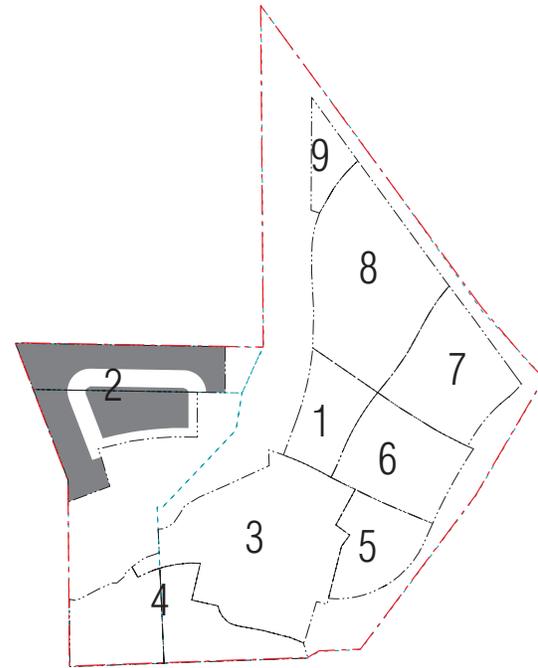
Due to the small parcel size, an alley will not be required.

required elements

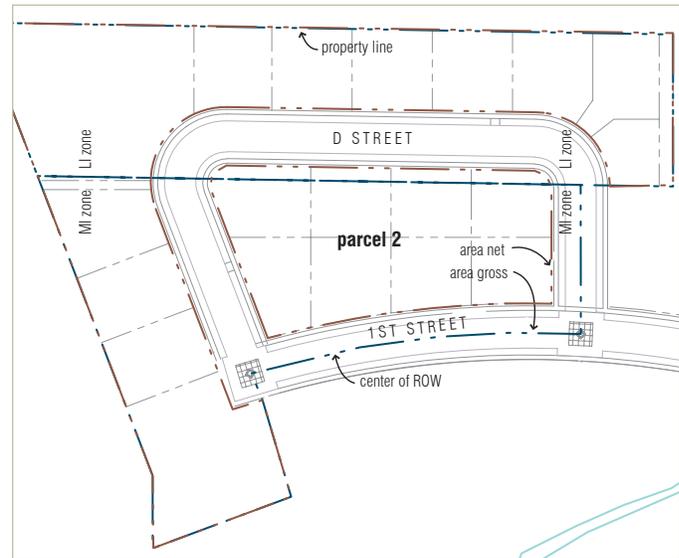
FMU zone du gross per acre	residential min/max	non-residential min/max
LI zone du per gross acre	5/8	na
parcel area gross ¹ (2.00 acres)		na
parcel area net (1.75 acres)		na
required residential units per 143	10/16	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.90 acres)		na
parcel area net (1.45 acres)		na
required residential units per 143	13/67	na
total required residential units per 143	23/83	na
total estimated residential units	20/28-19/28	na
total est. area for non-residential uses (in s.f.)		na
building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks ²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	na
building frontage per unit ³	16'/none	na
building height	none/45'	na
parking		
cars ³	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.



parcel location



parcel map

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.

5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 3

Area 3 is developed as the community center with an active open space plaza of 1.5 acres featuring 2 large Native Oak trees as an anchor to the community square. The square is bounded by the regeneration of existing buildings of Fairview Training Center (see page #25 for existing structures), new infill buildings and by Pringle Creek riparian corridor. Proposed land uses include:*

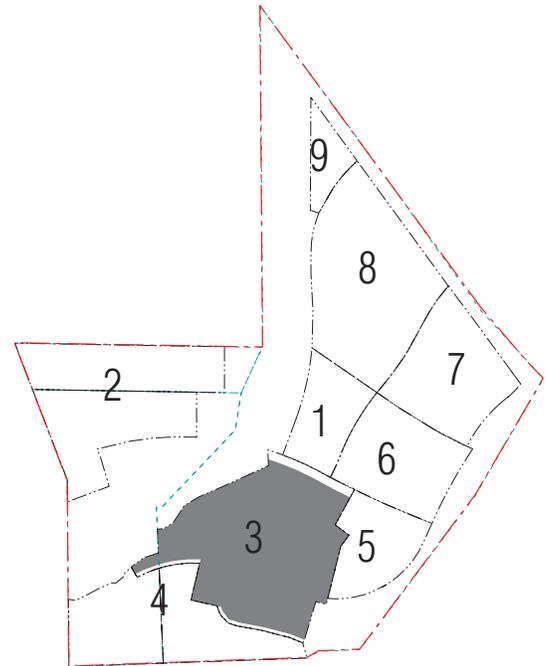
- primary use-- regeneration of existing building into a mix of uses to support the community square activities with potential uses, but not limited to the following: cultural facilities, bed and breakfast, boutique hotel, interpretive museum, performing arts facility, artists studio's, carpentry workshop, craft workshop, office, community storage, restaurant, day-care facility, cafe with performing arts events, community meeting hall, community cooperative uses, library, mixed-use commercial/residential, bakery, artist galleries, classroom facilities, retail, open air pavilion for farmers market and community events.
- secondary use-- Live/ work residential, seasonal temporary pavilions for public use.

The community square open space will be bounded by "woonerf" streets and plaza's designed to calm traffic by integrating pedestrians, bikes and cars in the community square, see illustrative plan pg. #9 and major streets plan pg. #35.

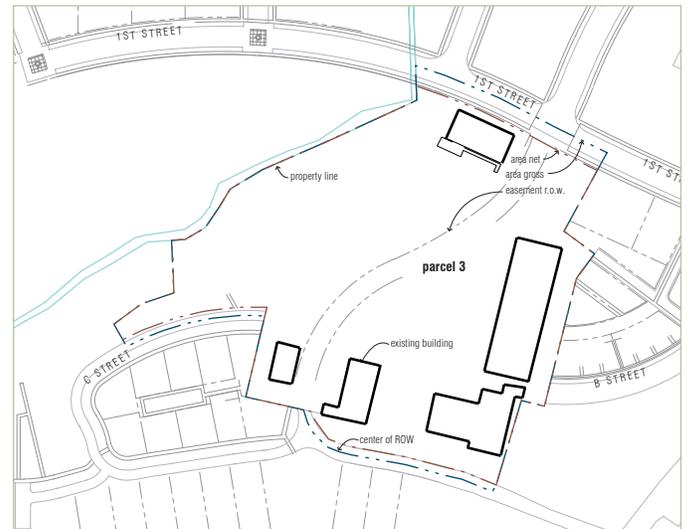
The building will be allowed to project within the area a maximum of 15' to accommodate architectural features and requirements for accessibility, see note #2. All existing buildings will be required to meet all applicable building code requirements. All property lines within area 3 to be determined during SRC 63 subdivision submission. All development restrictions and responsibilities will be governed as indicated in the table on page 42 in the Refinement Plan.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (4.5 acres)		
parcel area net (4.23 acres)		
required residential units per 143	27/135	
total estimated residential units	4/30 4/95	
total est. area for non-residential uses (in s.f.)		18,000-30,000 11,700-45,200
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	none/none
interior/side	0'/20'	10'/20'
interior rear to ROW @ alley	na/na	none/none
building frontage per unit ³	16'- 13'/none	16'- 13'/none
building height	none/45'	none/60'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none



parcel location



parcel map

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, decks, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- All non-residential parking is on-street or woonerf street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard, there will be no traditional parking lots in the community square and woonerf streets.

* For definitions of land uses, see page 22

AREA 4

Area 4 is unique to Pringle Creek Community in that it has the adjacency of the Sustainable Fairview Property to the south, is zoned for both MI and AU land-uses per SRC 143, and is the only site on the property with a portion of the sloping site set within a stand of conifer and deciduous trees. It has been planned to enhance it's natural features by providing lots nestled within the trees on sloping sites to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:*

- primary use- single family dwelling units.
- secondary use- cottage courtyard units with a shared open space courtyard for car access and residents use.

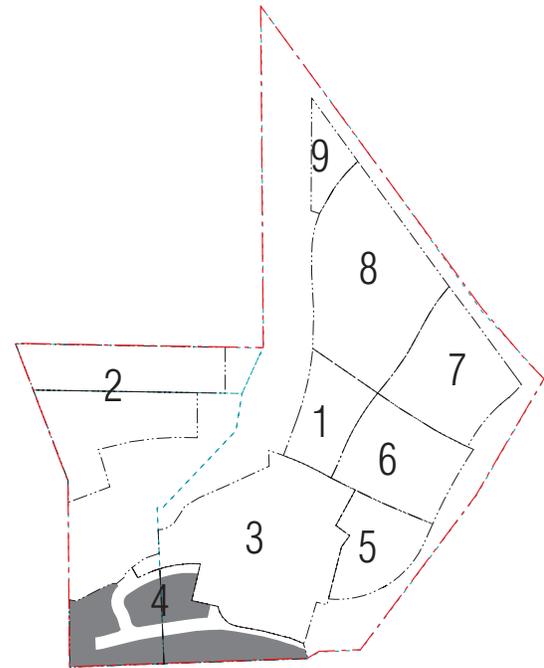
Due to the small parcel size an alley will not be required.

required elements

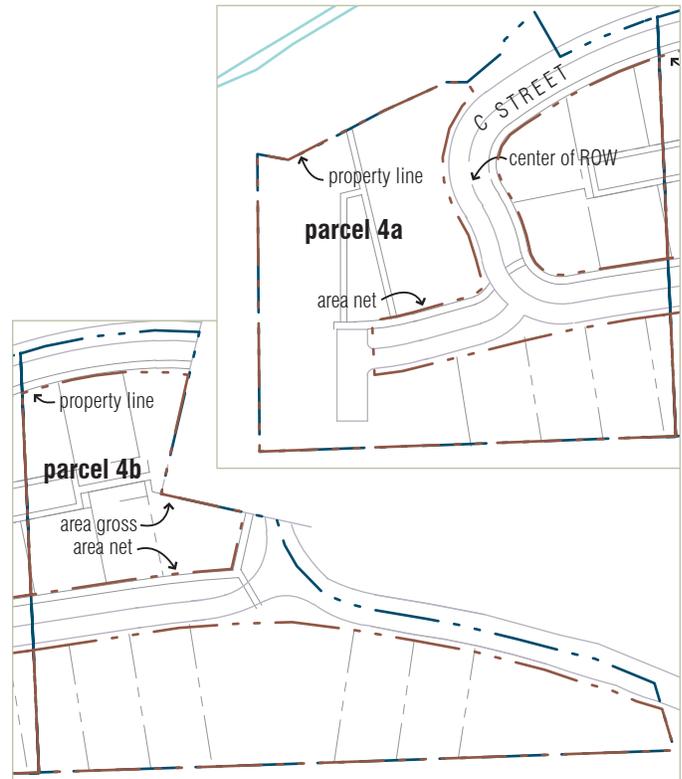
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.38 acres)		
parcel area net (1.06 acres)		
required residential units per 143	8/41	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.46 acres)		
parcel area net (1.10 acres)		
required residential units per 143	10/51	na
total required residential units per 143	19/93	na
total estimated residential units (2.84 acres) 11/22-20/25		
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks ²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	
building frontage per unit ³	16'/none	na
building height	none/35'	na
parking		
cars ³	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	na

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.



parcel location



parcel map

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.

5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 5

Area 5 is bounded to south and east by the tree covered hillside separating Pringle Creek Community from the Crescent buildings of Fairview. It has a row of mature native Oak trees that frame a view of the Crescent building named Withycombe, this will be maintained. The area has been developed as a dense urban pocket to the south of the oak trees incorporating residential live/work units within a woonerf plaza. The mix of land-uses are as follows:*

- primary use- Live/work, accessory dwelling units, attached and detached residential units.
- secondary use- multi-family residential and mixed-use residential..

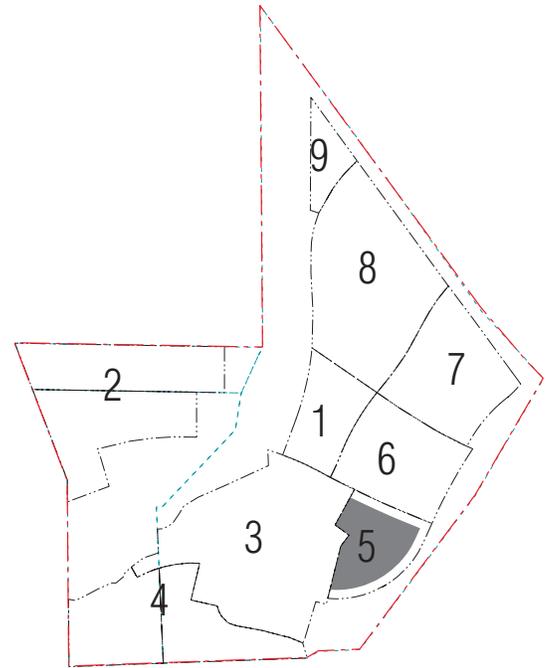
This block will incorporate a combination of rear alley streets and woonerf plaza/streets for internal service and circulation.

required elements

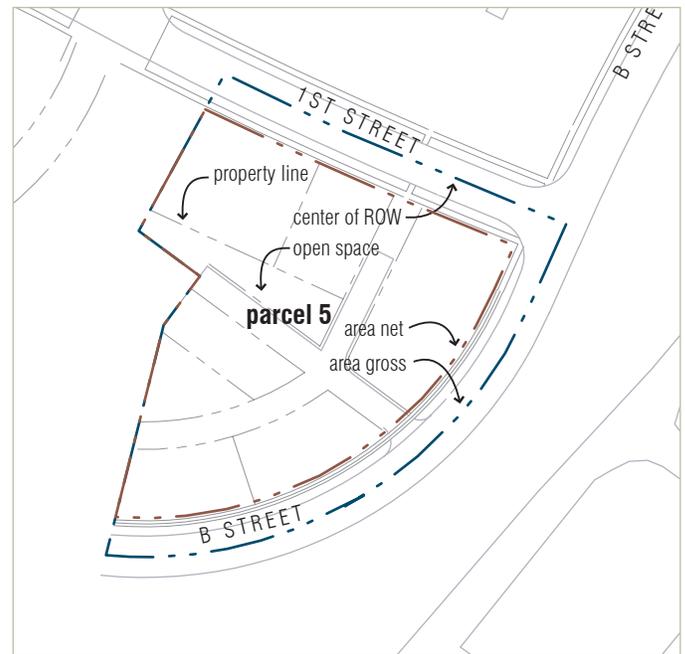
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.31 acres)		
parcel area net (0.95 acres)		
required residential units per 143	8/39	
total estimated residential units	21/44 18/21	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.



parcel location



parcel map

- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 6

Area 6 is defined by the existing greenhouses and will become the central hub for the community gardens to be planned throughout the community. The area has been planned to accommodate the following land uses:*

- primary use- attached and detached residential units including accessory dwelling units.
- secondary use- greenhouse growing plants and herbs for commercial or cooperative use,
- mixed-use retail with residential, multi-family residential units

Alley access to an internal services and parking area will be required.

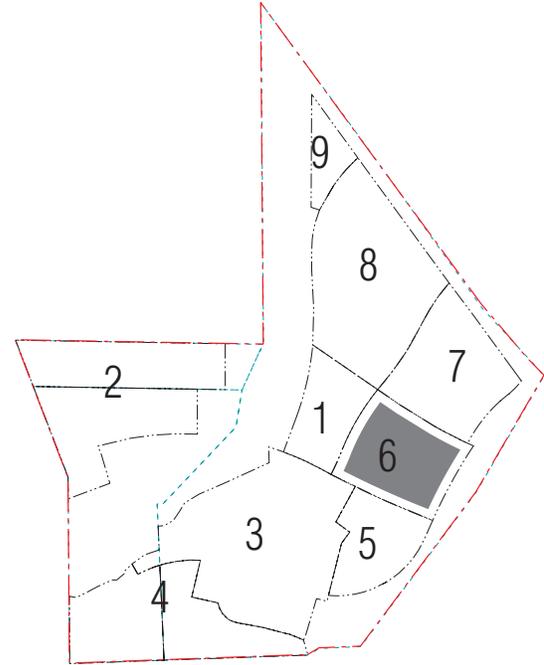
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.95 acres)		
parcel area net (1.31 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36 10/15	
total est. area for non-residential uses (in s.f.)		3,500-6,000 5,500
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 sf
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22



parcel location



parcel map

AREA 7

Area 7 is defined by the natural features of the site that include a grove of Sequoia trees, the row of Pine trees along Strong Road and an infiltration pond to the east that will replace the man-made "duck pond" on the eastern portion of the parcel. The grove of Sequoia trees will provide the layout of an internal park for the residents of this area and the whole community to enjoy. The area has been planned to accommodate the following land uses:*

- primary use- attached and detached residential units.
- secondary use- accessory dwelling units, multi-family residential units and live/work dwelling units.

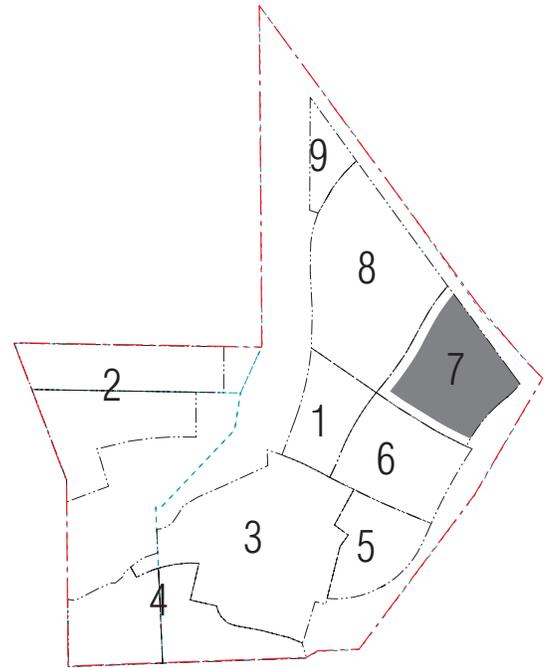
Alley access to an internal services and parking area will be required and must integrate with the existing grove of Sequoia trees.

required elements

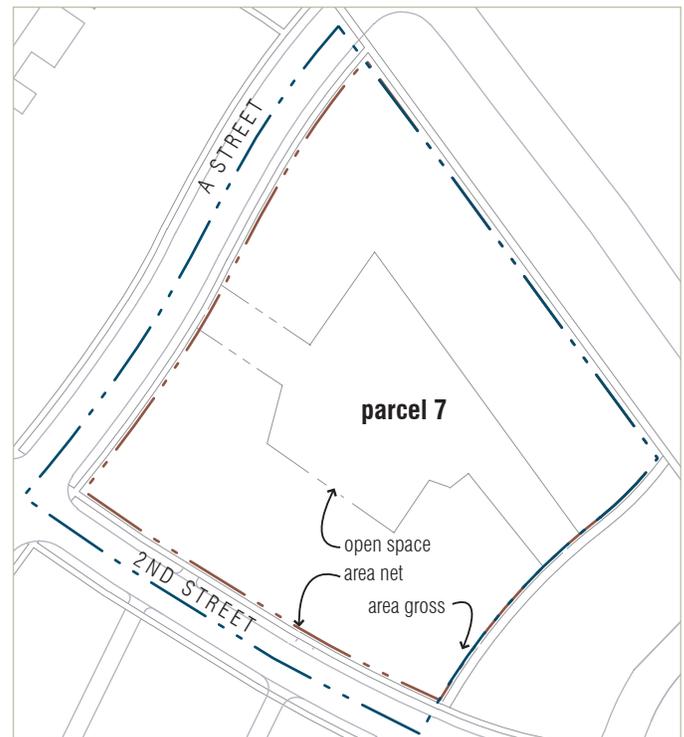
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (2.21 acres)		
parcel area net (1.82 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36 18/27	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 s.f.
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.



parcel location



parcel map

5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 8

Area 8 is the largest primarily residential area in the development. It has been planned to accommodate a mix of the following land uses:*

- primary use- residential units including but not limited to attached, detached, accessory dwelling units and coach lane houses. Dwelling unit are allowed to have detached garages. mixed-use retail with residential, multi-family residential units
- secondary use- multi-family residential units and live/work units.

Alley access to an internal services and parking area will be required and must integrate an open space park area for all residents.

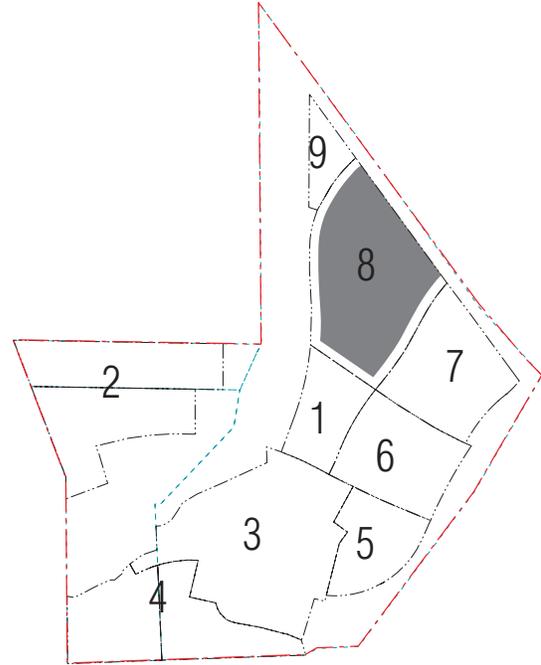
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (3.73 acres)		
parcel area net (3.06 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres) 18/36-18/57		
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 sf
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

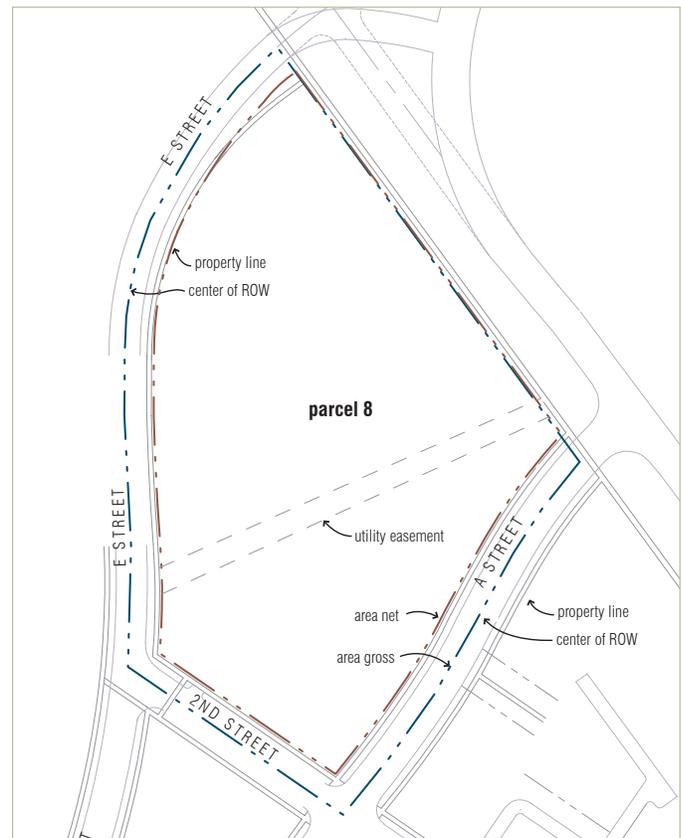
notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22



parcel location



parcel map

AREA 9

Area 9 is the most northerly area in the development and it's triangular shape bounded on the west by the open space dedicated to the Pringle Creek riparian corridor. It has been planned to accommodate the following land uses:*

- primary use- potential uses include but are not limited to assisted living facility, neighborhood classrooms, bio-diesel cooperative and community recycling center.
- secondary use- potential uses include but are not limited to detached, attached and multi-family dwelling units

Due to the small area size an alley will not be required.

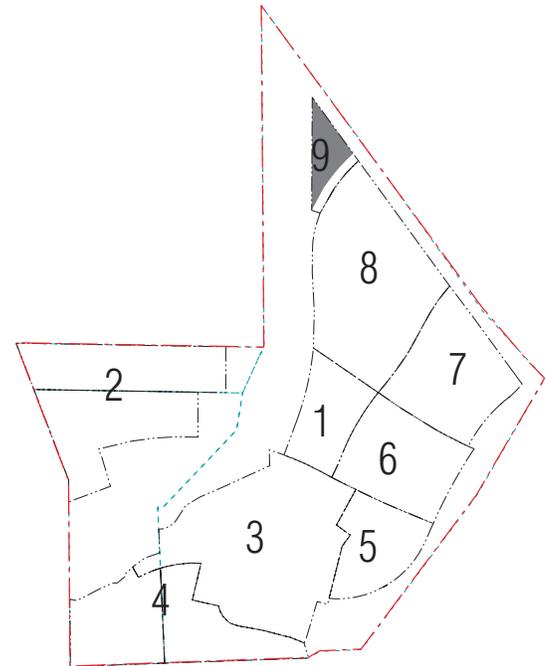
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (.53 acres)		
parcel area net (.42 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36	
total est. area for non-residential uses (in s.f.)		none/15,000 10,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16' 13'/none	16' 13'/none
building height	none/45'	none/45'
parking		
cars ³	residential none/1	commercial none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 s.f.
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

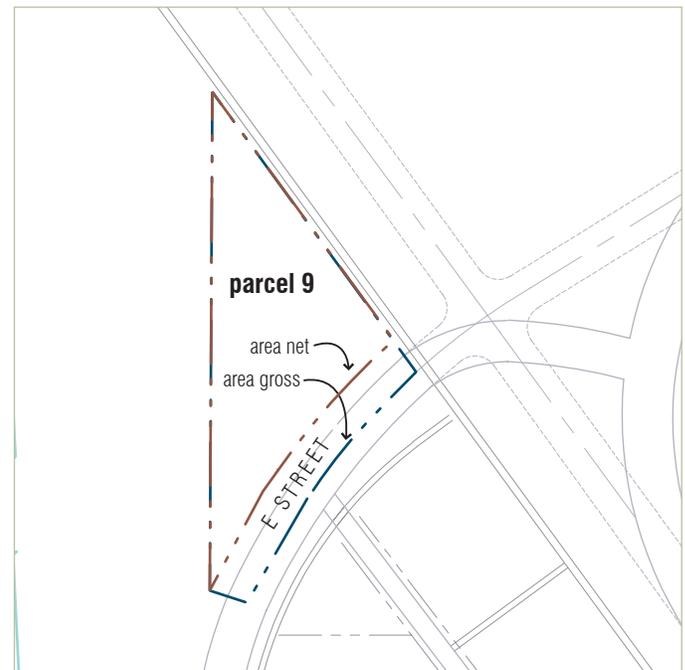
notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
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- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22



parcel location



parcel map

Land Use Application
Sustainable Investments, LLC
Refinement Plan Minor Amendment
March 16, 2021

Land Use Application Written Statement

Need for Amendment and Approval Criteria

Necessity

Over the last few years of developing Pringle Creek Community, both the City and Sustainable Investments, LLC noted inconsistencies in the refinement plan regarding allowed dwelling unit density. After discussions with the City, applicant and the City agreed that clarifying the density numbers through amendment would eliminate confusion as to applicable dwelling unit densities required. In addition, applicant seeks to update commercial square footage minimums and maximums and to adjust frontage requirements for Areas 3 and 9 to correctly indicate planned and anticipated commercial mixed-use development at Pringle Creek Community.

Criteria and Standards Met

The subdivision's maximum planned dwelling unit density permitted by the City under the Land Use Summary table of the refinement plan (p10) remains unchanged with this proposed amendment; it maintains the density maximum at 315 dwelling units. The minimum permitted overall units has been reduced by less than 20%. In regard to updates to commercial square footage and lot frontage requirements, no change exceeds 20%. Therefore, the applicant has filed this application as a Type II, minor amendment per SRC 530.

Per SRC 530.035(e)(1), Amendments to refinement plans, a minor amendment shall be approved if all of the following criteria are met:

(A) The proposed amendment does not substantially change the refinement plan.

(B) The proposed amendment will not unreasonably impact surrounding existing or potential uses or development.

(A) As noted above, the proposed amendment does not substantially change the refinement plan leaving the maximum density allowed in the subdivision as 315 dwelling units. Commercial development square footage and frontage requirement changes are minor.

(B) Updates in the proposed amendment related to density, permissible square footage for commercial development, and frontage requirements continue to reflect the development anticipated in the Refinement Plan and will not substantially impact existing or potential uses or development at Pringle Creek Community.

Therefore, criteria for approval of this minor amendment have been met and, the applicant, respectfully request that this proposed minor amendment application be approved as presented.

Attachment D

Case No. FRPA21-01 for Pringle Creek Community Refinement Plan
Additional Comments of Sustainable Investments LLC

April 30, 2021

In order to achieve the vision that was established in the Pringle Creek Community Refinement Plan, greater clarity is needed on how the City will interpret the density standards for the community. The proposed amendment to the Plan will finalize the implementation of the vision for the community as it completes its buildout. Pringle Creek Communities' refinement plan is over 15 years old. It is common practice to amend refinement plans and we are in a position now to fully anticipate the final phase and ensure that development criteria are in line with the city code, original vision and market conditions. In this amendment Sustainable Investments is making minor adjustments and corrections to the refinement plan.

Sustainable Investments, working with the City and other developers, has completed an in-depth review of the refinement plan and found a lack of clarity in the number of dwelling units allowed. After much discussion we compromised with the City and agreed to reduce the number of allowable dwellings to the City's desired number of 315 units, thus reducing the possible density allowed at Pringle-Creek Community. This clarification on density will assure that the community remains within an appropriate carrying capacity while providing for the variety of housing types proposed in the refinement plan.

The first revision would be to adjust and cap the allowable residential density at Pringle Creek to 315¹ residential units. The second revision increases the maximum non-residential allowable density by 10,200 sq ft by assigning that extra allowance to the Village Center and reducing it in the residential areas. The third revision is an update to the per area density estimates made back in 2005 to ensure that the reduced allowable density is allocated appropriately per the true intent and vision for the community as set out in the Plan, with density being allocated to the Village Center and away from the residential areas of the community.

In discussions with the City various amendments were discussed. While additional more encompassing amendments were discussed, the final amendments submitted were specifically chosen as meeting the definitions and criteria of a minor amendment.

Furthermore, this amendment is consistent with the sustainable vision for PCC and adheres closely with the refinement plan, assuring a vibrant mixed-use urban center in the heart of the community, and helps ensure sustainable principles like higher density developments versus sprawl are adhered to. The Village Center has always been planned for higher density, multi-story mixed use buildings, and was intended to have the most density in the community.

The intent and vision of the community has always been to provide a variety of housing options in the community with the higher density lots surrounded by large open space contained in the Village Center. This is illustrated in the refinement plan by the shape of the Village Center, the shape of the lots, the streets, and the pedestrian-friendly parking requirements for the area, which is very different

¹ Please note that this is the maximum, and that we anticipate that the number of dwelling units will not reach this maximum, particularly in Area 3, however without development proposals for the remaining lots we cannot accurately predict how much of that will be used.

than that for the single-family streets which are to have a uniform scale and a building frontage relationship to the street.

The commercial/mixed use lots were designed to have more architecturally and texturally diverse development options than the residential areas of the community and having them conform, to single family, lower density requirements are clearly not appropriate and directly contradict the intention of the community and its approved refinement plan. The permitted land uses for Area 3 (the Village Center) are outlined in the refinement plan²:

primary use-- regeneration of existing building into a mix of uses to support the community square activities with potential uses, but not limited to the following: cultural facilities, bed and breakfast, boutique hotel, interpretive museum, performing arts facility, artists studio's, carpentry workshop, craft workshop, office, community storage, restaurant, day-care facility, cafe with performing arts events, community meeting hall, community cooperative uses, library, mixed-use commercial/residential, bakery, artist galleries, classroom facilities, retail, open air pavilion for farmers market and community events. Secondary use-- Live/ work residential, seasonal temporary pavilions for public use. Pg. 13 Pringle Creek Community Refinement Plan

We would also like to take this opportunity to address some additional concerns around traffic and parking. Maximum density that would be allowed for PCC would be 315 dwelling units with the successful completion of this minor amendment. By ensuring this reduced density rather than pushing for the higher density number noted in the Plan, the traffic impact at Pringle Creek will also be kept at a manageable level. With the total maximum number of dwelling units being set at 315, traffic in and out of the community will be the same as anticipated when the original Plan was approved.

Parking is an important issue that we have been reviewing closely and will be addressed by the developer and the City on a site-by-site basis per City code and Pringle Creek's Refinement Plan.

The community square open space will be bounded by "woonerf" streets and plaza's designed to calm traffic by integrating pedestrians, bikes and cars in the community square, see illustrative plan pg. #9 and major streets plan pg. #35. Pg. 13 Pringle Creek Community Refinement Plan

Sustainable Investments are currently working with developers and the City to provide parking solutions that allow for both on and off-street parking with Woonerf design concepts, designated on-site parking, along with plenty of bike parking. In doing so, it will review the number of onsite parking spaces allocated to a development, the use of pedestrian-friendly woonerf plazas, the available street parking, and the availability of access by emergency vehicles.

Sustainable Investments would like to reiterate that, with the amendment, the overall density remains at the level supported by the City and the refinement plan. The amendment institutes Sustainable Investments intent and the City's understanding that the Area densities are not controlled by the estimates but do correct the estimates to the same total of 315 units. Designated open space will remain unbuilt and tree protections per the Plan and code are still in place. In addition, regardless of what the City and SI considered inconsistent in the current plan, Sustainable Investments is within its

² It is important to note here that these are suggested land uses but as stated in the Plan, such development is only limited to those uses permitted in the City code.

rights to request these changes to assure that the community develops a vibrant core and that excessive development does not occur elsewhere in the community. Sustainable Investments also has the right to pursue with the City the stated number of units in the plan, and other changes that would be financially advantageous but has chosen not to because that is not consistent with its vision nor that of the community's.

Bryce Bishop

From: Roger Downing <ryel_downing@msn.com>
Sent: Sunday, April 25, 2021 8:51 PM
To: Bryce Bishop
Subject: Fairview Refinement Plan Minor Amendment Case No. FRPA21-01

Hello Bryce, how are you? I was hoping you could help me out in deciphering the proposed minor adjustments to the Pringle Creek Community Plan.

What are the specific number of allowed residential units being proposed? How many more would the new proposal allow?

Can you explain why the developer wants to reduce the minimum building frontage requirements?

If it is easier to discuss via a brief phone call, I would appreciate a few minutes of your time.

Regards,
Roger Downing
2037 Audubon Avenue SE
Salem, Oregon 97302
503-302-3400 mobile

Sent from [Mail](#) for Windows 10

Bryce Bishop

From: Lucy Hitchcock <lucyhitchcock8140@gmail.com>
Sent: Friday, April 30, 2021 12:17 PM
To: Bryce Bishop
Cc: Geoffrey James
Subject: Re: Pringle Creek Community Refinement Plan

X-2 Addendum to my remarks of April 27, 2021

After a conversation with SI, I better understand the plans for the Village Center. I appreciate now that it has always been envisioned as a commercial and population center/hub for the property. And I understand that any apartment complex that goes in will have to meet the limits on parking space per unit that exist at the time it is designed/built. It appears likely this will prevent it being a 90+ unit building. Bike racks will be encouraged and pedestrian walkways will be maintained. Speed limits will likely be maintained because there is more traffic. The blessing of the proposed amendment regarding distribution of density, is that the other areas beyond 3 and 9, will be prevented from having apartment complexes. People who enjoy city-like density can enjoy the vibrancy of the Village Center. Those of us dependent on green space for our well-being can abide on its fringes.

I have been living in the misunderstanding that development at PCC was limited to the 146 units of residential parcels of land plus commercial development at the Center. I now see that the limit of units was more than twice that many. Frankly it has been a shock. While happy that there would be shops, I never envisioned an apartment building there with many residents and their cars. Clearly, I did not investigate deeply enough. I am adjusting. It is incumbent on the HOA, with the city's protective measures, to ensure that safety, sustainability, aesthetic design, community care and camaraderie are promoted and maintained. With the advent of climate change and the pandemic, the city must look at and update its rules on density, green space, air and water quality and quantity, public transportation, etc., to preserve sustainability.

I again urge that the City of Salem develop the adjacent city park and hopefully nature reserve. The proliferation of housing developments and apartments in this area of the city require open space for people's contact with nature, walking and recreation; and land preserved for the abundant wildlife that has always resided here. They have rights to live too. We, residents of PCC, are doing our part to remove invasives, and replace them with native flora to benefit the native fauna from frogs to birds to deer and turkeys and to care for Pringle Creek in concert with the city.

Rev. Dr. Lucy Hitchcock

1715 John Muir Circle SE, Salem, OR 97302

360-348-8800

lucyhitchcock8140@gmail.com

April 30, 2021

On Tue, Apr 27, 2021 at 1:21 PM Lucy Hitchcock <lucyhitchcock8140@gmail.com> wrote:

X 2. I have reviewed the proposal and have the following comments.

If I understand the planned changes correctly, the increase in maximum housing units (from 30 to 95) to be added to Area 3, units permitted to have one car apiece, will create dangerous and inconvenient congestion at the center thoroughfares of the community, compounded by the need for parking spaces for planned commercial uses. The streets are narrow already. 95 cars added will not fit on one side of these streets and allow two-way traffic. Add to this the need to convert from gas engines to electric battery propelled vehicles, hopefully by 2030. Where are all these cars without garages going to charge up? This is a walking/biking community, not only of PCC residents but of people walking/biking here from adjacent brand new and established developments, especially in the absence of the development of Fairview Park

In addition, allowing a reduction in frontage space to the buildings, further will increase the crowding in this area. What is happening to the sidewalks?

The increase to 36 units in Area 9 is less clear in its effect on car traffic and walkability. It would certainly be helpful to our understanding of both areas' changes in density to see drawings of what the proposals are for these residential complexes. They are obviously not single-family homes.

The construction traffic and the real estate lookers' traffic give a glimpse of what will happen when this community is filled out even with the present design. Parking, even in John Muir Circle where we use our garages, can be problematic in the daytime. Speed limits are not observed in areas with children.

In my opinion, this is not a minor amendment but a major one that the city should look at carefully in consultation with our HOA. PCC was to be a much-needed experiment in creating a sustainable, healthy-living, intergenerational community that other developments could emulate. Help!

Rev. Dr. Lucy Hitchcock

1715 John Muir Circle, Salem, OR 97302

360-348-8800

lucyhitchcock8140@gmail.com

April 27, 2021

Bryce Bishop

From: Dan Suhr <dan.suhr@gmail.com>
Sent: Friday, April 30, 2021 4:04 PM
To: Bryce Bishop
Cc: Geoffrey James
Subject: Re: Pringle Creek - Case Number FRPA21-01

Hi Bryce,

After talking to Ian Meyer at Sustainable Investments I believe I understand the motivations for this adjustment request. I can reluctantly support the request but have a couple of comments.

First, it seems all the parties except the existing community are clearly gaining benefits from these changes. It remains to be seen the outcome of the density that SI is requesting for area 3. I remain sceptical about 95 units on 2.7 acres with only one parking spot per du. I remain concerned.

Second, this process has taken way too much energy to try to understand what is going on without any clear communications of the desired outcomes. This lack of communication seems to fall on both SI and the city of Salem. The notice that was provided did not provide enough information. I wish that SI would have come to the community to discuss these changes.

Finally, since all the parties except the community are getting positive benefit I imagine a good outcome for the community is an agreement to additional parking or changes to traffic patterns financed by the developer.

Please let me know if you have any questions.

Dan Suhr
602.705.8879

On Thu, Apr 22, 2021 at 8:51 PM Dan Suhr <dan.suhr@gmail.com> wrote:

Hi Bryce,

I received the Land Use Request from Sustainable Investments and have a question. You might remember mine and Shelly's house is in area 4 that abuts area 3.

Although the "net" changes might meet the criteria for a minor adjustment, it seems that the du subtractions came from all the areas and the additions were concentrated in area 3. Dwelling units in area 3 went from a max of 13 to max of 95. This is beyond a significant change for area 3 whose vision was commercial or potentially live/work space. That number of units appears to be plans for some sort of apartments on one or more of the commercial lots in that area. Area 3 has six lots totaling 2.7 acres which makes 35 du/acre. That seems like a lot especially considering that 95 parking spaces would need to be included from reading the requirements. In that high a density area I would have to question the waiver that the city gave pringle creek initially for parking would be appropriate for such a development. For instance the Grove Apartments over the hill off of Reed road has 311 parking spots for 180 apartments on 9.5 acres.

This seems way too dense. Am I missing something? For such a significant change shouldn't the developer present these changes to the neighborhood association and describe how that density would work for traffic/parking and common assets? I copied Mr. James on this question.

Thanks for your help to understand.

Regards,

Dan Suhr
602.705.8879

On Fri, Jul 24, 2020 at 8:27 AM Bryce Bishop <BBishop@cityofsalem.net> wrote:

Good Morning Dan,

The development standards that apply in Pringle Creek Community are contained in the Pringle Creek Community Refinement Plan. That document can be found on the City's website at the following location:

<https://www.cityofsalem.net/CityDocuments/fairview-refinement-plan-i-pringle-creek-community.pdf>

Within the refinement plan development standards are established for different areas of the site so standards can be different based on the specific area the development is located within. Within all nine areas of the refinement plan the development standards tables identify a minimum required front/street setback of 2 feet and a maximum allowed setback of 10 feet. For interior/side setbacks the refinement plan identifies a minimum 0-foot and maximum 20-foot setback.

I'm not sure of the specific circumstances associated with your lot, but if you were held to the maximum 10-foot front setback next to the street it could have potentially been because of a utility easement running across the front of your property parallel to the street.

I hope this information helps. If you have any other questions, please let me know.

Thanks,

Bryce

Bryce Bishop

Planner II

City of Salem | Community Development Department

555 Liberty St SE, Suite 305, Salem OR 97301

bbishop@cityofsalem.net | 503-540-2399

[Facebook](#) | [Twitter](#) | [YouTube](#) | [CityofSalem.net](#)

From: noreply@cityofsalem.net <noreply@cityofsalem.net> **On Behalf Of** dan.suhr@gmail.com

Sent: Friday, June 26, 2020 12:49 PM

To: Bryce Bishop <BBishop@cityofsalem.net>

Subject: Contact Bryce Bishop

Your Name	Dan Suhr
Your Email	dan.suhr@gmail.com
Your Phone	6027058879
Street	1851 COUSTEAU LOOP SE
City	SALEM
State	OR
Zip	97302
Message	Hi Bryce, I've learned you have been involved in the Fairview Addition and Pringle Creek Community for a long time. Now that Sustainable Development is selling the remaining residential lots to Stafford Homes, I sort of feel like I'm missing some information. For instance, when we built here, we were held to 10 foot front and 5 foot side setbacks (except in the case of connected houses which we are one). Initial Stafford plans, a few of which are in the permitting process, reflect much smaller setbacks. Can you help clarify what the rules are and who I should talk to? Thanks, Dan

Bryce Bishop

From: Dean Chu <deanjchu@yahoo.com>
Sent: Friday, April 30, 2021 2:57 PM
To: Bryce Bishop
Cc: Geoffrey James; Wilma Chu; Ian Meyer
Subject: Fairview Refinement Plan Minor Amendment Case No. FRPA21-01 -- Pringle Creek Community Refinement Plan

Hello Bryce,

Thank you for taking the time this morning to help me understand the city's position on this proposed minor amendment.

I am a resident of area 4 of the Pringle Creek Community Refinement Plan.

My contact information is as follows:

Dean J. Chu
1871 Cousteau Loop
Salem, Or 97302

Ph: 408 981 6663

Earlier this week, I submitted email comments to you. Subsequently, I have reviewed the original Pringle Creek Community Refinement Plan and have spoken with the applicant, yourself, and several residents within the community.

After these conversations and the plan review, I amend my initial comments and reluctantly support the Fairview Refinement Plan Minor Amendment FRPA21-01. However, I continue to have numerous concerns that should be addressed.

- The Amendment keeps the maximum number of dwelling units (du) throughout the plan area at 315 du while increasing the amount of non-residential square footage from 51,000 sq ft to 61,200 sq ft (+20.0%).
- However, Area 3 of the application plan proposes a dramatic increase in density with growth in the maximum number of allowed dwelling units from 13 du to 95 du (+631%), and non-residential square footage growth from 30,000 sf to 45,200 sf (+50.7%). The proposed increase in maximum dwelling units in this area are offset by reductions in maximum units in other plan areas.
- The proposed Area 3 changes will negatively impact the immediate adjacent areas with spillover parking issues and reduced walkability of the community. Off-street residential parking is essential for Area 3 dwelling units to maintain the walkability of area. I support the approval of the amendment if there is a minimum of 1.5 – 2.0 off-street parking spaces per dwelling unit. In addition, at least 50% of the non-residential parking requirement should be off-street.
- The proposed Area 3 changes will also impact the traffic on streets leading into and around Area 3. An update of the community traffic plan of the community should be conducted with

emphasis on enhanced pedestrian and bicycle safety measures such as wider sidewalks and additional traffic calming features in Area 3, adjacent areas, and access roads such as Village Center Drive.

- On the Summary page, the Area 9 residential min/max of 18/36 du listed is a correction rather than an increase in authorized dwelling units.

I have copied Geoffrey James of the Morningside Neighborhood Association with these comments.

Regards,

Dean J. Chu
408 981 6663

Bryce Bishop

From: Dean Chu <deanjchu@yahoo.com>
Sent: Tuesday, April 27, 2021 2:52 PM
To: Bryce Bishop
Cc: Geoffrey James
Subject: Fairview Refinement Plan Minor Amendment Case No. FRPA21-01

Dear Sir,

I am a resident of Pringle Creek Community and reside in Area 4 of the Fairview Refinement Plan.

My contact information is as follows:

Dean J. Chu
1871 Cousteau Loop
Salem, Or 97302

Ph: 408 981 6663

I have reviewed the proposal and have the following comments:

- The application is proposed to be a minor amendment to the Pringle Creek Community Refinement Plan with the overall maximum number of dwelling units (du) growing from 309 du to 315 du (+1.9%) and non-residential use growing from 51,000 sf to 61,200 sf (+20.0%).
- However, Area 3 of the application plan proposes a dramatic increase in density with growth in the maximum number of allowed dwelling units from 13 du to 95 du (+631%) and non-residential square footage growth from 10,000 sf to 15,000 sf (+50.0%). These proposed changes are major and significant affecting the immediate adjacent areas.
- It appears that the housing and non-residential densities are being concentrated in this one area of the Pringle Creek Community from throughout the community as previously planned.
- The proposed Area 3 changes are major and will negatively affect the immediate adjacent areas with spillover parking issues, increased traffic, and reduced walkability of the community. The current public infrastructure will need a full review and update to accommodate the increased density and usage.
- The current residential community consists of single family houses and townhouses. It seems that higher density housing such as apartments would be needed to achieve the 95 du density in Area 3. I am concerned that this change in housing type would likely result in a higher percentage of non-owner residents who would less likely committed to the sustainable principles of the Pringle Creek Community.
- Area 9 changes also concerns me with the reduction of non-residential square footage from 15,000 sf to 10,000 sf coupled with the addition of 18 du up to 36 du. Previously, no residential had been approved for this area. It appears that the reduction in Area 9 non-residential square footage is applied to partially offset the 50% increase in Area 3 non-residential square footage.

I would appreciate if you could help me understand what is happening and what mitigations are being suggested to offset these changes. I believe that the changes to Areas 3 and 9 are major and require

additional studies review the impacts on the other Pringle Creek Community areas. I am concerned that the public infrastructure in Area 3 are inadequate for the changes contemplated.

I have copied Geoffrey James of the Morningside Neighborhood Association with these comments.

Regards,

Dean J. Chu
408 981 6663

Bryce Bishop

From: sbwilson4@comcast.net
Sent: Friday, April 30, 2021 2:06 PM
To: Bryce Bishop
Cc: geoffreyjames@comcast.net
Subject: Fairview Refinement Plan Minor Amendment case no FRPA21-01

Hi Bryce - I am writing in reference to the requested amendment to the Pringle Creek Community Refinement plan. I apologize for the lateness of my comment, but a number of the residents have been working to better understand the amendment request. I support the requested amendment and recognize that it does fall within the definition of a minor, more administrative matter.

There was a lack of transparency and information and residents received the city mailing without any prior notice and there was no explanation given. I fault SI for not properly preparing the residents. In the absence of good information, individuals made their own interpretations not understanding the long term history of the refinement plan and its relationship with the greater Fairview Refinement plan. We have known since we moved here 13 years ago that there was going to be more density and that issues surrounding cars and traffic were inevitable. While I appreciate the aspirational goal of one vehicle per unit, in reality that has not happened nor do we expect it to happen in the future. So the neighborhood is going to have to deal with congestion. But that it not an issue for the requested amendment.

We have unfortunately watched many of the principles on which PCC was founded be undercut with the new residential property developer and have become suspicious of any changes.

A fact sheet is being prepared by several residents for the PCC residents to better understand the amendment, which may alleviate some, but I'm sure, not all concerns. We are communicating separately to SI about communication on matters such as this.

Susan Wilson
1829 John Muir Cir SE
Salem, OR. 97302

Bryce Bishop

From: Allison McKenzie <allisonmckenzie1021@gmail.com>
Sent: Tuesday, April 27, 2021 7:46 AM
To: Bryce Bishop
Cc: geoffreyjames@comcast.net
Subject: Fairview Refinement Plan Minor Amendment Case # FRPA21-01

Dear Mr. Bishop and Mr. James,

I am a homeowner at Pringle Creek Community (PCC) which is the subject of the proposed refinement plan. I am writing to express my extreme concern about this proposal.

Though submitted as a “minor” amendment it is anything but. PCC was developed with the intention of being a sustainable community that fosters opportunities for walking and cycling. The narrow streets encourage low and slow car traffic.

The proposals for areas 3 & 9 that are now residential would become commercial properties allowing for a high number of apartment multi-use dwellings without room for parking space. This large number of residents would need to park on the streets creating congestion, inhibiting foot traffic and creating a hazard for children. **This community was not built for this kind of density.**

I sincerely request that this proposal be removed from the process of a “minor” amendment and undergo full review.

Thank you,

Allison McKenzie
1861 Cousteau Loop SE
Salem Or 97302

Bryce Bishop

From: Carol Khalaf <caroldkhalaf@gmail.com>
Sent: Tuesday, April 27, 2021 1:00 PM
To: Bryce Bishop
Subject: Pringle creek proposal

Gentlemen,

The residents at Pringle Creek have already seen the consequences of increased traffic in area 3. Construction workers park their vehicles and create havoc, this is temporary but street parking on our narrow roads will make this permanent. The cars make the roads impassable, the garbage trucks cannot get through and there will be substantially more trash with more residents and limited areas for more dumpsters.

We have a lot of dog walkers, bicycles and an increasing number of children so safety is a major issue. The increased traffic will cause damage to our roads which the community is responsible for. We have already seen our roadside grassy areas chewed up as vehicles don't have enough room to pass so drive on the grass and into the swales which are an integral part of our community. The ideals of this community are being decimated.

Increasing the density of residential units in such a small place in addition to the fact that the commercial enterprises will need parking for their customers, well something has to give.

There is no denying that the American way is one car per person (with the garage used for storage,) changing that dynamic will take time. So an increase from a maximum of 30 residences (ie potential of 60 vehicles) to 95 (a potential of 190 vehicles) is HUGE. There are no guarantees that these will be single person dwellings so these projections are not out of line. The whole area will be a parking lot with no ingress or egress.

The community hall will be rented out for functions in the future so where will those folk park?

Please come down and take a look and maybe explain to us where all these cars are going to fit. Thank you, Carol khalaf

REQUEST FOR COMMENTS

Si necesita ayuda para comprender esta informacion, por favor llame 503-588-6173

REGARDING: Fairview Refinement Plan Minor Amendment Case No. FRPA21-01

PROJECT LOCATION: Pringle Creek Community Refinement Plan

AMANDA Application No.: 21-105665-ZO

COMMENT PERIOD ENDS: April 30, 2021

SUMMARY: A proposed minor amendment to the Pringle Creek Community Refinement Plan clarifying the minimum and maximum number of allowed residential units, updating minimum and maximum planned commercial square footages, and reducing minimum building frontage requirements in certain areas.

REQUEST: A proposed minor amendment to the Pringle Creek Community Refinement Plan, the adopted Fairview refinement plan for the northernmost approximate 32.45 acres of the former Fairview Training Center site. The proposed minor amendment:

- a) Clarifies the minimum and maximum number of allowed residential units within Areas 1 through 8 of the refinement plan;
- b) Updates the minimum and maximum square footages of planned commercial development within Areas 3, 6, and 9 of the refinement plan; and
- c) Reduces the minimum building frontage per unit required in Areas 3 and 9 of the refinement plan from 16 feet to 13 feet.

The subject property is zoned FMU (Fairview Mixed-Use) and located generally at the northern end of the former Fairview Training Center site.

The Planning Division is interested in hearing from you about the attached proposal. Staff will prepare a Decision that includes consideration of comments received during this comment period. We are interested in receiving pertinent, factual information such as neighborhood association recommendations and comments of affected property owners or residents. The complete case file, including all materials submitted by the applicant is available upon request.

Comments received by **5:00 p.m. Friday, April 30, 2021**, will be considered in the decision process. Comments received after this date will be not considered. ****PLEASE NOTE: City offices have very limited staffing due to COVID-19. To ensure that your comments are received by the deadline, we recommend that you e-mail your comments to the Case Manager listed below.****

CASE MANAGER: Bryce Bishop, Planner III, Phone: 503-540-2399; E-Mail: bbishop@cityofsalem.net.

For information about Planning in Salem, please visit: <http://www.cityofsalem.net/planning>

PLEASE CHECK THE FOLLOWING THAT APPLY:

1. I have reviewed the proposal and have no objections to it.

2. I have reviewed the proposal and have the following comments: AREA 9 - was originally made (proposed to be residential with one building for power & To fill it with all those commercial and utility and small units will overcrowd the population and bring down value of already existing neighborhood

Name/Agency: _____
Address: _____
Phone: _____
Email: _____
Date: _____

Also I suspect Corine might be made a street going through to

IMPORTANT: IF YOU MAIL COMMENTS, PLEASE FOLD AND RETURN THIS POSTAGE-PAID FORM

Fairview property perhaps the denser population should be in the larger area.

To The PLANNER, BRUCE BISHOP.

Things that concern me about
Fairview Refinement plan.

When we went to the first meetings
years ago I felt there was only one
utility building in section 9. Now it
seems it is primarily big utility buildings,
commercial buildings crammed together
and small residential houses. Also
an assisted living facility and recycling
center. All these need parking and
cars in excess of residential
we were originally promised.
These things encourage noise and
pollution of the air.

I'm also concerned about
my neighborhood "Corina" losing value
it is presently older middle class housing.
Corina dead ends at the creek except
a utility (blocked bridge) access I do
worry the city might want to put an
access road to the Fairview property.
Corina is very narrow already I have to
take my garbage across the street for trash people

I will have to seek legal help
if my property value decreases and
or the peace of my neighborhood
is disturbed.

The city should honor citizens
that have been here for a long time
rather than money grabbing businesses
who don't care about peace and
environment only money in their
pockets.

Sincerely

Catherine Aeborn
1850 CORINADR
SALEM ORE. 97302

Bryce Bishop

From: Iyad Khalaf <iyad.r.khalaf@gmail.com>
Sent: Saturday, April 24, 2021 2:33 AM
To: Bryce Bishop
Subject: Re: Fairview Refinement Plan Case No. FRPA21-01

On Apr 22, 2021, at 11:00 PM, Iyad Khalaf <iyad.r.khalaf@gmail.com> wrote:

Mr. Bishop,

I am writing to you in connection with the April 16, 2021 notice that I received relating to proposed changes to the Fairview Refinement Plan. The proposed amendments are labeled as “minor”.

I am a homeowner at Pringle Creek Community for the last four and a half year. My name and address are as follows:

Iyad Khalaf
1884 John Muir Cir SE
Salem, OR 97302
Phone: 419-236-1917
[email: iyad.r.khalaf@gmail.com](mailto:iyad.r.khalaf@gmail.com)

I respectfully request answers to the following questions. Thank you.

1. Sustainable Investments, LLC, and related entities were instrumental in the development of the Fairview Refinement Plan, and initiating Pringle Creek Community. However, SI sold all of their interest in the residential lots to Stafford Home and Land and affiliated entities in 2020. Basically, SI owns no developable lots in PCC other than in Areas 3, 4, and 9. Yet, SI is proposing changes to the Refinement Plan as it relates to Areas 1, 5, 6, 7, and 8. Since they have no vested interest in any of those areas, what standing do they have to make any modifications?
2. The opening sentence in the Land Use Application letter submitted by SI reads as follows: “Over the last few years of developing Pringle Creek Community, both the City and Sustainable Investments, LLC noted inconsistencies in the refinement plan regarding allowed dwelling unit density.”
 - o What specifically did the City note that they considered inconsistencies?
 - o Why is it necessary today to make any amendment to the Refinement Plan considering that the inconsistencies have been known for many years?
 - o How does the subject application resolve the inconsistencies? The numbers listed under “est. total range of du planned” and “total required du per SRC 143” are essentially the same under the proposed amendments as they were in the original.
3. The applicant claims that the application is considered “minor” per SRC 530 because nothing has changed by more than 20%.
 - o SRC 530.025 (b) (2) considers the following to be major amendments: “(B) increases or decreases the number of proposed residential units per acre by more than 20 percent or exceeds the maximum number of dwelling units permitted within the FMU zone;”

- The maximum number of residential units per acre in Area 1 is reduced by 45% from 20 to 11. The maximum number in Area 3 was increased by 730% from 13 to 95. The same is true for most of the other Areas. I agree that the application met the second part of the relevant code ("or exceeds the maximum number of dwelling units permitted within the FMU zone") since the total number of units remains at 315 maximum. However, the amendments vastly exceed the first part of the relevant code ("increases or decreases the number of proposed residential units per acre by more than 20 percent")
- SRC 530.025 (b)(2)(G) states that an amendment is "Major" if it "results in a significant increase in pedestrian or vehicular traffic circulation within the FMU zone or in the surrounding area."
 - The maximum allowed square footage in Area 3 was increased by about 50% from 30,000 to 45,200. Such a huge increase in commercial or non-residential space will undoubtedly result in pedestrian and vehicular traffic circulation in the area. Further, it will undoubtedly have a significant impact on car parking in the area.



Bryce Bishop

From: Jenny Symens <jennyesyemens@gmail.com>
Sent: Wednesday, April 28, 2021 2:29 PM
To: Bryce Bishop; geoffreyjames@comcast.net
Subject: City of Salem - Land Use Filing - Fairview Refinement Plan Minor Amendment Case No FRPA21-01

Dear Mr. Bishop,

I'm writing to you today with several concerns about the proposed 'minor' amendment filed for the Pringle Creek Community Refinement Plan.

While I am a new member of this community, I chose to move here because of the community spirit and vision. This is not 'just a sub-division' but rather a true community. The neighbors know each other by name (and not just those who live next door). We help each other, we improve the common spaces together and we are connected in a way that I've never seen before anywhere else that I've lived in Salem. The reason I'm telling you this, is because this is not a community where people just look inward and don't care about what's happening in the next block or around the corner. We understand, to make this community work, we have to work together.

Before you make your decision on this filing, I invite you to come to our community and walk the streets and the paths. Meet the neighbors along the way - many of whom are active walkers or who are outside working in the community garden or just playing with their kids. Ask any of them how they feel about the community; everyone is open and quite knowledgeable about the community and the sustainable practices we are all working towards.

Let me now turn to the notice of filing and how it would affect this community. I would like to bring to your attention several problems with the proposed change.

1. The first area of MAJOR concern I would like to draw your attention to is area 3 min/max.

Area 3 is the heart of this community and, while I understand there needs to be commercial and mixed use buildings the proposal of changing the residential units from 30 to 95 is untenable from my point of view. Installing 95 residential units in this area means tripling the occupancy. Tripling the occupancy brings with it many problems and I would ask you to please take into consideration the following when assessing this area.

a) Tripling occupancy means three times the cars. Currently there is nowhere to place a parking garage for a minimum of 190 cars in this area. The proposal states that they are not contemplating a parking garage or parking spaces for the cars that will come with that many occupants. The plan states "multiple 12' driveways" but then it says 5. "Driveways will be exempt from requirements..." and provides acceptable alternatives. I would respectfully ask acceptable to whom? It may 'seem' like there is enough on-street parking but, in fact, the streets are deliberately narrow now to slow down traffic. One of the long-time residents indicated the original plans called for parking on only one side of the street. Our community is nowhere near capacity now and the construction vehicles are already having difficulty maneuvering through the streets.

b) Let's say for the sake of argument that only 95 cars come into the mix - even that many cars cannot be accommodated parking on the streets. The plan states 'all non-residential parking is on-street or "woonerf street"'. I don't know where woonerf street is located but ... with that many cars parked on the street, there will be NOWHERE for residents who live near area 3 to have any visitors park in front of their homes. This situation sets up a contentious tone for the homeowners vs. the condo/apartment dwellers. I can assure you, this is not the spirit of this community today but I can easily see the tone moving to that based on parking issues.

c) I'm sure you are aware of our geo-thermal loop. If not, I can give you a thumbnail description of how it works but to get more information you would need to hear from residents who are currently using the geothermal loop to heat their homes. The loop takes rainwater from the permeable streets into the system. Because of this, the streets cannot sustain the additional traffic/wear and tear on them. Today, the construction crews must cover the street with membrane and plywood while they are working at a site to protect the street from damaging the loop. Our community also participates in communal garbage and recycling *so that* the big trucks only come down one street and back out again but not on the whole loop to pick up at each house.

d) Additionally regarding the geothermal loop. The loop depends on the rainwater *capture*. If there are 95 or more cars parked on the streets the rain water will not be efficiently captured for the system because the cars will be sitting on top of the capture system.

e) Next, let's turn to the subject of emergency vehicles. With potentially 180 vehicles parked on both sides of the streets, emergency vehicles will have difficult times responding to different areas of the property. We are a multi-generational community and emergency vehicle ease of access is of concern to the community.

f) Garbage - As mentioned above, the community participates in a communal garbage system. Introducing 95 residences this area will create an untenable existence for those homeowners who have had the misfortune to purchase an expensive home near the communal garbage area.

Bryce Bishop

From: Jenny Symens <jennyesyemens@gmail.com>
Sent: Wednesday, April 28, 2021 3:45 PM
To: Bryce Bishop; geoffreyjames@comcast.net
Subject: Re: City of Salem - Land Use Filing - Fairview Refinement Plan Minor Amendment Case No FRPA21-01

apologies - I hit enter and it sent!

Area 4 - I share the same concerns about the changes in area 4 upping the total estimated residential units to 20/25 min/max. This area of the property has a steep hill that many kids play on and adding to the traffic congestion in this area with more on-street parking would create a dangerous situation. Our kids don't have big back yards in this community so their play area is the whole property - not just the patch in front of or behind their house. Adding as many residents as is being proposed in Area 3, would significantly increase the potential number of people who could be injured from a moving vehicle.

Area 6 - While this is a small change, I would like to point out that the parcel map is missing non-residential areas that are in use today namely the outside community garden and the chicken coop area. Additionally, the alley/streets through this parcel are not noted which also are non-residential spaces. It is not clear to me what area of change is being proposed on this parcel so before a decision is made I would ask for the parcel map to be updated and the change/vision to be clearly stated.

Area 7 - I agree with this reduction in order to save the historic sequoia grove which is at the center of the parcel. Respectfully, this parcel map also does not show existing roadways which are shown on the parcel 6 parcel map.

Area 8 - I have a question with this proposal. The parcel map shows a utility easement. Is the easement area buildable land? If not, then the land could only be developed as two triangle spaces is that correct? If that is the restriction, I'm not sure developing this area to allow for *even more* housing (and additional parking/garbage) is the right direction. I would have the same concerns as area 3 above because there is not a lot of off-street parking in this area of the property. I'm concerned that if this area is developed with the additional residences that the walking path will get used for parking.

Area 9 - no concerns.

Overall, my ask would be to have all of the parcel maps updated to reflect current street names as well as showing current streets in the community which help give a better understanding, on paper, of the nature/layout of our community.

Thank you very much for your time and attention to this very long email. As you can see, I and others from my community have taken time and energy to study the document you sent us and we are keen to be included in the process. If you have any questions about my emails or if you would like further information, please feel free to contact me.

Kind regards,
Jennifer Symens
3818 Village Center Drive SE
503-330-7038

On Wed, Apr 28, 2021 at 2:29 PM Jenny Symens <jennyesyemens@gmail.com> wrote:

Dear Mr. Bishop,

I'm writing to you today with several concerns about the proposed 'minor' amendment filed for the Pringle Creek Community Refinement Plan.

While I am a new member of this community, I chose to move here because of the community spirit and vision. This is not 'just a sub-division' but rather a true community. The neighbors know each other by name (and not just those who live next door). We help each other, we improve the common spaces together and we are connected in a way that I've never seen before anywhere else that I've lived in Salem. The reason I'm telling you this, is because this is not a community where people just look inward and don't care about what's happening in the next block or around the corner. We understand, to make this community work, we have to work together.

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a) Tripling occupancy means three times the cars. Currently there is nowhere to place a parking garage for a minimum of 190 cars in this area. The proposal states that they are not contemplating a parking garage or parking spaces for the cars that will come with that many occupants. The plan states "multiple 12' driveways" but then it says 5. "Driveways will be exempt from requirements..." and provides acceptable alternatives. I would respectfully ask acceptable to whom? It may 'seem' like there is enough on-street parking but, in fact, the streets are deliberately narrow now to slow down traffic. One of the long-time residents indicated the original plans called for parking on only one side of the street. Our community is nowhere near capacity now and the construction vehicles are already having difficulty maneuvering through the streets.

b) Let's say for the sake of argument that only 95 cars come into the mix - even that many cars cannot be accommodated parking on the streets. The plan states 'all non-residential parking is on-street or "woonerf street"'. I don't know where woonerf street is located but ... with that many cars parked on the street, there will be NOWHERE for residents who live near area 3 to have any visitors park in front of their homes. This situation sets up a contentious tone for the homeowners vs. the condo/apartment dwellers. I can assure you, this is not the spirit of this community today but I can easily see the tone moving to that based on parking issues.

c) I'm sure you are aware of our geo-thermal loop. If not, I can give you a thumbnail description of how it works but to get more information you would need to hear from residents who are currently using the geothermal loop to heat their homes. The loop takes rainwater from the permeable streets into the system. Because of this, the streets cannot sustain the additional traffic/wear and tear on them. Today, the construction crews must cover the street with membrane and plywood while they are working at a site to protect the street from damaging the loop. Our community also participates in communal garbage and recycling so *that* the big trucks only come down one street and back out again but not on the whole loop to pick up at each house.

d) Additionally regarding the geothermal loop. The loop depends on the rainwater *capture*. If there are 95 or more cars parked on the streets the rain water will not be efficiently captured for the system because the cars will be sitting on top of the capture system.

e) Next, let's turn to the subject of emergency vehicles. With potentially 180 vehicles parked on both sides of the streets, emergency vehicles will have difficult times responding to different areas of the property. We are a multi-generational community and emergency vehicle ease of access is of concern to the community.

f) Garbage - As mentioned above, the community participates in a communal garbage system. Introducing 95 residences this area will create an untenable existence for those homeowners who have had the misfortune to purchase an expensive home near the communal garbage area.

Bryce Bishop

From: Karen Weiss <karen.weiss1665@gmail.com>
Sent: Tuesday, April 27, 2021 11:22 AM
To: Bryce Bishop
Subject: Amendment Pringle Creek Community Refinement Plan 21-105665-ZO

I have reviewed the proposal and have the following comments:

This proposal is not minor and greatly changes our community and its sustainable commitments. Area 3 changing to 95 residential units would be a nightmare in terms of traffic and parking issues. Combined with the increase 45,200 sf commercial will essentially force parking on both side of our very narrow streets.

Area 3 contains the main thoroughfare through the community for deliveries, mail, trash pick-up, etc. Area 3 also includes Painters Hall, a gathering place, office building and is available as a rental. (currently not available due to COVID-19, once the residents reform the HOA rentals are expected to return.) Having hosted a wedding reception that included Painters Hall and the outside areas I can assure you that the congestion would be awful. Renters may decline renting from PCC if the hall is surrounded by massive multi-family units and potentially busy businesses. The rentals are important to keeping our community functioning as a sustainable unit. The reduction of Area 9 is not practical as this area has quick and easy access to Old Strong Road/Lindburg Rd. so is better suited for density/commercial use.

Thank you for the opportunity to give input.

Karen A. Weiss
Resident of Pringle Creek Community
1881 Cousteau Loop SE
Salem, Or 97302
karen.weiss1665@gmail.com
503 586 3751

Bryce Bishop

From: Rich-Jannie Crossler-Laird <croslrj@msn.com>
Sent: Tuesday, April 27, 2021 10:29 PM
To: Bryce Bishop
Cc: geoffreyjames@comcast.net
Subject: Fairview Refinement Plan - Case No. FRPA21-01
Attachments: FRPA21-01_Fairview_PringleCreek_Refinement_Plan.pdf

April 27, 2021

To: Bryce Bishop
City of Salem
Planning Division

From: Rich Crossler-Laird
1746 Ewald Ave. SE and 1755 John Muir Circle SE
Salem, Or. 97302 Salem, Or. 97302

Re: Notice of Filing - Land Use Request - Fairview Refinement Plan - Case No. FRPA21-01

I am writing in opposition to the proposed request for the Fairview Refinement Plan Amendment, Case Number FRPA21-01. As a 26-year resident and property owner of property boarding the Fairview/Pringle Creek properties and as a new owner of property within the Fairview/Pringle Creek properties, this proposed amendment to the original Fairview plan is not beneficial to the existing neighborhoods boarding the Pringle Creek development nor is it beneficial to the properties and residents of the Pringle Creek development itself. This deviation from the original plan for the affected parcels is detrimental to the livability of the Pringle Creek Community and is in stark contrast to the original tenants of the sustainability principles for land use outlined in this Notice of Filing document on page 10 and restated here:

- 1.) Encourage Economic and Social Diversity
- 2,) Create a Village Center
- 3.) Reuse and Retrofit existing buildings
- 4.) Create Local Employment
- 5.) Build Efficiencies by Building Green

This is particularly true for parcel 3 and parcel 9 outlined in the refinement plan document. Parcel 3 encompasses the Village Green area. In the original planning, this is supposed to be a community gathering area with small retail that benefits the community as a whole with living spaces above for business owners. Given the established square area of parcel 3, increasing the maximum residential units from 13 to 95 in this parcel will potentially eliminate the Village Green area and jeopardize the economic and business/retail opportunities, which reduces the overall communal livability. This is counter to items 1, 2 and 4 above. Due to the existing size of parcel 3, if 95 residential units were developed in this area, it would most probably need to be multi-level, multi-family housing units. The Pringle Creek Community has limited access in and out of the area. Village Center Drive is the primary means to access the community. Considering an average of 4 to 5 trips per day per residence, adding an additional 82 units over the original 13 will increase potential trip generations by approximately 350 per day or more. This added load to the existing road network is unacceptable in terms of congestion and potential safety issues along Village Center Drive. In addition to the added vehicle traffic, where will the additional 80 to 150 cars park? It is unrealistic to think each residence will have only one vehicle or no vehicle.

As for parcel 9, opening this area to potential residential units between 18 to 36 in number jeopardizes the original intent of providing retail/commercial space to potentially minimize trips by residents to stores further away. Opening this area to secondary residential use could also jeopardize the viability of the listed primary use as a community recycling center. As with Parcel 3, the additional residential units will increase daily trip generations - potentially by 125 or more. And, as with Parcel 3, these additional residential units will bring additional parking issues. Adding residential units to parcel 9 that were not in the original plan is counter to items 1, 3, 4 and 5 above.

This is not a "minor" amendment to the Fairview plan as is stated in the document. This is a major change to the community and a major amendment request to the original plan. I sincerely hope the Salem Planning Division takes a harder look at this request and its detrimental effects to the Pringle Creek Community and the Morningside neighborhood as a whole. This request should be denied in favor of livability and achieving the original goals for the Fairview property of creating and developing, as much as possible, a sustainable and self-sufficient community. This refinement plan is an end run around the original goals and aspirations of the Pringle Creek/Fairview property in a veiled attempt to maximize profits for the developer over the ideals and livability of the community.

Respectfully,

Richard Crossler-Laird

cc: Geoffrey James, Morningside Neighborhood Association, Land Use

April 30, 2021

Bryce Bishop

Planner III

City of Salem | Community Development Department

RE: Fairview Refinement Plan Minor Amendment Case No. FRPA21-01

Dear Bryce,

Thank you for the opportunity to comment on the above referenced proposal.

In general, we were disappointed with the lack of information in the application. The applicant has neither provided information for why the requested changes were needed, nor demonstrated how such change will not change the Refinement Plan or adversely impact existing or potential uses and development. The applicant has failed to demonstrate how they meet the needed criteria for Minor Amendment.

Page 10 of the Refinement Plan- Land Use, the Sustainability Principles for Pringle Creek seek to **"1. Encourage Economic and Social Diversity:** *The plan for the Pringle Creek Community accommodates 140–225 (depending on the eventual number of secondary rental units provided) for 400–500 residents. These proposed units range from single family homes on their own parcels to efficiency units in small apartments or secondary suites. Unit sizes may range from affordable 600 sf studios to 2,500 sf single family detached homes. The plan provides the widest possible diversity of housing choices."*

2. **Create a Village Center** which is described as the main village center, *"comprised of restored industrial and agricultural buildings grouped around a village green and seasonal pavilions. A small amount of convenience commercial retail is anticipated. Most of the space will be used for institutional functions (adult education, social functions, and community rooms) with some spaces made available for office rental."*

Similarly, page 13 of the Refinement Plan for Area 3 specifically identifies the following primary and secondary uses as:

'primary use-- *regeneration of existing building into a mix of uses to support the community square activities with potential uses, but not limited to the following: cultural facilities, bed and breakfast, boutique hotel, interpretive museum, performing arts facility, artists studio's, carpentry workshop, craft workshop, office, community storage, restaurant, day-care facility, cafe with performing arts events, community meeting hall, community cooperative uses, library, mixed-use commercial/residential, bakery, artist galleries, classroom facilities, retail, open air pavilion for farmers market and community events.*

secondary use: Live/ work residential, seasonal temporary pavilions for public use.

Given the land use sustainability principles, primary and secondary uses, and overall intent of the Refinement Plan, the applicant has failed to demonstrate compliance with the approval criteria outlined in SRC530.035(e)(1) as noted below:

Criteria: (A) The proposed amendment does not substantially change the refinement plan.

The proposed amendment does substantially change the refinement plan through:

- Changes the character and uses of the Village Center: a significant change in the distribution of density and non-residential sq ft constitutes changes to the ratio of primary /secondary uses in the Village Center and would result in a significant shift in the development pattern and original intent for the Village Center;
 - **The proposed increases to residential densities and square footage for non-residential in the Village Center significantly changes the character and development patterns of the Village Center by proposing a change to the primary and secondary uses the Village Center, and therefore substantially changes the refinement plan.** This is a significant change to the ‘heart’ of the community, the Village Center. The proposed residential density changes to Area 3 results in a **730% increase in residential units** over what was originally envisioned in the Refinement Plan. Assuming the identified square footage range for units at 600sq ft -2500 sq ft as indicated on page 10 of the Refinement Plan, the proposed increase in residential density in Area 3 equates to a minimum of 57,000sq ft and a maximum of 237,500 sq ft of residential use.
 - The **maximum square footage of non-residential space in the Area 3 is increased by 50%** with the proposal to a maximum of 45,200 sq ft.
 - A maximum of 237,500 sq ft of residential use with a maximum of 45,200 sq ft of non-residential **places the maximum ratio of land uses in the Village Center to be 5.25 sq ft of residential to every 1 sq ft of non-residential**, making residential the primary use in the Village Center and non-residential the secondary use. This appears to be somewhat in conflict with the original intent.
- Significantly increases demand for parking – the **proposed increase in residential densities and non-residential square footage for the Village Center substantially increases the demand for parking in this area.**
 - Currently there is no requirement for off-street parking for residential units in the Refinement Plan. The 2005 Refinement Plan was hopeful and idealistic, originally envisioning transit service and a reduced demand for automobile traffic. 16 years later, transit still doesn’t serve the site and every new homeowner/family within the community has a minimum of one car per home. As of today, April 29, 2021, according to Cherriots Transit, the public transport service for the later Salem-Keiser region, there is no planned service to the Pringle Creek Community in the future and even if a Needs Assessment Study indicated transit was needed, there is no budget for such increases in their service area. So, essentially there is still no planned transit to serve the

community. This community is cut off from other areas of the city by industrial development. The reality is that most people will drive to Pringle Creek to live, work and shop. There is a continued demand for automobiles and the parking requirements for the residential development should reflect this reality. 95 residential units in the Village Center with no requirement for off-street parking would adversely affect the use, intended character, and function of the Village Center. The **applicant has failed to demonstrate how parking demand for the 730% increase in residential units and the 50% increase in commercial development will be adequately met without impacting the surrounding development.**

- Reduces the option for off-street parking by reducing street frontage requirements;
 - **Reducing the minimum frontage requirement from 16' to 13' feet dramatically alters the built environment and eliminates the ability of homes to provide for a garage.** The proposed reduction from 16' to 13' lot frontage requirement for the entire development will not allow adequate width to provide a garage and front door along the lot frontage. Allowing this minimum frontage effectively eliminates any vehicular parking in the future. Keeping the required 16' foot minimum frontage allows adequate width to both accommodate the potential for a garage and a front door while still providing for a range of housing types and affordability. Requiring a minimum of 16' street frontage retains and protects the Refinement Plans Sustainability Principle #1 which calls for the widest possibility of housing choices. The applicant has neither explained why such a reduction is necessary nor has demonstrate how such a reduction in lot frontage will not adversely affect parking, the built environment and surrounding uses. We'd like to see a specific plan which identifies the lots that need the 13' requirement rather than having a blanket standard applied to all lots.

- Reduces the ability to maximize tree preservation
 - A 730% increase in residential development and 50% increase in non-residential development **impacts the ability to preserve the remaining trees identified for preservation in Area 3.** The applicant has failed to demonstrate how such increases in development densities and square footage in the Village Center will allow for retention of the identified trees slated for protection in the Refinement Plan. We'd like to request a condition of approval be added for clarity purposes that states all development will be subject to conformance with the Tree Preservation Plan in the Refinement Plan.

Criteria: (B) The proposed amendment will not unreasonably impact the surrounding existing or potential uses or development.

The proposal does unreasonably and adversely impact existing uses or potential uses and development, and further erodes the principals upon which the Pringle Creek Community development was created.

- The **proposed amendments change the ratio of primary and secondary uses of the Village Center** and thereby adversely and unreasonably impact the existing and potential uses and development in the Village Center.
- The proposed increase in residential development within Area 3 by 730% and no provision for mandatory off-street parking will **adversely affect the uses and character of this area**. The applicant has not addressed how the increase demand in off-street parking will affect the existing and proposed uses, parking and circulation within the Village Center.
- The applicant has neither explained nor justified the need for the reduced street frontage requirement which **eliminates the ability to provide off-street parking**.
- The applicant has **failed to demonstrate how the increases in residential densities and non-residential sq ft in Area 3 will still allow for the retention of trees** as identified in the original Refinement Plan. Potential removal of many of the trees in Area 3 to accommodate the increased development will adversely affect the existing and potential uses of this area through increased development patterns and lack of tree preservation.

Together the proposed changes result in potential cumulative and unreasonable impacts to the community, the existing and potential uses and development.

We would like to request the following conditions of approval:

- The residential parking requirement for every unit in Area 3 shall be required to provide a minimum of one off-street parking space;
- The applicant shall provide a detailed site plan identifying where the 13' lot frontage requirements are needed along with an explanation of why such reduction in standard is required. Need shall only be deemed reasonable if there are unique features on the lot or dimensions to the lot which make compliance with the 16' not achievable.
- The applicant shall provide a community wide parking plan for Pringle Creek based on the proposed maximum densities. The parking plan should be area specific, and assume the maximum proposed residential and non-residential development. The plan should have a graphic component which is based on the subdivision plat, with utility overlays to show hydrants, curb cuts, utilities etc. which reduce or impact on street parking. The plan should demonstrate that the 'woonerf' streets/plazas and surrounding Area 3 can reasonably accommodate the parking demands imposed by the proposed refinement plan changes. The parking study should be prepared by a licensed Traffic Engineer and use the parking standards and best practices per the Institute of Traffic Engineers for parking rates/demand, acceptable walking distances, parking dimensions, etc. The parking plan shall have a monitoring provision for future development applications in the Village Center that tracks on-street spaces already 'allocated' to existing development.

This will ensure that the City of Salem is tracking the on-street spaces available against every development proposal in the Village Center to ensure there is adequate parking available for new development.

- Any future plat amendments, land divisions or lot consolidations require revised/updated Parking Plans based on the proposed change and this plan included in the application for the proposed change. These amendments shall be reflected in the Parking monitoring plan provision.
- All future development shall be subject to the existing Tree Preservation Plan in the Refinement Plan.

Thank you in advance for your consideration,

Terri Valiant
Jerry Spivey

Bryce Bishop

From: Wilma Chu <wilmachu@gmail.com>
Sent: Friday, April 30, 2021 11:20 AM
To: Bryce Bishop
Cc: Dean Chu
Subject: Fairview Refinement plan minor amendment case number FRPA 21-01

Dear Mr Bishop,

I am writing as a two-home owner in Pringle Creek in reference to the subject above.

While not an expert on land use or building codes I have limited my many concerns to three:

1) Tree preservation- there are heritage oaks at Pringle Creek and the Fir Grove on the south side of the creek. I hope those are protected for posterity.

2 & 3) Parking and roadways- please ensure any new dwelling has off-street parking. The narrow roads here are not designed to support especially dense or on-street parking. Currently, there are limited cutaways for parking on pervious pavement. With the proposed increase for residential and commercial units the demand for parking and roadway access will increase dramatically. Pringle creek is a primarily-residential development so safeguards for pedestrians is an important factor to be considered.

As you know, in the design of Pringle Creek, the land serves as a rain filter as do the roads and gravel road edges. Land preservation is important to me.

The natural beauty and open spaces here are uniquely Pringle Creek. Please keep these in mind as amendments are considered.

Sincerely yours,

Wilma Chu
1871 Cousteau Loop SE
1810 Cousteau Loop SE

Bryce Bishop

From: Jenny Symens <jennyesyemens@gmail.com>
Sent: Friday, August 6, 2021 2:09 PM
To: Bryce Bishop
Subject: Written testimony for Appeal of the Planning Administrator's decision on Fairview Refinement Plan Minor Amendment Case No. FRPA21-01

Dear Mr. Bishop,

I am writing to you today as someone who signed and supported the appeal.

As a homeowner within the area of the change, I want to have noted that I do NOT support the density increase that has been requested,

Additionally, I do not support the amended refinement plan because the applicant, Sustainable Investments, failed to comply with the original refinement plan conditions of approval.

I am a homeowner of two homes and I am against this amendment with the proposed street parking for the additional housing units proposed. My 84 year old mother lives in one of the homes I own with her and I do not feel that emergency vehicles will be able to maneuver the narrow streets with all of the cars from the additional housing parked on the street. Current residents have 1+ vehicle per home and we can only assume all additional homes will be the same. It is a pipe dream to think that there will be some homes with less than 1 car per home.

Let's turn for a moment and think about the commercial parking for the area. As I understand it, the commercial properties would also be using on-street parking for their customers. Frankly, our community just can't handle this many cars and the added traffic noise and pollution. We have many kids who live in this neighborhood and are hoping more will move in. With the added traffic and cars driving through the property, there is a high risk of a child being hit by a car. High density, on-street parking would cut down on visibility and raise the risk of a pedestrian (adult or child) being hit.

Another change in this amendment to support the additional density would involve cutting down several of the mature trees in a grove along the creek. This community has already lost several mature sequoia trees and we do not want to lose any of the pine trees in the grove. This amendment would allow developers to chop down the grove to install housing with little or no parking. I'm reminded of a song from a long time ago 'they paved paradise and put up a parking lot.' This is exactly what will be happening if you allow this amendment to stand.

Lastly, I would like to say that I understand the City has to balance between the homeowners and the developers in these situations. That being said, our community is looking to the City to uphold it's own commitment with the spirit of how the original rules and agreements were written for Pringle Creek at it's inception.

Thank you for considering my testimony in your decision and I urge you to uphold the appeal.

Kind regards,
Jennifer E. Symens
3818 Village Center Drive SE and 3829 Cousteau Drive SE
Salem, OR 97302
503-330-7038

Bryce Bishop

From: Mary Hughes <maryhughes529@gmail.com>
Sent: Sunday, August 8, 2021 6:28 PM
To: Bryce Bishop
Cc: geoffreyjames@comcast.net
Subject: Appeal of the Planning Administrator's decision on Fairview Refinement Plan Minor Amendment Case No: FRPA21-01

Dear Bryce Bishop:

This is in regard to my opposition to the Fairview Refinement Plan Minor Amendment Case No FRPA21-01. I will not be able to attend the appeal hearing on August 17, but I would like to submit this written testimony. I am an applicant to the appeal, and in brief:

- I do not support the density increase that SI requested.
- I do not support the amended refinement plan because the applicant (SI) failed to comply with the original refinement plan conditions of approval.
- I have grave concerns about street parking being adequate for the increased density requested in the amended plan.
- I have grave concerns about tree preservation in the community.
- I feel that monitoring for compliance with all the rules and enforcement seem to be non-existent by the City and the two developers.

Mary Hughes
3838 Village Center Dr SE

August 8, 2021

To: Salem Planning Commission

Re: Appeal of the Planning Administrator's Approval of the Fairview Refinement Plan Minor Amendment (FRPA21-01)

I am a homeowner and full-time resident of Pringle Creek Community. I am also an applicant to the appeal.

The appeal letter and supporting attachments clearly demonstrate that Sustainable Investments, LLC, (SI) did not comply with the Planning Commission's resolutions at their November 15, 2005 meeting. Specifically, SI did not submit a Refinement Plan to

1. include text requiring off-street parking to accommodate commercial requirements, and
2. maintain the requirement to have one parking space per dwelling unit, as specified in the Salem Planning Staff report of November 8, 2005 and the testimony of Mr. Don Myers to the Planning Commission at the November 15, 2005. (Mr. Myers was president of SI at the time.)

SI submitted an application on March 16, 2021 to amend the refinement plan; however, they used an unapproved "plan" as the basis for their request. Still, the City of Salem approved the amendment request, thereby perpetuating SI's disregard for the Planning Commission's November 15, 2005 resolutions. I would have expected that the City would have enforced the Commission's resolutions at the time that those were made or, at the very least, to enforce those resolutions once an amendment request had been filed. Using an unapproved and erroneous document as the basis for requesting amendments should be sufficient grounds for rejecting the application, and forcing the applicant to correct past errors and omissions.

The above notwithstanding, the City approved the applicant's amendment request and provided the following justifications, among others:

1. At the bottom of page 7 of the FRPA21-01 Decision document dated June 22, 2021, Staff stated that, "Within Area 3 of the refinement plan there is no minimum parking requirement for residential uses, but there is a maximum parking requirement of one space per dwelling unit." This is clearly an incorrect analysis: the staff report of November 8, 2005 stated "maintain the requirement to have one parking space per dwelling unit", and Mr. Myers testified at the Commission's November 15, 2005 meeting that there will be one off-street parking space per unit. Therefore, Staff's decision on this count is based on wrong and invalid information, and must be reconsidered.
2. Regarding whether or not the amendment application should be classified as "minor" or "major", the FRPA21-01 Decision document states that the requested changes are considered minor. SRC530.025(b)(2)(b) states that an amendment is major if it "increases or decreases the number of **proposed** residential units **per acre** by more than 20 percent **or** exceeds the maximum number of dwelling units within the FMU zone;" *[emphasis added]*. The requested changes do in fact change the **proposed** number of residential units **per acre** in the table on page 13 of the refinement plan (the table related to Area 3) by several orders of magnitude, and violate the 20 percent limit stated in the code. The fact that the total FMU residential units did not change is irrelevant in the context of SRC530.025(b)(2)(b).

3. Regarding pedestrian or vehicular traffic circulation within the FMU zone, Staff states in their FRPA21-01 Decision document at the bottom of page 13 that, "The proposed amendment similarly will not result in a significant change in pedestrian or vehicular traffic circulation within the FMU zone or the surrounding area because the vehicular and pedestrian circulation system within the development is already established." Staff is correct in the that the "system" is already established - but that precisely is the problem: the system was established shortly after the 2005 Commission's conditional approval of the refinement plan, and would have been based on a maximum of 13 residential units and 30,000 sq. ft. of non-residential space - refer to the Land Use Summary Table on page 10 of the version of refinement plan that SI submitted. In their amendment request. SI increased the maximum residential units from 13 to 95, and the non-residential from 30,000 sq. ft. to 45,000. To state the obvious, the "system" that is already established was designed for significantly lower density. SRC 530.025(b)(2)(G) applies here, and states that an amendment is major if it "Results in a significant change in pedestrian or vehicular traffic circulation within the FMU zone or in the surrounding area." Area 3 is served by one road. Clearly, increasing residential density to 730% of the original plan will result in a major change in "pedestrian or vehicular traffic circulation **within** the FMU zone." Staff should have made their decision based on what happens **within** the zone, as the law requires, and should have requested the applicant to demonstrate that traffic **within** the zone will not change under their application.

Staff and the applicant made several comments in the documents that they provided indicating that decisions will be made on a "case-by-case basis", or that the "tree conservation plan is binding on the development" so there is nothing to worry about. The fact is that

- Staff had approved the applicant's amendment based on wrong data and an invalid refinement plan;
- similarly, building permits are being issued based on wrong information;
- houses are being built substantially inside the drip-line of giant trees - the only way that that is possible is for the builder to have dug out the roots on at least one side of the tree. It is only a matter of time for the trees to die and fall over the houses underneath them -; and
- the stormwater management system is suffering damage from construction activity. The system consists of pervious roads and bioswales, and was built instead of a conventional stormwater system. This system is an integral and critical part of the plan to "Eliminate Impact to the Regional Watershed", as stated on page 24 of the refinement plan. However, an estimated 29 out of 78 swales appear to have suffered from minor to extensive damage from building activity. Some of the pervious roads are covered by mud and gravel, which reduces their porosity.

It is obvious to me that there is neither monitoring nor enforcement systems in place, which renders refinement plans and city codes meaningless and toothless. Accepting that the right decisions will be made on a "case-by-case" basis is not wise.

I urge you to reconsider and rescind the approval of the "minor" amendment, and to force the applicant to correct the refinement plan to comply with the Planning Commission's November 15, 2005 conditions.

Respectfully,

Iyad Khalaf
1884 John Muir Cir SE
Salem, OR 97302

Attachment 5

July 7, 2021

Bryce Bishop
Community Development Department
City of Salem

RE: Appeal of the Planning Administrator's Approval of the Fairview Refinement Plan Minor Amendment (FRPA21-01)

According to the applicant's proposed Minor Amendment to the Fairview Refinement Plan (FRPA21-01), the current application was submitted to 'eliminate confusion and clear up inconsistencies' related to densities required, and update commercial square footage minimum and maximum and adjust frontage requirements for Areas 3 and 9.

However, upon further review of the historical record, it has been found that the applicant failed to comply with the 2005 Planning Commission conditions of approval and the City subsequently failed to enforce the conditions. Therefore, the application before you now is based on incorrect information/data and not only fails to provide the clarity and consistency proposed (details below), but is found to create more confusion and inconsistencies, further impacting surrounding development and uses.

The proposed application does not meet the Minor Amendment approval criteria per

- **SRC530.035(e)(1)(A)** as the proposal does substantially change the refinement plan by allowing incorrect and unadopted standards to remain in place and in some cases be further modified.
- **SRC 530.035(e)(1)(B)** as the proposal continues to put forth standards not approved by the Planning Commission, therefore unreasonably impacting surrounding existing or proposed uses or development.

Review of the record included the following:

- Current application for Minor Amendment
- Applicant's original October 2005 Refinement Plan submittal (**Exhibit A**)
- Applicant's resubmittal dated Nov 2005 (**Exhibit B**)
- Staff Report and Planning Commission decision (**Exhibit C**)
 - Including Fire Dept comment letter (**Exhibit C1**)
- Recorded minutes of the Planning Commission meeting which included staff presentation, applicant presentation/testimony and Planning Commission deliberations. (**Exhibit D**)
- Current Refinement Plan Minor Amendment application submittal and Additional Applicant comments on the proposed Minor Amendment (not included in this appeal letter as its already included in your packets).
- Parking garage plan for homes on Cousteau Loop (**Exhibit E**)
- Applicant's Sept 15, 2006 Street Parking Plan (**Exhibit F**)
- Fairview Refinement Plan 05-01 Staff Review Comments (**Exhibit G**)

NOTE: On July 6, 2021 a phone conference with staff and the applicant, it was acknowledged by staff that after reviewing the record, staff concur that the Refinement Plan being used in the Minor Amendment Application had not been updated per the Planning Commission's approval. Staff agreed the changes need to be made to the use tables to reflect the off-street commercial parking requirement and the revised document be uploaded to the City's website. Having not yet seen the final changes to this document and to confirm the staff proposed changes eliminate inconsistencies and meet the Planning Commission approval, and for the purposes of ensuring the issues are part of the historical record, our appeal includes the issues discussed with staff and the applicant.

SUMMARY OF ISSUES:

1) **The Application does not provide clarity or consistency for parking and density numbers. Parking and density numbers have been confusing and inconsistent since the beginning.**

- a) Original Submittal Oct 2005 (Exhibit A): In October 2005 the applicant submitted the Pringle Creek Refinement Plan which included land use summary and Areas 1-9 tables which outline required elements and development requirement. This document included a requirement for 1 off-street parking space per residential unit with additional details provided in footnotes to the tables, including a note that commercial parking is to be on street.
- b) Staff comments on Oct 2005 submittal (Exhibit G): On Oct 25 2004 Staff sent the applicant a summary of the City's comments based on their initial review of the original submittal. One comment specifically addressed the applicant's proposal for all commercial parking to be located off-street. Staff requested this text be changed to state that all commercial parking is to be provided off street unless it can be demonstrated there is adequate space on street. The requested language was not used by the applicant in the revised submittal. Additionally, and importantly, the applicant decided to make a text change to the residential parking standard in all the Use Tables but not list that as specific change in their resubmittal to the City.
- c) Revised Submittal Nov 4, 2005 (Exhibit B) 11 days prior to Planning Commission public hearing, the applicant submitted a revised Refinement Plan which included several changes - density, setbacks, frontage requirements per unit and eliminated the required 1 off-street parking space per residence. The footnote for commercial parking to be located on street remains in the use table footnotes, unchanged from the Oct 2005 original submittal. The text that was changed from the original submission to the revised submission area we've circled in red in Exhibit B. The text that remains unchanged relative to parking has a red star next to it. It appears staff was neither expecting nor notified of the change to the residential parking requirement.
- d) Planning Commission resolution and staff report (Exhibit C): The written staff report presented to the Planning Commission, which was adopted as Findings of Fact, clearly states the residential units were to have one off-street parking space per unit and that both staff and Planning Commission were uncomfortable with allowing all the commercial parking to be on-street given the narrow widths of the streets within Pringle Creek. Below is the excerpt from the staff report,

Pages 11/12 of the PC staff report states (circled in red in Attachment C):

"The parking requirements proposed include 1 parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units are to have one space per dwelling unit with the remaining parking on street. All commercial parking is on-street.

Concerning the proposed commercial parking requirement....staff does not feel that allowing all of the required parking spaces for commercial development to be satisfied through on-street parking is suitable at this time, especially considering the proposed narrower streets widths within the development.....Staff proposes that the parking requirement of the plan be amended to instead require:

"Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements."

The record demonstrates that:

- Staff thought 1 parking space for each residential unit was to be provided. This is what they wrote in the staff report and this is what they presented verbally to the Planning Commission at the public hearing. The Planning Commission adopted the Staff Report and Findings of Fact as part of what was approved.
- Planning staff were concerned about the narrow streets and standards which require parking demand to be accommodated on-street. These concerns are echoed by the Fire Dept in a Sept 30, 2005 memo from the Deputy Chief of the Salem Fire Dept stating the narrow streets in the development do not meet the Fire Dept standards so they required the following condition:

“All blocks with a length greater than 200’ will require a mid-block queuing space as indicated in the attachment.” (Exhibit C1)

- To address staff’s concerns they recommended the above condition of approval for the commercial parking but did not specifically list the Fire Dept requirement as a condition of approval.

From what we can gather, it appears that applicant changed the residential parking standards without notifying staff of this in their resubmittal, even though other changes were specifically noted in the applicant’s response to the staff comments (Exhibit G pg 28). The Staff report states there is to be 1 off street parking provision for each residential unit. The applicant did not contest this Finding rather agreed with it when asked by the Planning Commission. If staff was aware of change, the Staff Report would have included this information and analysis.

Applicant’s presentation (Exhibit D): On page 8 of the Planning Commission minutes, when asked by the Planning Commission how many housing units and how much parking will be provided, the applicant stated:

“[Mr Meyers] did not know the exact number of parking spaces. Each house will have one parking space in their garage on site with on street parking available. The duplex units will have a small parking lot and multi-family and condos will have designated parking spaces.”

- e) This is somewhat, though not entirely in line with what staff noted in the PC staff report which states:

‘One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units re to have one space per dwelling unit with the remaining parking on street. All commercial parking is on-street.’

- f) Planning Commission conditions of approval (Exhibit C) The Planning Commission minutes include Staff’s presentation which stated

“Some of the applicant’s responses to Staff’s concerns were not included in the text of the proposed plan and need to be incorporated as an additional condition of approval.”

Staff’s concerns are identified in Exhibit G, including the staff recommended change to the text re: commercial off-street parking requirement, which the applicant decided to not include in their resubmittal.

Staff’s concerns with the applicant’s original submittal which put all the commercial on-street, was using the assumption that all residential be required to provide 1 off street parking space. So when the applicant changed the residential off street parking minimum to 0 and didn’t communicate this change to staff, one can deduce that concern raised by staff initially would only become greater. However, though

lack of communication by the applicant and the fact staff missed this change, the issue remains a significant concern and the record remains murky on this issue.

The Fire Dept requirement for one emergency vehicle queuing space per block was not included as a specific condition of approval. Staff has confirmed in the teleconference meeting on July 6th with us and the applicant that the Fire Dept requirement applies to the development and still needs to be met. So, conditions that aren't specifically listed as a condition yet are part of the record and Findings of Fact adopted by the Planning Commission and noted in the written record are enforced – except the residential off street parking requirement.

The Refinement Plan was never modified to include compliance the Findings of Fact or with these 2 conditions.

- g) Current application and Administrative Approval for Minor Amendment: The current application and Approval of the Minor Amendment does not provide any clarity or clean up the existing inconsistencies. Rather it exacerbates the inconsistencies as the tables are based on incorrect information to begin with, do not reflect the Finding of Fact and approval by the Planning Commission and continue to have various inconsistencies within the tables relative to residential and commercial parking standards. Therefore, not only is the Minor Amendment application and Approval inconsistent with the Planning Commission's Findings of Fact and Approval of 2005, but the inconsistencies are also made worse by this application.
- 2) **There has been a failure to adhere to the conditions of approval by the applicant and a failure to enforce the Planning Commission's conditions of approval by the City through the land use review and building permit review and issuance.**
- a) Conditions of approval required modifications to the plan which never happened. The applicant should have gone back and amended the Land Use summary and Area tables to reflect the Findings of Fact and the Planning Commission conditions of approval. The applicant never did this.
 - b) Staff failed to enforce conditions of approval by not requiring modifications to the plan to comply with their adopted Findings of Fact and the Planning Commission's conditions of approval. This resulted in the continued use of the incorrect Nov 2005 Land Use summary and Area tables.
 - c) The continued use of the old and incorrect Land Use summary and Area tables resulted in the wrong standards being applied to the review and issuance of building permits in Pringle Creek. Building permits being issued today for homes without any off-street parking are in violation of the Findings of Fact approved by the Planning Commission and confirmed by the applicant during the public hearing. To date, a number of homes have been built with no off-street parking provision and some homes have 2+ parking spaces (garage plus driveway) also in violation of the parking standard.
 - d) To ensure the development moves forward consistent with the Planning Commission 2005 decision, all residential building permit applications in Pringle Creek being reviewed currently by the City (but not yet issued) should be stopped and not issued until the plans are shown to provide a minimum of 1 off-street parking space per unit.
 - e) If feasible, the homes recently constructed in Pringle Creek without parking should provide one off-street space either in a garage, dedicated parking pad or a remote parking garage to ensure compliance with the conditions of approval. The applicant is currently constructing 3 remote garages in Area 3 - Village Center for 3 cottages built on Cousteau Loop that have no off-street parking. There are 4 additional remote garages being constructed next to the 3 above by Stafford Homes (In July 2020 SI signed over Declarant rights to Stafford Homes). These 4 garages are intended to be used for

the cottage homes on lots 31-34 yet it remains unclear as to whether or not they have all been assigned these spaces.

3. **The applicant has failed to provide information which documents the availability of on-street parking function of Pringle Creek's narrow streets and available on-street parking will be significantly impacted if the proposed amendment is allowed.**

Pringle Creek was specifically designed with narrower streets. When combined with some on-street parking, vehicular circulation and emergency access on these narrow streets were a concern to staff, the Fire Dept, the School District, and at least one Planning Commissioner in 2005. As such conditions of approval required parking be largely accommodated off-street and an emergency vehicle queuing lane be provided per block. It also required some monitoring of the total number of on-street parking spaces and of those how many are 'taken' and how many are available for commercial development.

Given the confusion and inconsistencies outlined above, together with a lack of enforcement, there is concern over the method by which staff and the applicant plan to 'monitor' the available on street parking, both at the land development stage for larger parcels and at the building permit stage.

We received the Street Parking Plan from the applicant which is dated Sept 15, 2006 (Exhibit E). There are several problems with this document:

- 1) It doesn't reflect the final platting pattern, the 45' long emergency vehicle queuing space required for each block over 200' in length, the location of fire hydrants, driveway curb cuts etc. and other items which impede on street parking and serve to reduce the amount of on-street parking spaces provided.
- 2) It is at a scale which makes use difficult.
- 3) It is hand drawn and there are no dimensions or scale to the plan to confirm parking space dimensions.
- 4) It hasn't been updated to reflect the recently started or completed homes that do not have any off-street parking provided, which would now reduce the total number of available on-street parking spaces.
- 5) The City should be the one in control of this document. The applicant should prepare it and submit to the City for review and approval with each development proposal/building permit issued. It is not currently being used as a review and enforcement tool.

We would like to request that a new Street Parking Inventory plan be prepared with, or based on, the following:

- Recorded plats as the base map, have dimensions noted and be at a scale which is easy to use/read .
- Include a monitoring provision whereby new development/building permits are reviewed against the plan and reflected in updates to the plan if there is any change to the number of available on-street parking spaces.
- Overlays which add the following:
 - Existing driveway curb cuts
 - Fire hydrants and utilities that impact on-street parking
 - 45' long emergency vehicle queuing lane for each block over 200 feet in length
 - Homes/residential units built without off-street parking
 - Colors or marking that indicate spaces already allocated for home built with no off street parking provisions (either on the lot of the home or remote garages)

The Street Parking Inventory should be prepared by the Applicant and submitted to the City for review and approval prior to the issuance of any additional building permits. This document should be used when reviewing every building permit application and should be updated accordingly and maintained and enforced by the City.

REQUEST: In light of the above significant issues, **we hereby request the approval be amended to include specific Conditions of Approval that reflect the Planning Commission decision and Findings of Fact.** Specifically, we'd like to request the following:

1. Use Tables are cleaned up, inconsistencies removed between table numbers and footnotes and amended to clearly require:
 - A minimum of 1 off-street parking space per residential unit:
 - Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.
2. Add the following specific conditions of approval:
 - All blocks with a length greater than 200 feet will require a mid-block queuing space as indicated in the Fire Dept memo and attachment dated Sept 30, 2005.
 - A revised Street Parking Inventory plan shall be prepared, submitted to the City for review and approval prior to further issuance of any development proposals or building permits, and include the following:
 - Use the recorded plats as the base map, include parking space and street (drive lane dimensions), be date stamped and at a scale which is easy to use/read.
 - Overlays which add the following:
 - Existing driveway curb cuts
 - Sidewalks and pedestrian trails, when they abut on street parking
 - Fire hydrants and utilities that impact on-street parking
 - 45' long emergency vehicle queuing lane for each block over 200 feet in length
 - Homes/residential units built without off-street parking
 - Colors or marking that indicate spaces already allocated for home built with no off street parking provisions (either on the lot of the home or remote garages)
 - Clearly identify the # of on-street parking spaces available after the above information below is reflected in the diagram. This is to be the starting point for the inventory of available parking spaces.
 - Include a monitoring provision whereby new development/building permits are reviewed against the updated plan as modified by development and building permits over time.

Thank you in advance for your time and the opportunity to comment.

Regards,

Pringle Creek property owners/residents - See attached application and list of owners/residents within the Pringle Creek Community who signed their support to this appeal.

SIGNATURE OF ALL APPELLANTS

Signature: _____ DATE _____

Printed Name _____

~~Margaret Nielsen~~

7/6/21

Margaret L Nielsen

~~Mary Hughes~~

Mary Hughes.

7/6/21

~~Allison McKenzie~~

Allison McKenzie

7/6/21

~~Yvonne Downing~~

Yvonne Downing

7-6-21

~~Kyle Crocker~~

Brian Foley

7-6-21

Brian Foley

7-6-21

Amanda Cotey

7-6-21

~~Susan B. Wilson~~

7-6-21

Susan B. Wilson

~~Alan J. Wilson~~

7-6-21

Alan J. Wilson

~~Steven D. Weiss~~

7-6-21

Steven D. Weiss

Karen A. Weiss

KAREN A. WEISS

7-6-21

~~Katie Crocker~~

Katie Crocker

7-6-21

Wilma K Chu
WILMA K CHU

8 July 2021

~~Don + Colleen Seale (Don + Colleen Seale) 7/2021~~

Sherry L. Burn
Sherry Burn

7/6/2021

DASE
DAN BURR

7/6/2021

Lucy V. Hitchcock

7/6/2021

Lucy V. Hitchcock

Iyad Khalaf
IYAD KHALAF

7/6/2021

Carol Khalaf

7/6/2021

Carol Khalaf

Supporters of Appeal

Lot	Address	Street Name	Name	Name
141	2037	Audubon Avenue SE	Roger Downing	
2	1725	John Muir Circle SE	Janet Lorenzen	
3	1735	John Muir Circle SE	Margaret Manoogian	
13	1819	John Muir Circle SE	Marjorie Mattson	
17	1859	John Muir Circle SE	Jeannie Howard	
18	1869	John Muir Circle SE	Fariborz Pakseresht	
31	1811	Cousteau Loop SE	Danielle Askew	
43	1834	Cousteau Loop SE	Barbara Hargand	
85	3818	Village Center Drive SE	Jenny Symens	
86	3828	Village Center Drive SE	Chloe Dixon	
96	3829	Cousteau Drive SE	Lena Crider	
140	2027	Audubon Avenue SE	Kristen Taylor	
52	3961	Village Center Drive SE	Kristen Duus	
10	1793	John Muir Circle SE	Jared Hay	
6	1765	John Muir Circle SE	Rich Crossler-Laird	Jannie Crossler-Laird
9	1789	John Muir Circle SE	Scott Bonham	Katie Bonham
15	1839	John Muir Circle SE	Steven Deyerly	Ginny Deyerly
22	1768	John Muir Circle SE	Carol Ramm-Gramenz	Rob Gramenz
23	1758	John Muir Circle SE	Sam Brink	Marie Brink
142	2047	Audubon Avenue SE	Betty Boyce	Brandon Boyce
139	2017	Audubon Avenue SE	Jason Miranda	Dana Frenchko
139	2019	Audubon Avenue SE	Rick Miranda	Debbie Miranda
26	1894	John Muir Circle SE	Dennis Gutknecht	Alice Gutknecht
28	1874	John Muir Circle SE	Jeff McCoy	Melinda McCoy
51	1892	Cousteau Loop SE	Amanda Cotey	



PRINGLE CREEK COMMUNITY

REFINEMENT PLAN

EXHIBIT A

ORIGINAL
SUBMITTAL

Sustainable Development, Inc.
Opsis Architecture^{LLP}

October 2005

ATTACHMENT 2

land use

SUSTAINABILITY PRINCIPLES FOR LAND USE

1. Encourage Economic and Social Diversity

The plan for the Pringle Creek Community accommodates 140-225 (depending on the eventual number of secondary rental units provided) for 400-500 residents. These proposed units range from single family homes on their own parcels to efficiency units in small apartments or secondary suites. Unit sizes may range from affordable 600 sf studios to 2,500 sf single family detached homes. The plan provides the widest possible diversity of housing choices, making aging in place possible and providing good homes for moderate income owners and families of different sizes and types.

2. Create a Village Center The main village centre for the Sustainable Fairview project is located on another part of the site. The Pringle Creek Community is thus a sub centre, comprised of restored industrial and agricultural buildings grouped around a village green and seasonal pavilions. A small amount of convenience commercial retail is anticipated. Most of the restored space will be used for institutional functions (adult education, social functions, and community rooms) with some spaces made available for office rental. The community gardens and the restored greenhouse will provide much of the social and visual focus for the community, and cement the image of the community as a place where residents care about the earth and can produce their own food.

3. Reuse and Retrofit existing buildings The majority of the existing buildings on the site will serve new functions for the Pringle Creek Community and for other residents of Salem. Three of the existing buildings have undergone a first phase cosmetic improvements to the exterior, with many of the existing build around the community square and the greenhouses being analyzed for future regeneration in the new plan. This space will be preserved as a graphic reminder of the past, and as an emblem of the strength of the new community at Pringle Creek. Pringle Creek residents will likely take the most advantage of these community amenities, but they will be available to other citizens of the city as well.

4. Create Local Employment Most of the new employment opportunities in Fairview will be in the campus crescent area; however, significant job opportunities are part of the plan for Pringle Creek Community too. Allowing home occupations would enhance the sustainability of the plan, thus we hope to incorporate authorization for home occupations. Additionally, the preserved structures on the site will provide locations for at least 7 full time jobs but potentially many more.

5. Build Efficiencies by Building Green At the Pringle Creek Community, new residential structures will perform at the highest efficiency level practical. The single family home area at the west side of the school (adjacent to the school property) is planned for "carbon neutral" status, meaning these homes will be entirely self sufficient for heating and cooling. This will be the first residential subdivision of its kind in America. The Pringle Creek Community has set a goal of national significance for energy and materials conservation.

LAND USE SUMMARY

Pringle Creek Community land use development requirements per SRC 143C. FMU zones are indicated in the table below:

required dwelling units	acres	min	max
total site area	32.50		
AU zone du per gross acre		6	30
gross area per src 143c-2	24.20		
less dedicated open space	-7.79		
net area	16.41		
AU required du per src 143		98	492
parcel 1 estimated du		8	20
parcel 3 estimated du		6	13
parcel 4 estimated du		9	11
parcel 5 estimated du		20	44
parcel 6 estimated du		18	36
parcel 7 estimated du		30	60
parcel 8 estimated du		41	77
parcel 9 estimated du		0	0
AU zone estimated du		132	261
LI zone du per gross acre		5	8
gross area per src 143c-2	2.00		
less dedicated open space	-0.25		
net area	1.75		
LI required du per src 143		9	14
parcel 2 estimated du		9	13
LI zone estimated du		9	13
MI zone du per gross acre		7	35
gross area per src 143c-2	6.30		
less dedicated open space	-2.54		
net area	3.76		
MI required du per src 143		26	132
parcel 2 estimated du		20	28
parcel 4 estimated du		11	13
MI zone estimated du		31	41
est. total range of du planned		141	315
total required du per src 143		134	638

Mandatory elements

Street requirements	private streets throughout the development
Fire sprinklers	automatic fire suppression system required for all structures
Street parking restrictions	one queuing space per block to facilitate fire department access

PERMITTED LAND USES

A complete table of permitted land uses per SRC 143 is located in appendix C.

PARCEL 1

Parcel one is the smallest parcel on site. It has been planned to accommodate a mix of the following land uses:

primary use — residential units including but not limited to attached, detached and accessory dwelling units.

secondary use— small commercial and live/work units

Due to the small parcel size, an alley will not be required.

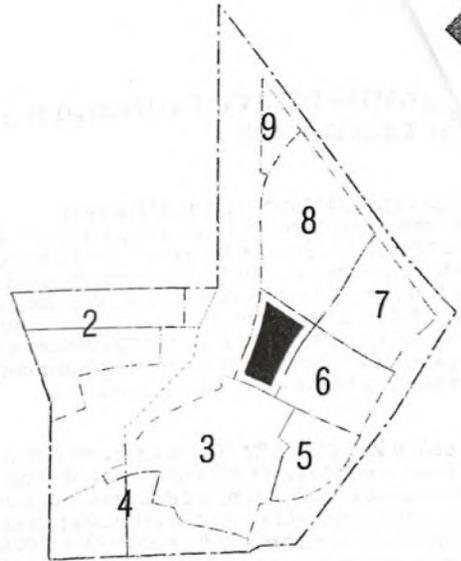
required elements

FMU zone du per gross acre	min	max
AU zone du per gross acre	6	30
parcel area gross ¹	(1.17 acres)	
parcel area net	(.65 acres)	
required residential units	7	35
total estimated residential units	8	20
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	7'
rear yard adjusted to ROW alley	na	na
interior setback	0	5'
frontage per unit ³	16'	none
height	none	45'
parking		
cars ³	residential 1	commercial 1 per 500
bikes	1 per unit	2
loading	0	0
street	yes	yes
driveway ⁴ single parking	8'	
driveway ⁴ double parking	12'	12'

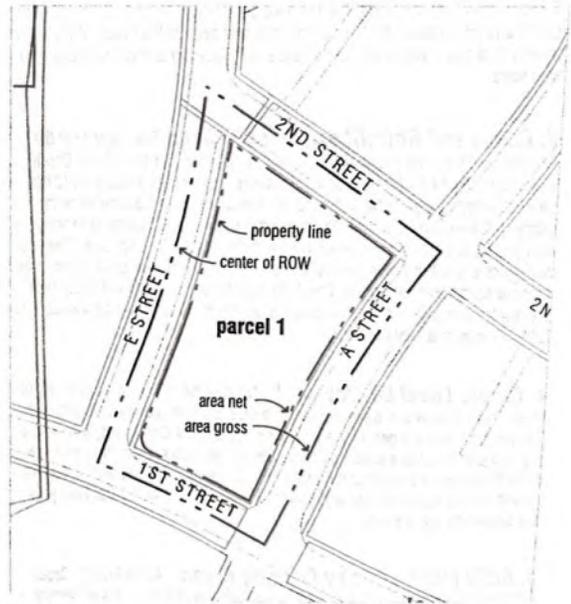
street requirements queuing street and residential main street
 fire sprinklers automatic fire suppression system required for all structures.
 parking restrictions one queuing space per block to facilitate fire department access.

notes

- Gross parcel area measured to the centerline of adjacent rights of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- All residential unit types are exempt from any requirement to have frontage on a R.O.W. All units to have access to the R.O.W. via a pedestrian accessible pathway.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. Commercial parking on street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: 2 - 2'-wide tire track pathways, and/or permeable driveable surfaces.



parcel location



parcel map

PARCEL 2

Parcel 2 is unique to Pringle Creek Community in that it has the adjacency of the Morningside Heights Neighborhood, is zoned for both LI and MI land uses per SRC 143, and is the only site on the property with a south-facing hillside without tree cover. The plan aims to enhance these natural features by providing lots that are oriented for solar access and by using the sloping sites to provide views of the Cascade Mountain Range to the east. The mix of land uses includes:

primary use—single family dwelling units

secondary use—small cottage courtyard units with a shared open space for car access and resident's use.

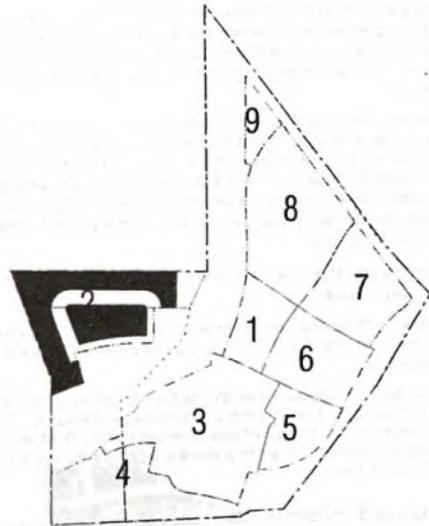
Due to the small parcel size an alley will not be required.

required elements

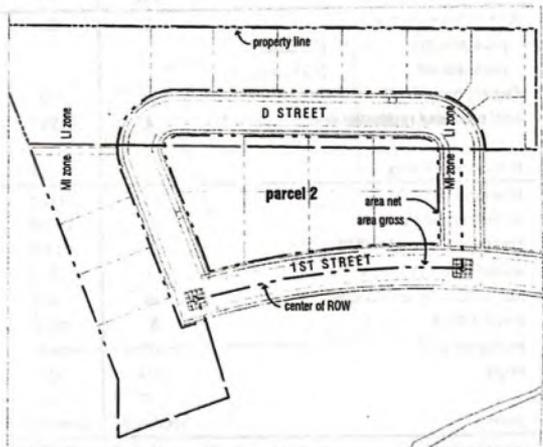
FMU zone du per gross acre	min	max
LI zone du per gross acre	5	8
parcel area gross ¹ (1.75 acres)		
parcel area net		
Required per SRC 143	22	81
MI zone du per gross acre	7	35
parcel area gross ¹ (1.9 acres)		
parcel area net		
est. residential units	11	15
Required per SRC 143	22	81
total estimated residential units	20	28
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	5'
rear yard adjusted to ROW alley	na	na
setback to adjacent development	src 143	
interior setback	5'	none
frontage per unit ³	12'	none
height	none	45'
parking		
	residential	commercial
cars ⁴	1	na
bikes	na	na
loading	na	na
street	yes	na
driveway single parking ⁵	8'	na
driveway double parking ⁵	12'	na

notes

- Gross parcel area measure to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' onto a shared common courtyard for private cars and residents.



parcel location



parcel map

- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. Commercial parking on street.
- Driveways will be exempt from requirements in SRC 80 Acceptable alternatives are as follows: two 2'-wide tire track pathways, and/or permeable driveable surfaces.

PARCEL 3

Parcel 3 is developed as the community center with an active open space plaza of 1.5 acres featuring two large Native Oak trees as an anchor to the community square. The square is bounded by the regeneration of existing buildings of Fairview Training Center (see page # 25 for existing structures), new infill buildings and by Pringle Creek riparian corridor.

primary use- regeneration of existing building into a mix of uses to support the community square activities to include but not limited to the following: cultural facilities, bed and breakfast, boutique hotel, small interpretive museum, small performing arts facility, artists studio's, small workshop, office, community storage, restaurant, cafe with performing arts events, community meeting hall, community cooperative uses, library, bakery, artist galleries, open air pavilion for farmers market and community events.

secondary use- Mixed- use commercial/residential, live/ work residential, seasonal temporary pavilions.

The community square open space will be bounded by "woonerf" street plaza's, see illustrative plan, designed to calm traffic by integrating pedestrians, bikes and cars in the community square.

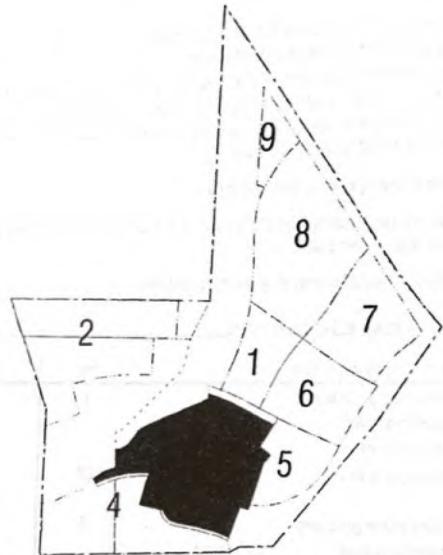
All existing buildings footprints will be developed as a zero setback property within the parcel. The building will be allowed to project within the parcel a maximum of 15' to accommodate architectural features and requirements for accessibility. All development restrictions and responsibilities will be governed as indicated in the table on page #42 in the Refinement Plan.

required elements

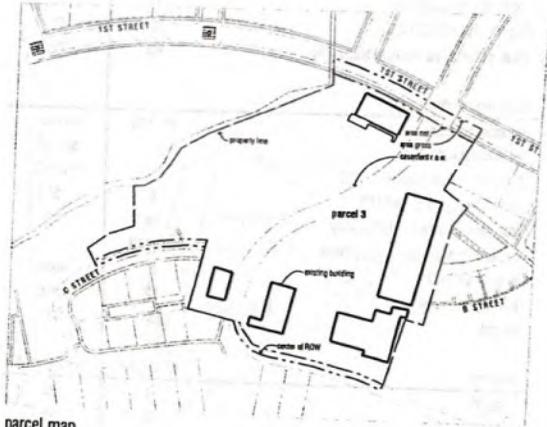
FMU zone du per gross acre	min	max
AU zone du per gross acre		
parcel area gross ¹ (4.5 acres)	6	30
parcel area net (4.23 acres)		
Required per SRC 143	27	135
total estimated residential units	4	20
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	5'
rear yard adjusted to ROW alley	na	na
interior setback	5'	none
frontage per unit ³	12'	none
height	none	45'
parking		
	residential	commercial
cars ⁴	1	1 per 500 s.f.
bikes	1 per unit	2
loading	0	0
street	yes	yes
driveway single parking ⁵	8'	na
driveway double parking ⁵	12'	na

notes

- Gross parcel area measure to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof covered porches, demountable sun screens, steps or ramps to porches.



parcel location



parcel map

- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. Commercial parking on street.
- Driveways will be exempt from requirements in SRC 80 Acceptable alternatives are as follows: two 2'-wide tire track pathways, and/or permeable driveable surfaces.

PARCEL 4

Parcel 4 is unique to Pringle Creek Community in that it has the adjacency of the Sustainable Fairview Property to the south, is zoned for both MI and AU land-uses per SRC 143, and is the only site on the property with a portion of the sloping site set within a stand of conifer and deciduous trees. It has been planned to enhance its natural features by providing lots nestled within the trees on sloping sites to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:

- primary use—single family dwelling units
- secondary use—small cottage courtyard units with a shared open space for car access and resident's use.

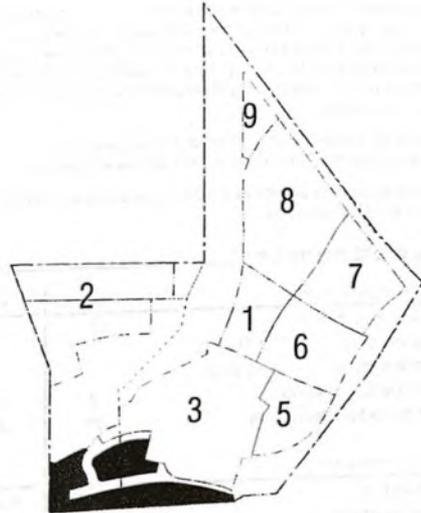
Due to the small parcel size an alley will not be required.

required elements

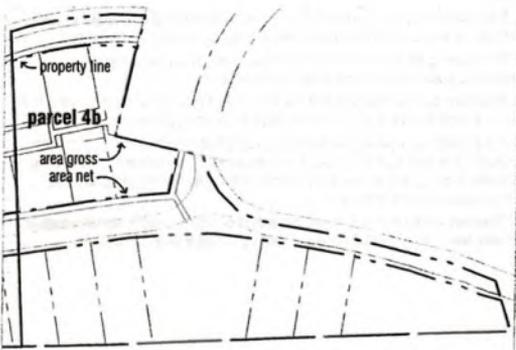
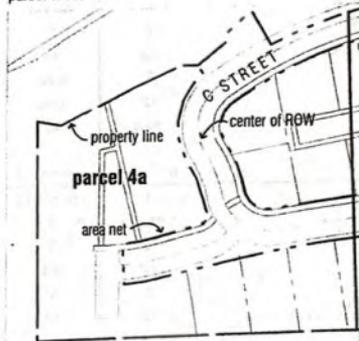
FMU zone du per gross acre	min	max
AU zone du per gross acre	5	8
parcel area gross ¹ (1.38 acres)		
parcel area net (1.06 acres)		
required residential per 143	8	41
MI zone du per gross acre	7	35
parcel area gross ¹ (1.46 acres)		
parcel area net (1.10 acres)		
required residential per 143	10	51
total estimated residential units	19	93
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	5'
rear yard adjusted to ROW alley	na	na
interior setback	5'	none
frontage per unit ³	12'	none
height	none	45'
parking		
	residential	commercial
cars ⁴	1 ⁴	na
bikes	na	na
loading	na	na
street	yes	na
driveway single parking ⁵	8'	na
driveway double parking ⁵	12'	na

notes

1. Gross parcel area measure to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street, Commercial parking on street.
5. Driveways will be exempt from requirements in SRC 80 Acceptable alternatives are as follows: two 2'-wide tire track pathways, and/or permeable driveable surfaces.



parcel location



parcel map

PARCEL 5

Parcel 5 is bounded to south and east by the tree covered hillside separating Pringle Creek Community from the Crescent buildings of Fairview. It has a row of mature native Oak trees that frame a view of the Crescent building named Withycombe, this will be maintained. The parcel has been developed as a dense urban pocket to the south of the oak trees incorporating residential live/work units within a woonerf plaza. The mix of land-uses are as follows:

- primary use- Live/work attached and detached residential units.
- secondary use- multi-family residential and mixed-use with residential.

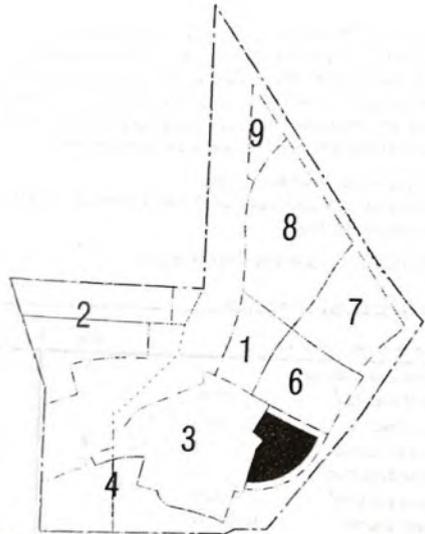
This block will incorporate a combination of rear alley streets and woonerf plaza/streets for internal service and circulation.

required elements

FMU zone du per gross acre	min	max
AU zone du per gross acre	5	8
parcel area gross ¹ (1.31 acres)		
parcel area net (.95 acres)		
required residential per 143	8	39
total estimated residential units	21	44
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	5'
rear yard adjusted to ROW alley	na	na
interior setback	5'	none
frontage per unit ³	12'	none
height	none	45'
parking		
cars ⁴	residential	commercial
bikes	1	1 per 500 s.f.
loading	1 per unit	2
street	0	0
driveway single parking ⁵	yes	yes
driveway double parking ⁵	8'	na
	12'	na

notes

- Gross parcel area measure to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. Commercial parking on street.
- Driveways will be exempt from requirements in SRC 80 Acceptable alternatives are as follows: two 2'-wide tire track pathways, and/or permeable driveable surfaces.



parcel location



parcel map

PARCEL 6

Parcel 6 is defined by the existing greenhouses and will become the central hub for the community gardens to be planned throughout the community. The parcel has been planned to accommodate the following uses.

- primary use- attached and detached residential units
- secondary use- greenhouse growing plants and herbs for commercial or cooperative use, mixed-use retail with residential, multi-family residential units

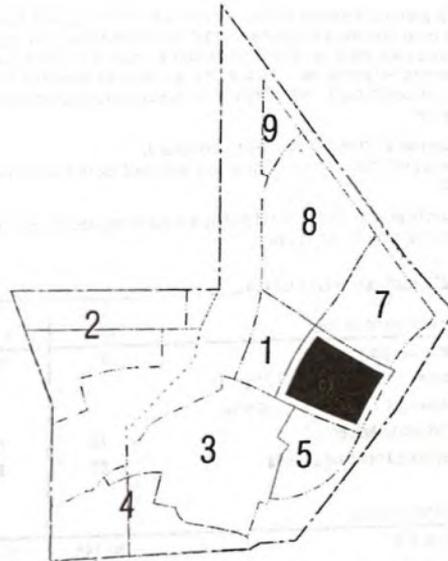
Alley access to an internal services and parking area will be required.

required elements

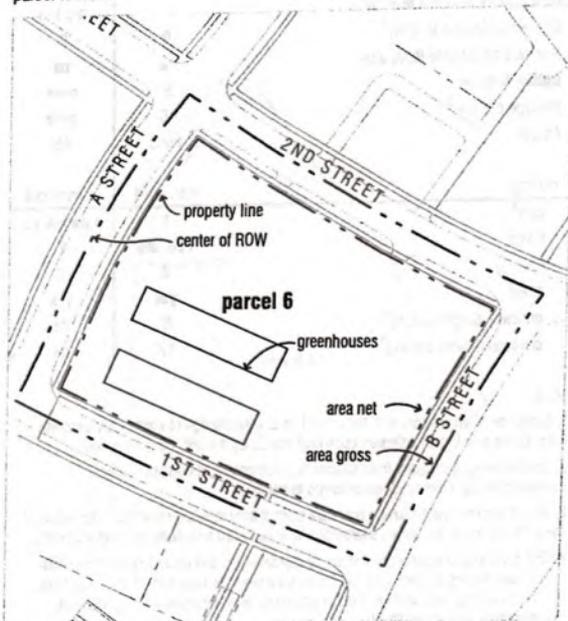
FMU zone du per gross acre	min	max
AU zone du per gross acre	6	30
parcel area gross ¹	(1.95 acres)	
parcel area net	(1.31 acres)	
required residential per 143	12	59
total estimated residential units	18	36
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	7'
rear yard adjusted to ROW alley	na	na
interior setback	0'	5'
frontage per unit ³	16'	none
height	none	45'
parking		
	residential	commercial
cars ⁴	1	1 per 500 s.f.
bikes	1 per unit	2
loading	0	0
street	yes	yes
driveway single parking ⁵	8'	na
driveway double parking ⁵	12'	na

notes

1. Gross parcel area measure to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house) Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street, Commercial parking on street.
5. Driveways will be exempt from requirements in SRC 80 Acceptable alternatives are as follows: two 2'-wide tire track pathways, and/or permeable driveable surfaces.



parcel location



parcel map

PARCEL 7

Parcel 7 is defined by the natural features of the site that include a grove of Sequoia trees, the row of Pine trees along Strong Road and an infiltration pond to the east that will replace the man-made "duck pond" on the eastern portion of the parcel. The grove of Sequoia trees will provide the layout of an internal park for the residents of this parcel and the whole community to enjoy. The parcel has been planned to accommodate the following uses.

- primary use- attached and detached residential units
- secondary use- multi-family residential units and mixed-use retail with residential above.

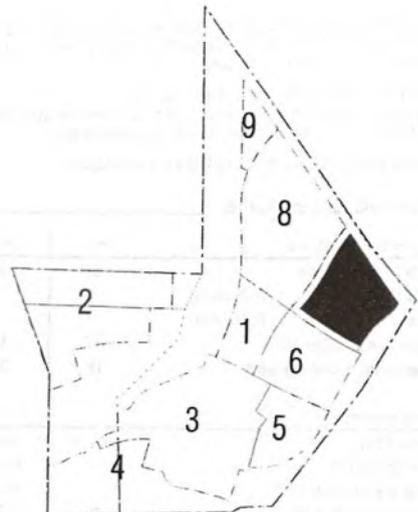
Alley access to an internal services and parking area will be required and must integrate with the existing grove of Sequoia trees.

required elements

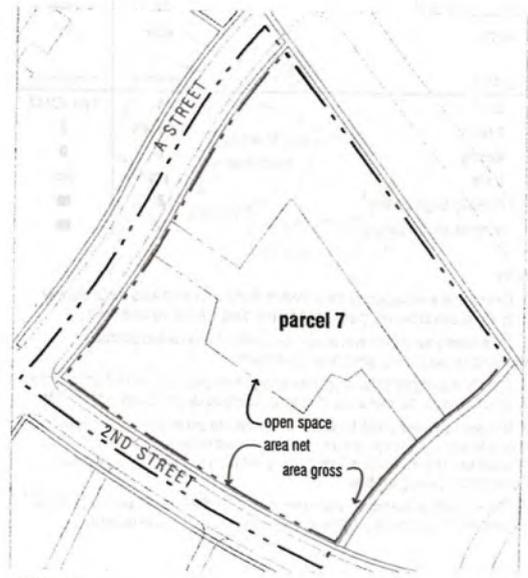
FMU zone du per gross acre	min	max
AU zone du per gross acre	6	30
parcel area gross ¹ (2.21 acres)		
parcel area net (1.82 acres)		
required residential per 143	13	66
total estimated residential units	30	60
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	5'
rear yard adjusted to ROW alley	na	na
interior setback	5'	none
frontage per unit ³	16'	none
height	none	45'
parking		
	residential	commercial
cars ⁴	1	1 per 500 s.f.
bikes	1 per unit	2
loading	0	0
street	yes	yes
driveway single parking ⁵	8'	na
driveway double parking ⁵	12'	na

notes

1. Gross parcel area measure to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house) Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. Commercial parking on street.
5. Driveways will be exempt from requirements in SRC 80 Acceptable alternatives are as follows: two 2'-wide tire track pathways, and/or permeable driveable surfaces.



parcel location



parcel map

PARCEL 8

Parcel 8 is the largest primarily residential parcel in the development. It has been planned to accommodate a mix of the following land uses:

- primary use- residential units including but not limited to attached, detached and accessory dwelling units. Dwelling unit are allowed to have detached garages.
- secondary use- multi-family residential units and mixed-use retail with residential above.

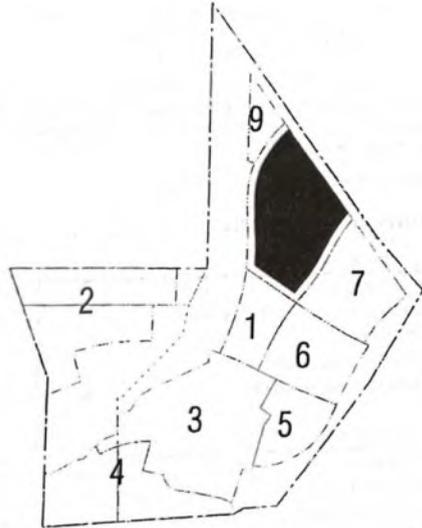
Alley access to an internal services and parking area will be required and must integrate an open space park area for all residents.

required elements

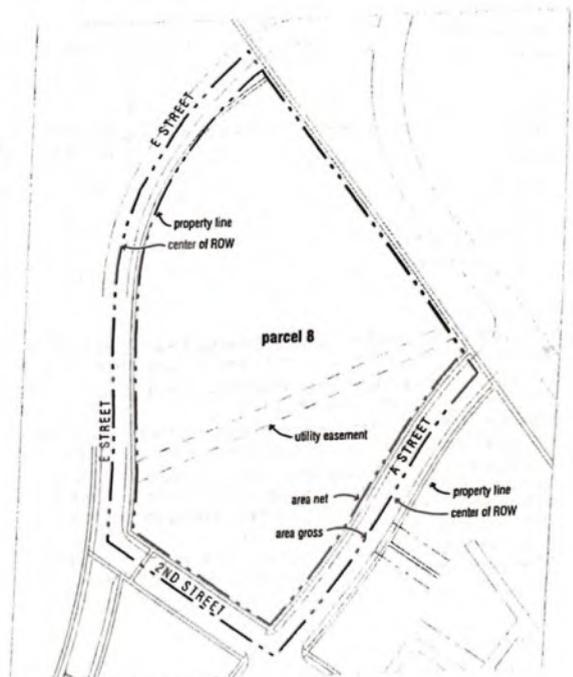
FMU zone du per gross acre	min	max
AU zone du per gross acre	6	30
parcel area gross ¹	(3.73 acres)	
parcel area net	(3.06 acres)	
required residential per 143	22	112
total estimated residential units	41	77
building requirements		
lot acre per plat	src 143	no max. src 143
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	5'
rear yard adjusted to ROW alley	na	na
interior setback	5'	none
frontage per unit ³	12'	none
height	none	45'
parking		
	residential	commercial
cars ⁴	1	1 per 500 s.f.
bikes	1 per unit	2
loading	0	0
street	yes	yes
driveway single parking ⁵	8'	na
driveway double parking ⁵	12'	na

notes

- Gross parcel area measure to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house) Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street, Commercial parking on street.
- Driveways will be exempt from requirements in SRC 80 Acceptable alternatives are as follows: two 2'-wide tire track pathways, and/or permeable driveable surfaces.



parcel location



parcel map

PARCEL 9

Parcel 9 is the most northerly parcel in the development and it's triangular shape bounded on the west by the open space dedicated to the Pringle Creek riparian corridor. It has been planned to accommodate the following uses.

primary use- potential uses include but are not limited to assisted living facility, neighborhood classrooms, bio-diesel cooperative and community recycling center.
secondary use- potential uses include but are not limited to detached, attached and multi-family dwelling units

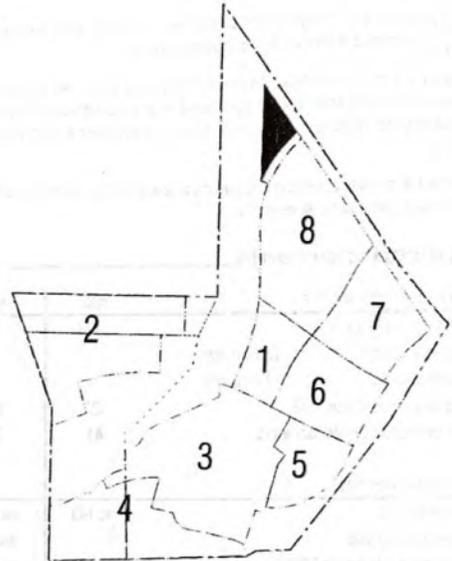
Due to the small parcel size an alley will not be required.

required elements

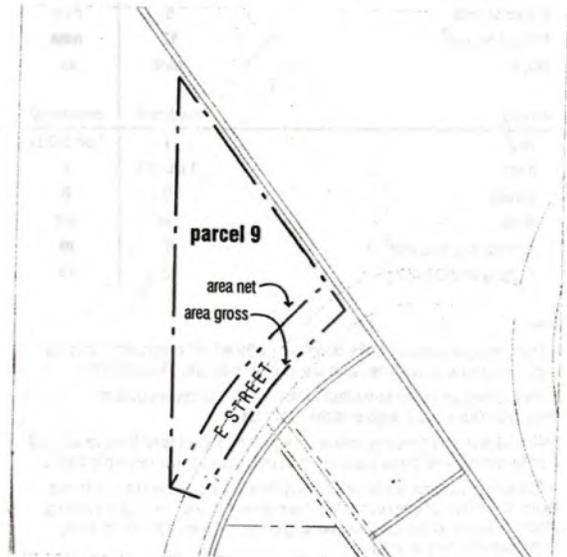
FMU zone du per gross acre	min	max
AU zone du per gross acre	6	30
parcel area gross ¹ (0.53 acres)		
parcel area net (0.42 acres)		
required residential per 143	3	16
total estimated residential units	0	0
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	5'
rear yard adjusted to ROW alley	na	na
interior setback	5'	none
frontage per unit ³	12'	none
height	none	45'
parking		
	residential	commercial
cars ⁴	1	1 per 500 s.f.
bikes	1 per unit	2
loading	0	0
street	yes	yes
driveway single parking ⁵	8'	na
driveway double parking ⁵	12'	na

notes

- Gross parcel area measure to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house) Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street, Commercial parking on street.
- Driveways will be exempt from requirements in SRC 80 Acceptable alternatives are as follows: two 2'-wide tire track pathways, and/or permeable driveable surfaces.



parcel location



parcel map



PRINGLE CREEK COMMUNITY

REFINEMENT PLAN

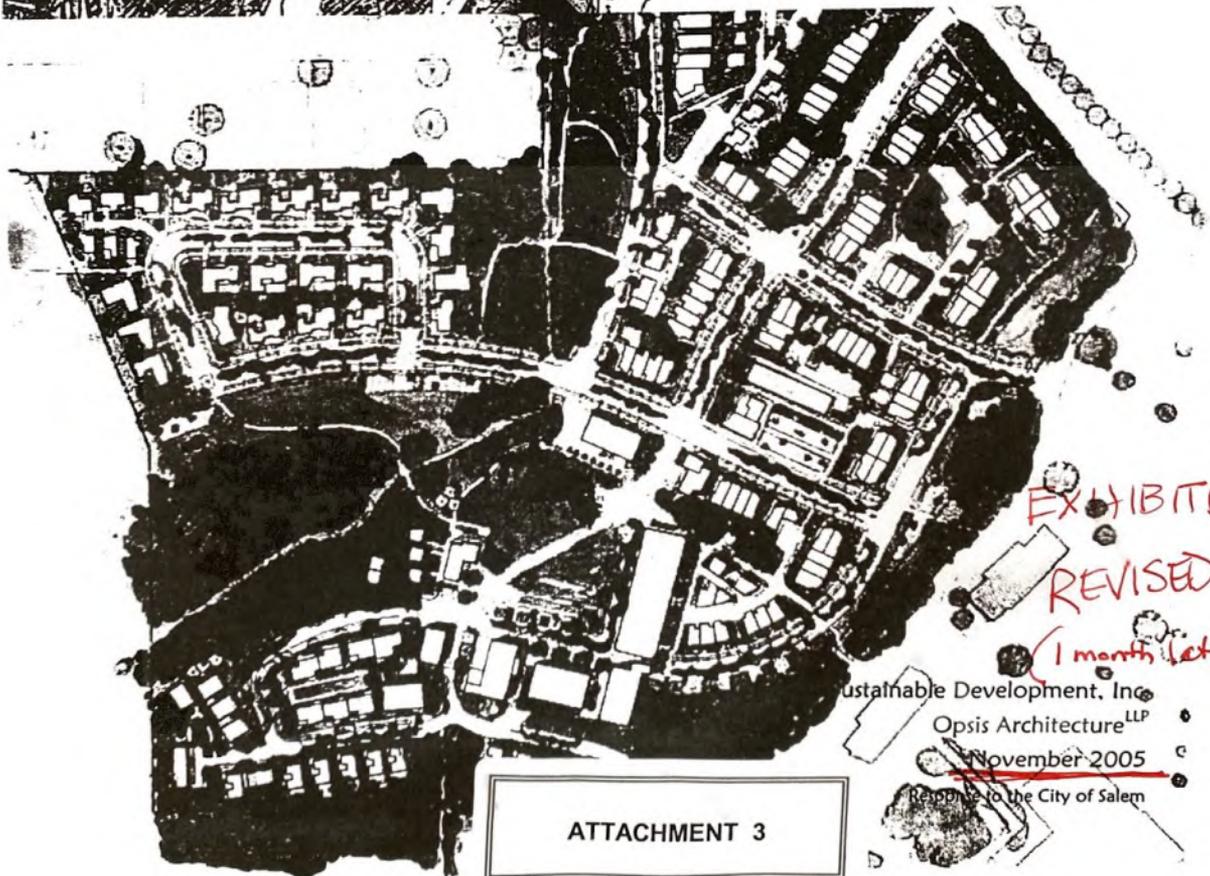


EXHIBIT B
REVISED
(1 month later)

Sustainable Development, Inc.
Opis Architecture ^{LLP}
November 2005
to the City of Salem

ATTACHMENT 3

ITEMS CIRCLED IN RED ARE REVISED STANDS.

★ STANDARDS THAT HAVE NOT CHANGED FROM ORIGINAL SUBMISSION

SUSTAINABILITY PRINCIPLES FOR LAND USE

1. Encourage Economic and Social Diversity

The plan for the Pringle Creek Community accommodates 140–225 (depending on the eventual number of secondary rental units provided) for 400–500 residents. These proposed units range from single family homes on their own parcels to efficiency units in small apartments or secondary suites. Unit sizes may range from affordable 600 sf studios to 2,500 sf single family detached homes. The plan provides the widest possible diversity of housing choices, making aging in place possible and providing good homes for moderate income owners and families of different sizes and types.

2. Create a Village Center The main village centre for the Sustainable Fairview project is located on another part of the site. The Pringle Creek Community is thus a sub centre, comprised of restored industrial and agricultural buildings grouped around a village green and seasonal pavilions. A small amount of convenience commercial retail is anticipated. Most of the restored space will be used for institutional functions (adult education, social functions, and community rooms) with some spaces made available for office rental. The community gardens and the restored greenhouse will provide much of the social and visual focus for the community, and cement the image of the community as a place where residents care about the earth and can produce their own food.

3. Reuse and Retrofit existing buildings The majority of the existing buildings on the site will serve new functions for the Pringle Creek Community and for other residents of Salem. Three of the existing buildings have undergone a first phase cosmetic improvements to the exterior, with many of the existing build around the community square and the greenhouses being analyzed for future regeneration in the new plan. This space will be preserved as a graphic reminder of the past, and as an emblem of the strength of the new community at Pringle Creek. Pringle Creek residents will likely take the most advantage of these community amenities, but they will be available to other citizens of the city as well.

4. Create Local Employment Most of the new employment opportunities in Fairview will be in the campus crescent area; however, significant job opportunities are part of the plan for Pringle Creek Community too. Allowing home occupations would enhance the sustainability of the plan, thus we hope to incorporate authorization for home occupations. Additionally, the preserved structures on the site will provide locations for at least 7 full time jobs but potentially many more.

5. Build Efficiencies by Building Green At the Pringle Creek Community, new residential structures will perform at the highest efficiency level practical. The single family home area at the west side of the school (adjacent to the school property) is planned for "carbon neutral" status, meaning these homes will be entirely self sufficient for heating and cooling. This will be the first residential subdivision of its kind in America. The Pringle Creek Community has set a goal of national significance for energy and materials conservation.

LAND USE SUMMARY

Pringle Creek Community land use development requirements per SRC 143C. FMU zones are indicated in the table below:

required dwelling units	acres	residential (du)		non-residential (sf)	
		min	max	min	max
total site area	32.50				
AU zone du per gross acre		6	30		
gross area per src 143c-2	24.20				
less dedicated open space	-7.79				
net area	16.41				
AU required du per src 143		98	492		
area 1		8	20		
area 3		6	13	18,000	30,000
area 4		9	11		
area 5		20	44		
area 6		18	36	3,500	6,000
area 7		30	60		
area 8		41	77		
area 9		0	0		15,000
AU zone estimated du/sf		132	261	21,500	51,000
LI zone du per gross acre		5	8		
gross area per src 143c-2	2.00				
less dedicated open space	-0.25				
net area	1.75				
LI required du per src 143		9	14		
area 2		9	13		
LI zone estimated du		9	13		
MI zone du per gross acre		7	35		
gross area per src 143c-2	6.30				
less dedicated open space	-2.54				
net area	3.76				
MI required du per src 143		26	132		
area 2		20	28		
area 4		11	13		
MI zone estimated du/sf		31	41		
summary gross area per src 143C-2	32.50				
less dedicated total open space	10.58				
summary total net area	21.92				
est. total range of du planned		141	315		
est. s.f. for non-residential				21,500	51,000
total required du per src 143		134	638		

Mandatory elements

Street requirements -- private streets throughout the development

Fire sprinklers -- automatic fire suppression system required for all structures

Street parking restrictions -- one queuing space per block to facilitate fire department access

PERMITTED LAND USES

A complete table of permitted land uses per SRC 143 is located in appendix C.

AREA 1

Area one is the smallest parcel and geographically centered on site. It has been planned to accommodate a mix of the following land uses:

- primary use -- residential units including but not limited to attached, detached and accessory dwelling units.
- secondary use-- live/work units

Due to the small parcel size, an alley will not be required.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.17 acres)		
parcel area net (.65 acres)		
required residential units per 143	7/35	
total estimated residential units	8/20	
total est. area for non-residential uses (in s.f.)		none
building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/30'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways⁴		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.

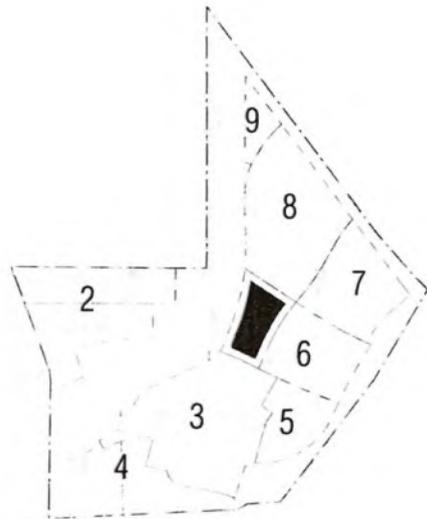
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.

3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.

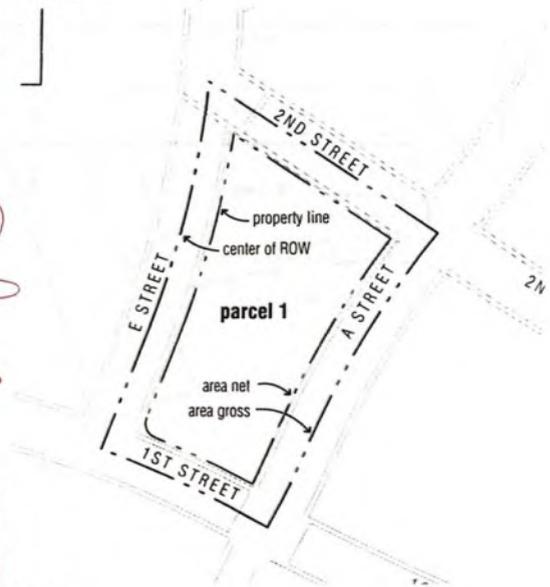
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.

5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows:
(2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.



parcel location



parcel map

SAME AS ORIGINAL SUBMITTAL

AREA 2

Area 2 is unique to Pringle Creek Community in that it has the adjacency of the Morningside Heights Neighborhood, is zoned for both LI and MI land-uses per SRC 143, and is the only site on the property with a south facing hillside without tree cover. It has been planned to enhance its natural features by providing lots that are oriented for solar access and to use the sloping site to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:

- primary use -- single family dwelling units
- secondary use-- cottage courtyard units

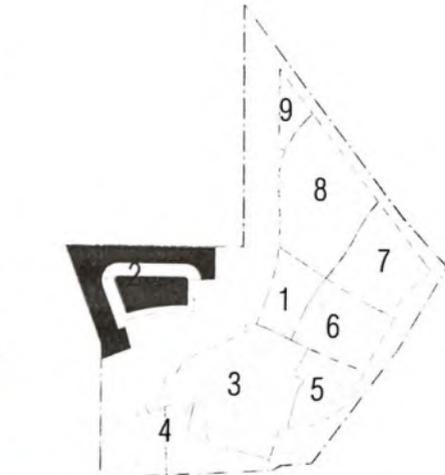
Due to the small parcel size, an alley will not be required.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
LI zone du per gross acre	5/8	na
parcel area gross ¹ (2.00 acres)		na
parcel area net (1.75 acres)		na
required residential units per 143	10/16	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.90 acres)		na
parcel area net (1.45 acres)		na
required residential units per 143	13/67	na
total required residential units per 143	23/83	na
total estimated residential units	20/28	na
total est. area for non-residential uses (in s.f.)		na
building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30/none	na
width	16/none	na
building setbacks ²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	na
building frontage per unit ³	16'/none	na
building height	none/45'	na
parking		
cars ⁴	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	none/none

notes

- 1 Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
- 2 The following are exempt from setback requirements: roof overhangs; roof covered porches; demountable sun screens; steps or ramps to porches
- 3 All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents



parcel location



parcel map

- 4 One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- 5 Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways; and/or permeable driveable surfaces
- 6 Parking setbacks do not require a buffer yard

AREA 3

Area 3 is developed as the community center with an active open space plaza of 1.5 acres featuring 2 large Native Oak trees as an anchor to the community square. The square is bounded by the regeneration of existing buildings of Fairview Training Center (see page #25 for existing structures), new infill buildings and by Pringle Creek riparian corridor.

primary use-- regeneration of existing building into a mix of uses to support the community square activities with potential uses, but not limited to the following: cultural facilities, bed and breakfast, boutique hotel, interpretive museum, performing arts facility, artists studio's, carpentry workshop, craft workshop, office, community storage, restaurant, day-care facility, cafe with performing arts events, community meeting hall, community cooperative uses, library, mixed-use commercial/residential, bakery, artist galleries, classroom facilities, retail, open air pavilion for farmers market and community events.

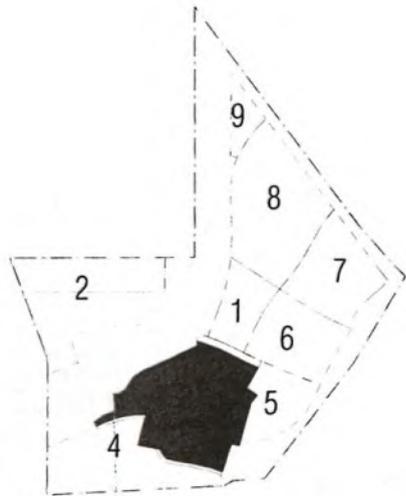
secondary use-- Live/ work residential, seasonal temporary pavilions for public use.

The community square open space will be bounded by "woonerf" streets and plaza's designed to calm traffic by integrating pedestrians, bikes and cars in the community square, see illustrative plan pg. #9 and major streets plan pg. #35.

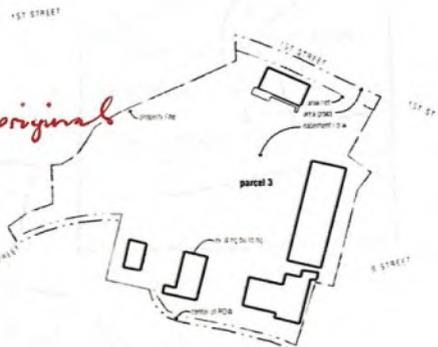
The building will be allowed to project within the area a maximum of 15' to accommodate architectural features and requirements for accessibility, see note #2. All existing buildings will be required to meet all applicable building code requirements. All property lines within area 3 to be determined during SRC 63 subdivision submission. All development restrictions and responsibilities will be governed as indicated in the table on page 42 in the Refinement Plan.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (4.5 acres)		
parcel area net (4.23 acres)		
required residential units per 143	27/135	
total estimated residential units	4/30	
total est. area for non-residential uses (in s.1)		18,000-30,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks²		
front/street (or woonerf)	2'/10'	none/none
interior/side	0'/20'	10'/20'
interior rear to ROW @ alley	na/na	none/none
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/60'
parking		
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none



parcel location



parcel map

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, decks, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- All non-residential parking is on-street or woonerf street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard. There will be no traditional parking lots in the community square and woonerf streets.

AREA 4

Area 4 is unique to Pringle Creek Community in that it has the adjacency of the Sustainable Fairview Property to the south, is zoned for both MI and AU land-uses per SRC 143, and is the only site on the property with a portion of the sloping site set within a stand of conifer and deciduous trees. It has been planned to enhance it's natural features by providing lots nestled within the trees on sloping sites to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:

- primary use- single family dwelling units.
- secondary use- cottage courtyard units with a shared open space courtyard for car access and residents use.

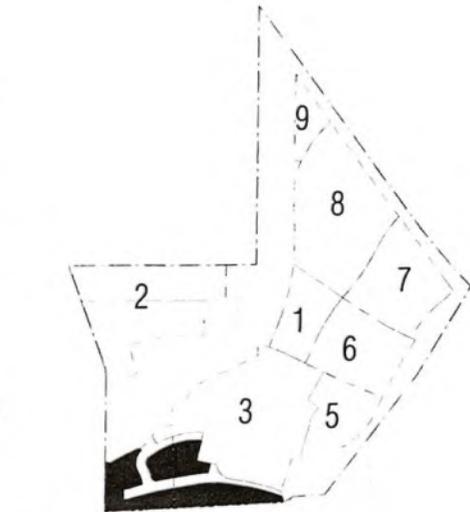
Due to the small parcel size an alley will not be required.

required elements

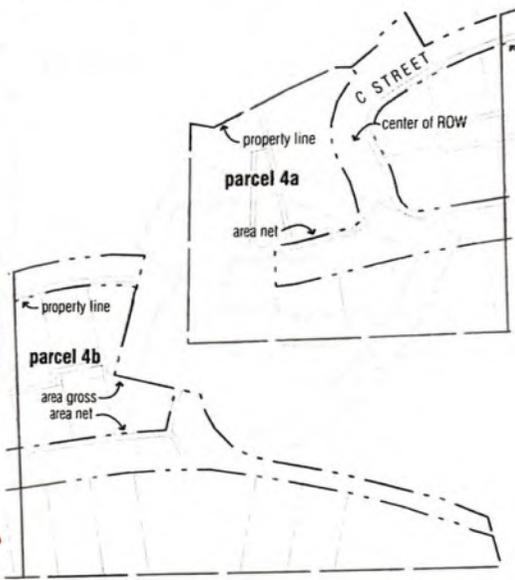
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.38 acres)		
parcel area net (1.06 acres)		
required residential units per 143	8/41	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.46 acres)		
parcel area net (1.10 acres)		
required residential units per 143	10/51	na
total required residential units per 143	19/93	na
total estimated residential units (2.84 acres)	11/22	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks ²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	na
building frontage per unit ³	16'/none	na
building height	none/35'	na
parking		
	residential	commercial
cars²	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways ⁵		
single parking	8' driveway	na
multiple	12' driveway	na
setbacks ⁶	none/none	na

notes

- 1 Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
- 2 The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to screens
- 3 All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents



parcel location



parcel map

Handwritten note: this was #4 in original submitted.

- 4 One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street
- 5 Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide pathways and/or permeable drivable surfaces
- 6 Parking setbacks do not require a buffer yard

AREA 5

Area 5 is bounded to south and east by the tree covered hillside separating Pringle Creek Community from the Crescent buildings of Fairview. It has a row of mature native Oak trees that frame a view of the Crescent building named Withycombe, this will be maintained. The area has been developed as a dense urban pocket to the south of the oak trees incorporating residential live/work units within a woonerf plaza. The mix of land-uses are as follows:

- primary use- Live/work, accessory dwelling units, attached and detached residential units.
- secondary use- multi-family residential and mixed-use residential.

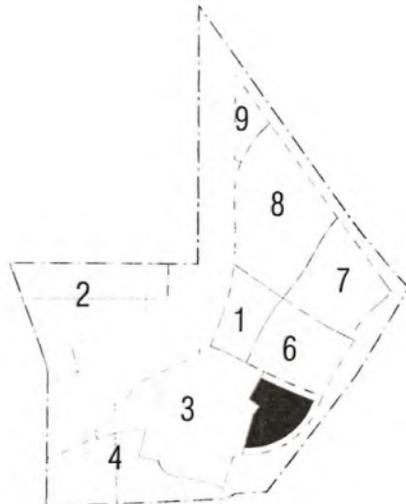
This block will incorporate a combination of rear alley streets and woonerf plaza/streets for internal service and circulation.

required elements

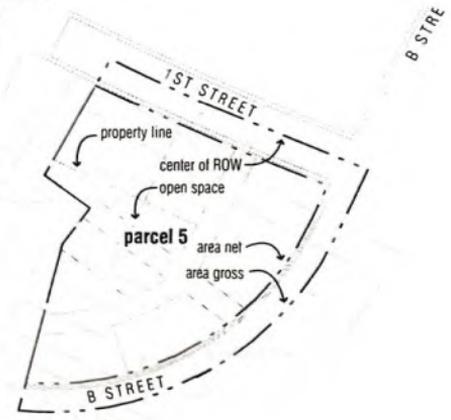
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.31 acres)		
parcel area net (0.95 acres)		
required residential units per 143	8/39	
total estimated residential units	21/44	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways³		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.
- Parking setbacks do not require a buffer yard.



parcel location



parcel map



AREA 6

Area 6 is defined by the existing greenhouses and will become the central hub for the community gardens to be planned throughout the community. The area has been planned to accommodate the following uses.

- primary use- attached and detached residential units including accessory dwelling units.
- secondary use- greenhouse growing plants and herbs for commercial or cooperative use.
- mixed-use retail with residential, multi-family residential units

Alley access to an internal services and parking area will be required.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.95 acres)		
parcel area net (1.31 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36	
total est. area for non-residential uses (in s.f.)		3,500-6,000

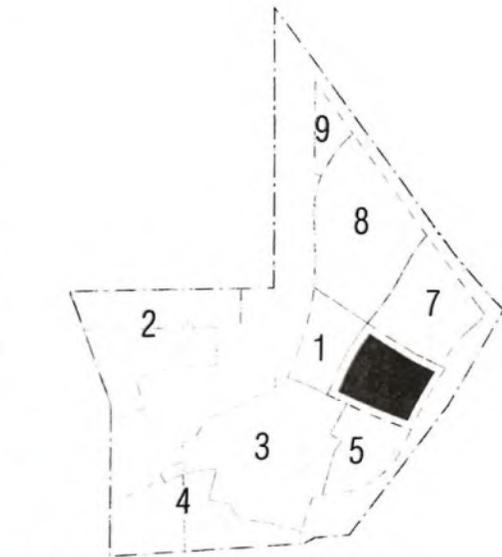
lot and building requirements

lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'

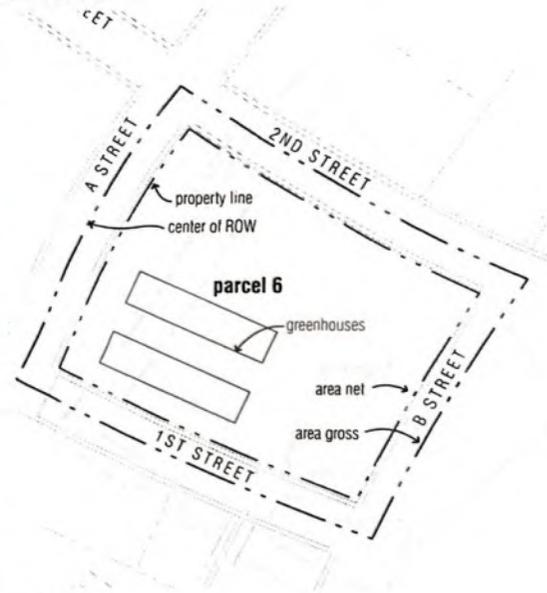
parking	residential	commercial
cars ⁴	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 sf
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
- The following are exempt from setback requirements: roof overhangs; roof covered porches; demountable sun screens; steps or ramps to porches
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways and/or permeable driveable surfaces
- Parking setbacks do not require a buffer yard



parcel location



parcel map

AREA 7

Area 7 is defined by the natural features of the site that include a grove of Sequoia trees, the row of Pine trees along Strong Road and an infiltration pond to the east that will replace the man-made "duck pond" on the eastern portion of the parcel. The grove of Sequoia trees will provide the layout of an internal park for the residents of this area and the whole community to enjoy. The area has been planned to accommodate the following uses.

- primary use- attached and detached residential units.
- secondary use- accessory dwelling units, multi-family residential units and live/work dwelling units.

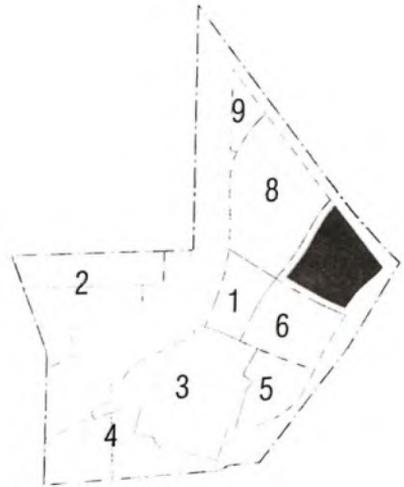
Alley access to an internal services and parking area will be required and must integrate with the existing grove of Sequoia trees.

required elements

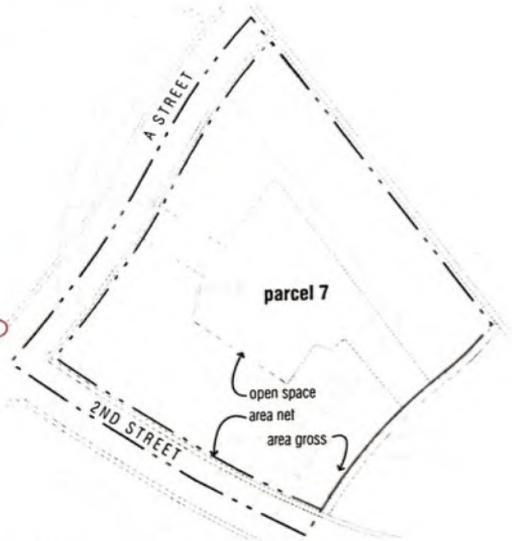
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (2.21 acres)		
parcel area net (1.82 acres)		
<i>required residential units per 143</i>	12/59	
total estimated residential units	18/36	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50/none	none/none
width	16/none	16/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ⁵	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 s.f.
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.
- Parking setbacks do not require a buffer yard.



parcel location



parcel map

AREA 8

Area 8 is the largest primarily residential area in the development. It has been planned to accommodate a mix of the following land uses:

- primary use- residential units including but not limited to attached, detached, accessory dwelling units and coach lane houses. Dwelling unit are allowed to have detached garages, mixed-use retail with residential, multi-family residential units
- secondary use- multi-family residential units and live/work units.

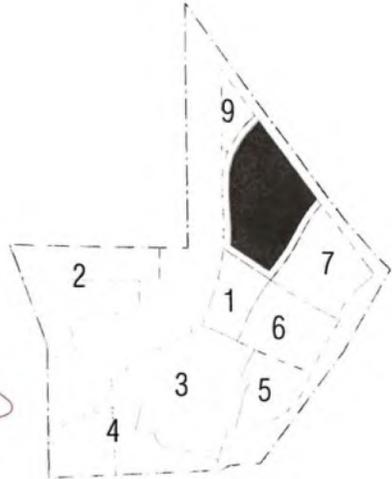
Alley access to an internal services and parking area will be required and must integrate an open space park area for all residents.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre		
parcel area gross ¹ (3.73 acres)	6/30	na
parcel area net (3.06 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36	
total est. area for non-residential uses (in s.1.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 sl
driveways ⁴		
single parking	8' driveway	12' driveway
multiple	12' driveway	none/none
setbacks ⁶	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows:
 - 2 -wide tire track pathways, and/or permeable driveable surfaces
 - Parking setbacks do not require a buffer yard



parcel location



parcel map

AREA 9

Area 9 is the most northerly area in the development and it's triangular shape bounded on the west by the open space dedicated to the Pringle Creek riparian corridor. It has been planned to accommodate the following uses.

primary use- potential uses include but are not limited to assisted living facility, neighborhood classrooms, bio-diesel cooperative and community recycling center.
 secondary use- potential uses include but are not limited to detached, attached and multi-family dwelling units

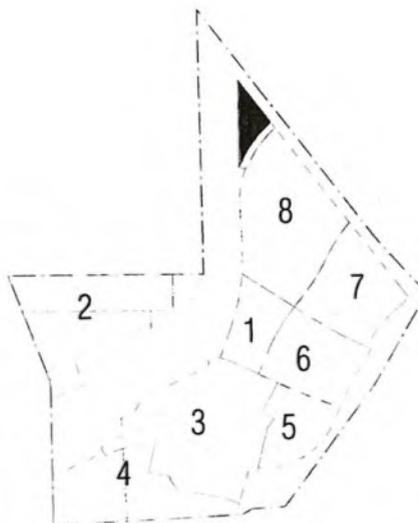
Due to the small area size an alley will not be required.

required elements

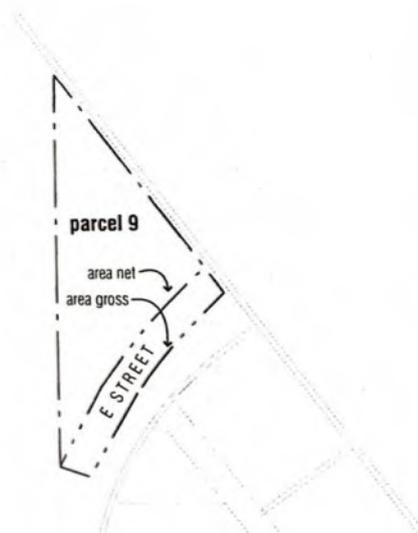
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (.53 acres)		
parcel area net (.42 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36	
total est. area for non-residential uses (in s.f.)		none/15,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 s.f.
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows (2) 2'-wide tire track pathways, and/or permeable driveable surfaces
- Parking setbacks do not require a buffer yard



parcel location



parcel map

PLANNING DIVISION
555 LIBERTY ST. SE/ROOM 305
SALEM, OREGON 97301
PHONE: 503-588-6173
FAX: 503-588-6005



RESOLUTION NO.: PC 05-16

WHEREAS, a petition for Fairview Refinement Plan 05-1 for property located at 2110 Strong Road SE was filed by Sustainable Investments, LLC, Donald Myers, President with the Planning Commission of the City of Salem, and

WHEREAS, after due notice, a public hearing on the proposed plan was held before the Planning Commission on November 15, 2005, at which time witnesses were heard and evidence received; and

WHEREAS, the Planning Commission having carefully considered the entire record of this proceeding including the testimony presented at the hearing, after due deliberation and being fully advised; NOW THEREFORE

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SALEM, OREGON:

Section 1. FINDINGS:

The Planning Commission hereby adopts as its findings of fact the staff report(s) on this matter dated November 15, 2005, herewith attached and by this reference incorporated herein.

Section 2. ORDER:

Based upon the foregoing findings and conclusions, it is hereby ordered:

A. That the proposed Pringle Creek Community Refinement Plan, a refinement plan for a portion of the Fairview Training Center property approximately 32.5 acres in size; BE APPROVED, subject to the following conditions:

1. The commercial off-street parking requirement of the plan shall be amended to require the following:

"Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements."

2. The pedestrian connection proposed between "D" Street and Ewald Avenue shall be removed.

3. The applicant shall be required to provide for the perpetual maintenance of the proposed private streets as provided in SRC Chapter 63.225(h)

4. At the time of development, the required boundary street improvements to Strong Road shall be constructed to City standards as approved by the Public Works Director.

5. The proposed development shall comply with City storm water design standards in SRC 63.195.

6. Modify the Plan to reflect the following changes:

a. Provide the following definitions:

-Small Commercial: Small commercial units at Pringle Creek Community shall be no larger than 2,500 square feet per unit.

EXHIBIT C

- **Live Work Units:** Live Work Units are dwelling units that allocate a certain portion of the interior space for work space. Work space may be used for office, studio or retail use. Work space shall have direct access to streets, lanes, courtyards or woonerf streets. No more than 35% of the total floor area of the unit may be given over to work activities.

- **Cottage Courtyard Units:** Cottage Courtyard Units are dwelling units arranged and fronting onto a common courtyard. Parking can be either attached to the dwelling units and accessed via the common courtyard or detached in common structures and accessible via the common courtyard.

- **Coach or Lane Houses:** Coach or Lane Houses are accessory dwelling units that are detached from the building or townhouse whose lot they occupy. They are let by the owner of the principle residence of the lot. Typically they are located above or above and beside car storage garages. Occasionally they are in stand-alone cottage structures similar to cottage units. Coach or lane houses are to be no smaller than 400 square feet for studio units.

- **Accessory Dwelling Unit:** Accessory Dwelling Units are interior portions of townhouse or detached buildings that owners choose to rent as habitable space. Accessory dwelling units will be no smaller than 400 square feet for studio units, and will not consume more than 40% of the total aggregate floor area on the lot.

b. Provide the following revisions:

- **Additional Language (Pages 11-19):** Development standards and regulations established under the Pringle Creek Community Refinement Plan are designed to meet the intent of the Fairview Plan and the Fairview Mixed-Use zone. Where a provision in the Pringle Creek Community Refinement Plan varies from other provisions of the zoning code, the provisions of the refinement plan shall govern.

- **Revision (Page 20):** The development is proposing the following amendments to the Salem Revised Code alternative standards in addition to those previously identified in the individual parcel area description sheets. See below for the following modifications to current City Guidelines:

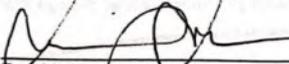
- **Revision (Page 20):** Revisions Alternative Standards to SRC Chapter 132

- **Revision (Page 20):** Revisions Alternative Standards to Multi-Family Development Design Notebook Handbook

- **Revision (Page 20):** The following revisions are proposed alternative standards shall apply:

- **Revision (Page 37):** Add the proposed 20-foot Rear Lane/Alley typical cross section to the plan.

ADOPTED by the Planning Commission this 15th day of November, 2005.



President, Planning Commission

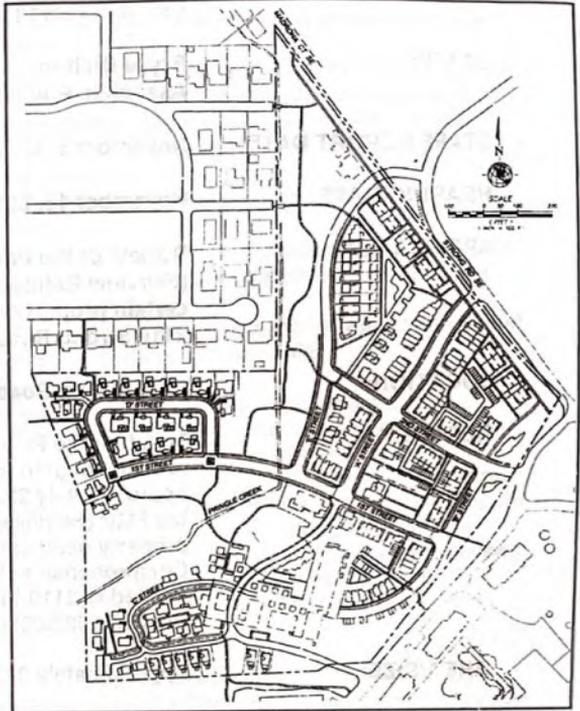
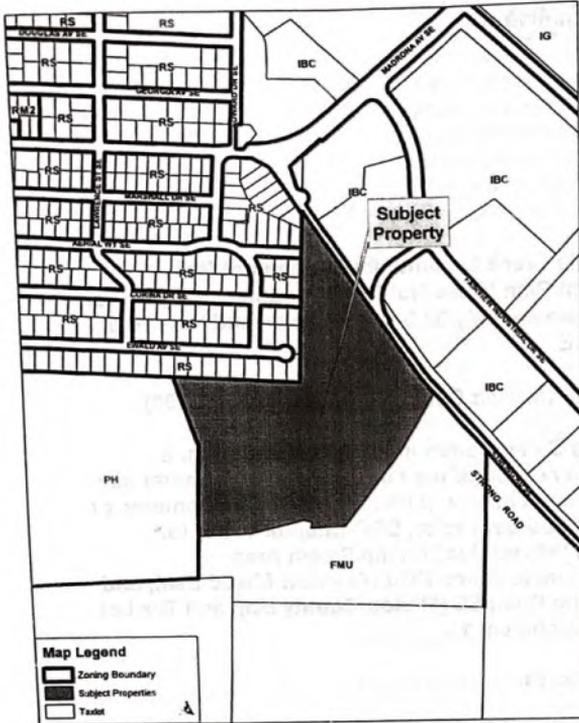
APPEAL PERIOD ENDS: December 15, 2005

Copies of the staff report containing the Facts and Findings adopted by the Planning Commission are available upon request at Room 305, Civic Center, during City business hours, 8:00 a.m. to 5:00 p.m.

Planning Commission Vote: Yes 5 No 0 Absent 2 (Goss and Wiles)

NOTICE

PUBLIC HEARING AFFECTING THIS AREA



ZONE MAP: 8302S

TIME OF HEARING: 5:30 P.M.
HEARD BY: PLANNING COMMISSION
DATE OF HEARING: NOVEMBER 15, 2005

LOCATION OF HEARING: City Council Chambers
 Civic Center/Room 240
 555 Liberty Street SE
 Salem, OR 97301

CASE NO.

FAIRVIEW REFINEMENT PLAN 05-1

ADDRESS: 2110 Strong Road SE
PROPERTY OWNERS: Sustainable Investments, LLC
FILER: Kris Gorsuch/Jim Ramsden

PROPOSAL

FAIRVIEW REFINEMENT PLAN:

To adopt the "Pringle Creek Community Refinement Plan," a refinement plan for a portion of the Fairview Training Center site approximately 32.5 acres in size, pursuant to the requirements of the FMU (Fairview Mixed Use) zone, SRC Chapter 143C, for property designated "Mixed Use" on the Salem Area Comprehensive Plan map, zoned FMU (Fairview Mixed Use), and located at 2110 Strong Road SE (Marion County Map and Tax Lot No. 083W02/200).

NOTICE MAILING DATE: November 3, 2005

CONTINUED ON THE REVERSE SIDE

TO: Planning Commission

FROM: Glenn W. Gross
Urban Planning Administrator

STAFF: Bryce Bishop
Associate Planner

STAFF REPORT DATE: November 8, 2005

HEARING DATE: November 15, 2005

APPLICATION: Review of the Pringle Creek Community Refinement Plan (Fairview Refinement Plan (Case No. 05-1)), a refinement plan for certain property approximately 32.5 acres in size and located at 2110 Strong Road SE.

LOCATION: 2110 Strong Road SE (Marion County Tax Lots 083W02/200).

REQUEST: To adopt the Pringle Creek Community Refinement Plan, a refinement plan for a portion of the Fairview Training Center site approximately 32.5 acres in size, pursuant to the requirements of the FMU (Fairview Mixed Use) zone, SRC Chapter 143C, for property designated "Mixed Use" on the Salem Area Comprehensive Plan map, zoned FMU (Fairview Mixed Use), and located at 2110 Strong Road SE (Marion County Map and Tax Lot No. 083W02/200) (Attachment 1).

AREA/SIZE: Approximately 32.5 acres.

APPLICANT: Sustainable Investments LLC, Donald Myers, President.

AGENT: Kris Gorsuch/Jim Ramsden, Saalfeld Griggs.

APPROVAL CRITERIA: Salem Revised Code (SRC) Chapter 143C.100(f) and Chapter 143C.080(c).

RECOMMENDATION: Approve the Pringle Creek Community Refinement Plan, Case No. FRP 05-1, subject to conditions.

and compatible commercial and/or industrial uses within neighborhoods and structures.

The purpose of this designation is to:

1. Allow a mixture of complementary land uses that may include housing of all types, retail, office, commercial services, and civic uses to create economic and social vitality and the ability to meet multiple needs in compact areas;
2. Develop mixed use areas that are safe, and attractive to pedestrians;
3. Provide flexibility in the siting and design of new development and redevelopment to optimize the use of natural resources, energy alternatives, improvements in development tools and techniques, and changes in the marketplace;
4. Recognize streets as public places that encourage pedestrian, bicycle, and transit use;
5. Facilitate efficient use of land by encouraging compact, high-density development and minimizing the amount of land that is needed for surface parking; and
6. Encourage and facilitate development that supports public transit and the utilization of alternative modes of transportation.

Finding: The proposed plan is consistent with the intent and purpose established for the "Mixed Use" designation under the Salem Area Comprehensive Plan. The proposed plan calls for a higher density, pedestrian friendly, mixed use development concept providing a wide range of housing opportunities and minimizing the amount of land that is needed for surface parking. Residential densities included in the plan are within the density requirements established for each overlay area of the zone contained under SRC Chapter 143C.110. The proposed plan revises the list of permitted uses contained under SRC Chapter 143C.060 to exclude those uses not deemed appropriate to the refinement plan.

- b. **Mixed Use Development Goal:** To provide a mixture of complementary land uses that may include housing, retail, offices, service, industrial and civic uses, to create economic and social vitality.

Finding: The proposed plan calls for a mixture residential and non-residential uses. Housing to be provided includes, but is not limited to, detached single family dwellings, attached dwellings, townhouses, apartments, and live work units. The proposed plan conforms to the comprehensive plan goal.

- c. **Mixed Use Development Policy 1 (Development):** Encourage efficient use of land by facilitating compact, high-density development and minimizing the amount of land that is needed to accommodate automobile parking.

Mixed Use Development Policy 2 (Development): Encourage development that preserves open space.

Finding: The proposed plan calls for residential densities consistent with the allowable ranges established within the FMU zone for each overlay area under SRC 143C.110. The applicant's have proposed reduced parking standards for this refinement plan to facilitate the efficient use of land and minimize the amount of land needed to accommodate automobile parking. The parking requirements proposed include:

One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units are to have one space per dwelling unit with the remaining parking on street. All commercial parking is on-street.

Concerning the proposed commercial parking requirement, the proposed plan calls for an estimated non-residential building square footage of between 21,500 and 51,000 square feet. Based on the 1 space per 500 square-foot requirement, this would result in a non-residential parking requirement of between 43 and 102 spaces. Staff does not feel that allowing all of the required parking spaces for commercial development to be satisfied through on-street parking is suitable at this time, especially considering the proposed narrower streets widths within the development and that the FMU zone presently allows for a portion of the off-street parking requirement for multi-family developments to also be accommodated by on-street parking. Staff proposes that the parking requirement of the plan be amended to instead require:

"Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements."

When considered in conjunction with the proposed condition explained above, the proposed plan conforms to the comprehensive plan by promoting high-density development and minimizing the amount of land that is needed to accommodate automobile parking.

Concerning open space, the proposed plan calls the preservation of 10.58 acres or 32.6 percent of the 32.5 acre site as open space, therefore, conforming to the comprehensive plan by preserving a substantial amount of open space.

- d. **Mixed Use Development Policy 3 (Priorities for Mobility and Access):**
Facilitate development (land use mix, density, connectivity, design, and orientation) that reduces the need for, and frequency of, SOV trips and supports public transit where applicable.

Mixed Use Development Policy 4 (Priorities for Mobility and Access):
Reinforce streets as public places that encourage pedestrian and bicycle travel.

Mixed Use Development Policy 5 (Priorities for Mobility and Access):
Provide roadway and pedestrian connections to residential areas.

Finding: The proposed plan calls for compact, mixed-use development served by an interconnected system of streets and pathways that promote connectivity and a reduced need for SOV trips, therefore conforming to these comprehensive plan policies.

Streets within the plan are reinforced as public places that encourage pedestrian and bicycle travel. Street widths are narrower to promote slower traffic, pedestrian scale, and the creation of a "street wall." Area 3 of the proposed plan includes a community square that will be bounded by "woonerf" streets and plazas designed to calm traffic by integrating pedestrians, bikes, and cars.

(H) To encourage energy conservation and improved air and water quality.

The proposed development provides housing, services, and recreational opportunities for the residents of the development thus reducing the need for travel in terms of energy consumption. Energy efficient homes designed to utilize solar energy are also proposed in the plan, therefore encouraging energy conservation. Storm water will be managed on the site through infiltration rather than through conventional curbs and gutters. The proposed plan also preserves approximately 32.6 percent of the site as open space as well as existing mature stands of trees, therefore improving air and water quality.

CONCLUSION

Based on the facts and findings presented herein, staff concludes that subject to satisfying the proposed conditions of approval, the proposed refinement plan satisfies the criteria for approval.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the facts and findings of the staff report and **APPROVE**, by resolution, the following action for the subject property located at 2110 Strong Road SE:

- A. That the proposed Pringle Creek Community Refinement Plan, a refinement plan for a portion of the Fairview Training Center property approximately 32.5 acres in size; be **APPROVED**, subject to the following conditions:
1. The commercial off-street parking requirement of the plan shall be amended to require the following:
"Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements."
 2. The pedestrian connection proposed between "D" Street and Ewald Avenue shall be removed.
 3. The applicant shall be required to provide for the perpetual maintenance of the proposed private streets as provided in SRC Chapter 63.225(h)
 4. At the time of development, the required boundary street improvements to Strong Road shall be constructed to City standards as approved by the Public Works Director.
 5. The proposed development shall comply with City storm water design standards in SRC 63.195.

- Attachments: 1. Vicinity Map
2. Proposed Pringle Creek Community Refinement Plan
3. Proposed Revisions to the Plan (November 4, 2005)
4. Public Hearing Notice and Map
5. Comments from the Building and Safety Division
6. Comments from the Salem-Keizer School District

Prepared by Bryce Bishop, Associate Planner

G:\Group1\CD\PLANNING\STFRPRTS\2005\Fairview Training Center\Fairview Refinement Plans\FRP05-1 bjb.wpd

MEMORANDUM

Date: 9.30.05

To: Joe Parrott
Deputy Chief
Salem Fire Department
370 Trade St. SE
Salem, OR 97301

From: Mark Kogut

Project: Pringle Creek Community

Project No.: 4261

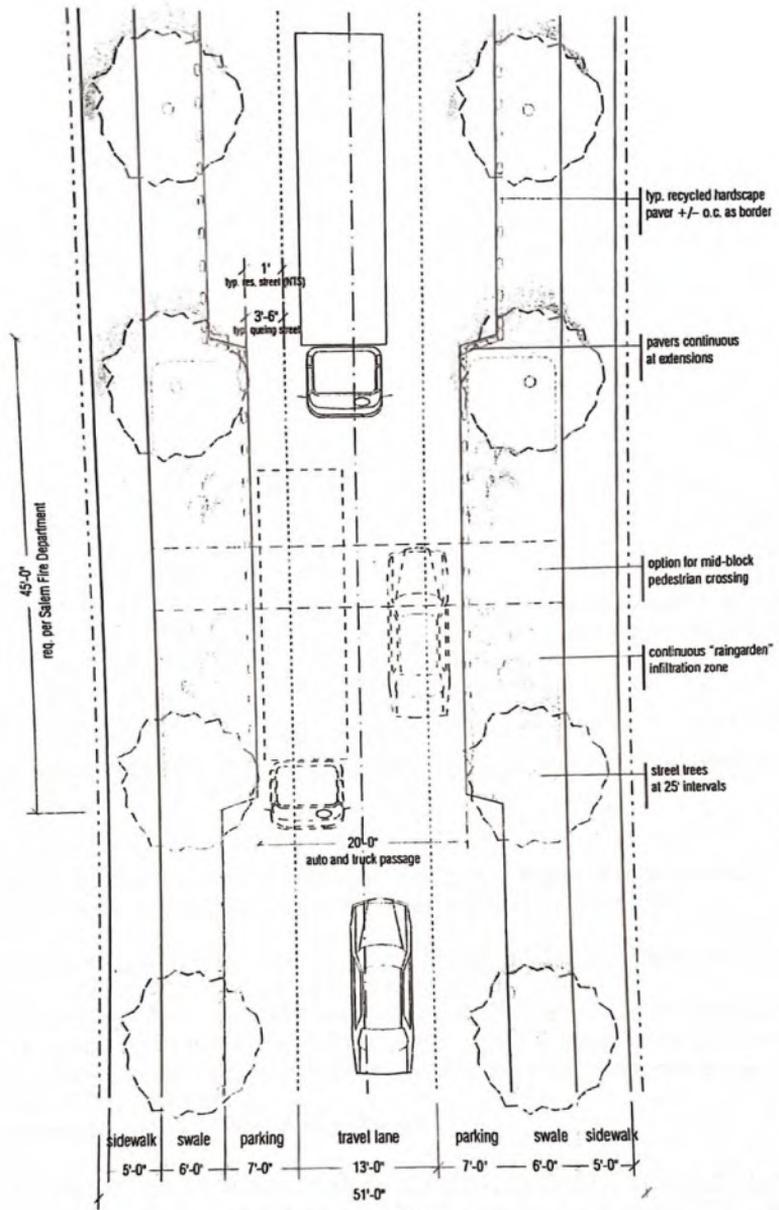
Reference: Alternate Means and Methods Request

Pringle Creek Community is developing a transportation network that is consistent with the City of Salem's approved Sustainable Fairview Master Plan that will incorporate narrow "Green Streets" as a defining feature for this sustainable community. It is understood that the narrow streets do not meet criteria for Fire Department access within the development, to this end, we are requesting an alternate methods and materials with the following mandatory requirements for all development within Pringle Creek Community:

1. Fire sprinklers of all habitable structures per NFPA standards for the application
 - a. 13D for single family.
 - b. 13R for multi-family/townhouse.
 - c. 13 for commercial.
 - d. An exemption will be provided for the existing Fuel Shed as long as it maintains it's unenclosed perimeter.
2. The fire sprinkler requirement will be a part of the deed of individual parcels and properties within Pringle Creek Community's development subdivision and platting process.
3. All blocks with a length greater than 200' will require a mid-block queuing space as indicated in the attachment.
4. See the attached street layout and street sections plans.
5. See location of fire hydrants per utility plans.
6. Fire department accessibility at B Street and the existing Fuel Shed / Boiler will either provide a R.O.W. for fire department access and connection to A Street or Parcel 5 will be designed to allow for a loop access thru a planned woonerf plaza in Parcel 5.
7. All private infrastructure will be owned and managed by a combination of the Pringle Creek Community Conservation Trust and Homeowners Association (HOA). Management responsibilities will be included in the Pringle Creek Communities Codes Covenants And Restrictions (CC+R's). Funding for the maintenance and management of infrastructure will be provided by the Community Conservation trust and dues from HOA members.

end of memorandum

EXHIBIT C1



queuing and residential street
 (note: res. street has 55' ROW w/ 10' travel lane)

mid-block access and queuing device [required for all blocks greater than 200' per Salem Fire Department]

pringle creek community | salem, oregon

09 29 2005

lych architecture
 pnc associates

lch + colleagues
 spring water architects

A G E N D A
SALEM PLANNING COMMISSION MEETING
COUNCIL CHAMBERS, CIVIC CENTER
NOVEMBER 15, 2005 – 5:30 P.M.

1. ROLL CALL

2. APPROVAL OF MINUTES, RESOLUTIONS AND REPORTS

2.1 Minutes Approval

September 13, 2005 (Wiles)

October 4, 2005 (Butler)

Recommended Action: Approve

2.2 Consent Reports:

None.

2.3 Liaison Matters:

- (a) Annual Review of Neighborhood Association Organization Status - North Lancaster Neighborhood Association and South Gateway Neighborhood Association (Batteé; abattee@cityofsalem.net)

Recommended Action: Refer to City Council

3. APPEARANCE OF INTERESTED CITIZENS, NEIGHBORHOOD ORGANIZATIONS AND ADVISORY COMMITTEES

4. PUBLIC HEARINGS: Hearings begin at 5:30 p.m. unless otherwise noted. The statement of criteria will be read at the beginning of the hearings.

4.1 Comprehensive Plan Change / Zone Change No. 05-10 - 660 Hawthorne Ave SE (DeForest; Adeforest@cityofsalem.net)

To change the Comprehensive Plan map designation from "Industrial" to "Industrial-Commercial" with a concurrent zone change from IBC (Industrial Business Campus) to IC (Industrial Commercial) for a 15.13 acre site located at 660 Hawthorne Ave SE.

Recommended Action: Adopt Report

4.2 Proposed Text Amendments to Salem Revised Code Chapters 132 and 148 Regarding Multiple Family Residential Development Standards (Bishop; bbishop@cityofsalem.net)

To amend Salem Revised Code (SRC) Chapter 120 (Development Design Handbook), Chapter 132 (Landscaping), and Chapter 148 (RM1 and RM2 - Multiple Family Residential) to provide additional standards generally pertaining to the setback, height, landscaping, and buffering of multiple family residential developments.

Recommended Action: Adopt Report

EXHIBIT D

Fairview Mixed Use (FMU) zone district. The "Mixed Use" designation and FMU zoning district were applied to the Fairview site to facilitate the sustainable and mixed use development of the property. The zoning and uses of surrounding properties includes: single-family and Fairview Industrial Park to the north; industrial at the northeast; the remainder of the FTC site to the south; Fairview Industrial Park to the east; and single-family and Leslie Middle School to the west.

The Fairview Mixed Use Zone (SRC 143C) establishes overlay areas, permitted uses for each overlay, and general development standards (including residential densities). The overlay areas present within this area of the site include: Low-Intensity Residential which is residential uses with detached housing typically sited on separate parcels with private yards and street and/or alley access. Accessory dwelling units are permitted, but any non-residential uses are prohibited. Mixed-Intensity is primarily residential uses, along with a mix of one to three-story detached, attached, or stacked housing types that may be sited on smaller individually-owned parcels with private yards and street access, or larger parcels under multiple or separate ownership with shared street and alley access. Narrow rowhouse development is appropriate at the higher density range and accessory dwelling units are permitted. .

The subject property is outside of the Urban Service Area and Preliminary Declarations for Urban Growth Area Development Permit Case Nos. 04-8 and 04-10 were issued for the subject property identifying public facility requirements for streets, water, sewer, storm water, and parks to serve the property. UGA permit No. 04-10 specifically applies to this area of the site.

Approval of the Refinement Plan is the second of four steps in the approval process for planning and development of the site. The proposed plan satisfies the required elements of Refinement Plans established under SRC 143C.100(e) and approval criteria of SRC 143C.100(f) and 143C.080(c).

On November 4, 2005, revisions to the plan were submitted by the applicants to address concerns identified by City staff and those revisions to the plan are on pages 10-19 and page 49 of the plan. Some of the applicant's responses to staff's concerns were not included in the text of the proposed plan and need to be incorporated as an additional condition of approval.

The plan calls for the sustainable, mixed use development of the site and the key sustainability principles for land use include: encouraging economic and social diversity; create a village center; re-use and retrofit existing buildings; create local employment; and build efficiencies by "building green." The plan's sustainability principles for transportation and movement include use green corridors for people and living things; keep transit close at hand; use an interconnected street system and walking friendly design. The sustainability principles for ecological systems include respect for the landscape; eliminate impact to the regional watershed; layer the systems; and close the cycle of energy and material flows. Of the 32.5 acres in the Refinement Plan, 10.58 acres are dedicated as open space and wetlands on the site are included in the open space areas. The plan preserves 219 (79.6 percent) of the 275 trees on the site, exceeding the requirements of SRC Chapter 68.

The subject property is within the Morningside Neighborhood Association and no comments have been received from the Neighborhood Association. The Salem Keizer School District submitted a letter expressing concern over the pedestrian path from Leslie Middle School to proposed "D" Street and potential student drop-offs at this location and associated congestion,

street widths that are too narrow to accommodate school buses, and the development's private street system which may prevent the District's participation in future physical improvements, such as crosswalks, signage, signaling, sidewalks, etc. to the private street system. Comments from the Public Works Department indicate that the applicant shall be required to provide perpetual maintenance of the private streets as provided in SRC Chapter 63.225(h). At the time of development, construct boundary street improvements on Strong Road to City standards as approved by the Public Works Director, and comply with City storm water design standards in SRC 63.195. The City of Salem Fire Department and Police Department indicated no objections to the proposed plan.

Mr. Bishop noted that staff recommends that the Planning Commission adopt the facts and findings of the staff report and approve, by resolution, the Pringle Creek Community Refinement Plan subject to the conditions identified in the staff report and the additional condition of approval submitted this evening.

Kris Gorsuch, 250 Church St, representing the applicant, reviewed that they have had numerous meetings with staff on this project and it has been a good process. He added that they have no objections to the conditions and they support the definitions submitted by staff this evening. He added that more refinement plans will be coming in over time as other areas are ready to develop. The next step is subdivision approval and they hope to start building in the summer of 2006.

Don Myers, President of Sustainable Associates, P.O. Box 2071, Salem, reviewed that they are preserving the trees and the watershed, in cooperation with the watershed council, as part of this project. They have hired a consulting firm to do a study of the middle and lower reaches of Pringle Creek for future restoration projects. They are working to keep vintage buildings and blend them with the new architecture. They will have a variety of homes and price points with energy efficient appliances, energy saving designs and the use of SFC certified lumber to build the homes. The street system will be built to return storm water back into the creek. The development streets are designed around the trees and for walking and meeting your neighbors. There will be retail amenities such as a coffee house, farmer's market, theater, and other commercial uses. Sustainable Associates met with the school district and transit several times. The school district had a concern about D St and its connection to Leslie School being too far down in the carbon neutral neighborhood and that the children would have to walk up a steep hill into a wet detention area. He said that connection point has been moved to a better site. The bus route was discussed and locations for picking up the children to be bused. The special needs buses will make it through the proposed street system and the Fire Department has no problem with the design.

Mr. Lewis asked how the pricing will come in for the various types of housing offered. Mr. Myers answered that they just started working with builders to get an idea on pricing. He noted that the mixed residential living options and density will provide a spread of affordability.

Mr. Dorn asked if "net zero" housing (carbon neutral housing) for energy efficiency might restrict them in terms of the future market place. Mr. Myers commented that it is a goal and they are signing a memorandum of understanding with the State of Oregon Department of Energy and they will help program the carbon neutral neighborhood, which will be the largest such development west of the Mississippi River. The development will take advantage of the

south-facing slope and homes will have photovoltaic panels to produce electricity and heat water.

Mr. Nelson asked if the energy collecting cells will be connected to a grid. Mr. Myers concurred.

Mr. Dorn expressed concern about the 6.5-foot wide traffic lanes and observed that two cars cannot pass each other with lanes that narrow, and yet the layout does not lend itself to one-way traffic. Mr. Myers said that 13-foot wide streets, with gravel shoulders, should be enough. The narrow streets are meant to slow down traffic and the design is meant to encourage walking. Mr. Dorn asked if there will be covered pedestrian paths. Mr. Myers said that has not been considered although the development will have a lot of soft and hardscape and there may be some covered areas.

Mr. Levin asked for the total number of housing units proposed and if the total number of parking spaces will be including garages in the residential areas. Mr. Myers replied that there will be about 204 residences and that he did not know the exact number of parking spaces. Each house will have one parking space in their garage on site with on-street parking available. The duplex units will have a small parking lot and multi-family housing and condos will have designated parking areas. The commercial uses have not been determined to estimate traffic coming in although they are figuring one parking place for each 500 square feet of commercial area. Mr. Levin asked why an accessory dwelling, such as a studio apartment or mother-in-law apartment, shall not be less than 500 square feet versus 400 or 450 square feet. Mr. Myers answered that cottage homes are 900 square feet with one bedroom and one bathroom. James Meyer, Opsis Architecture, said they are trying to reduce the square footage for affordability and they are currently testing housing types. Mr. Levin asked if the accessory dwelling condition can be amended in the future or if they need to make a provision for it. Mr. Gross, Urban Planning Administrator, commented that the Planning Commission could change it now or amend the plan in the future.

Elaine Harlan, 1885 Ewald Ave, noted that her home abuts the west bank of Pringle Creek and the area neighbors have ongoing problems with erosion along the creek. Earlier City projects did not include bank stabilization and she has tried to work with City staff to improve this situation without success. She said she opposes projects that will affect Pringle Creek. Ms. Harlan commented that she is not opposed to the Pringle Community but she is concerned that her property value is going down because the erosion has not been addressed.

Heidi Keller, 1696 Ewald Ave SE, expressed concern about a proposed pedestrian connection from D St to Ewald Ave., which is near her home. Mr. Lewis noted that it is proposed to be eliminated. Ms. Keller said that she did not realize that.

Liz Hunt, 1726 Ewald Ave. SE, asked if the 20-foot setback is figured from the property line to property line or property line to new structures. Mr. Bishop said that it is figured from the property line to the new structure.

Larry George, 1285 Centennial Dr S, Land Use Chair of Morningside Neighborhood Association, said the neighborhood association supports the project. The developers have been very open and provided information to them and they had a well attended open house several weeks ago. He noted that traffic is an issue of concern to the neighborhood association and it

CONTACT INFORMATION:

OWNERS: PRINGLE CREEK COMMUNITY
3911 VILLAGE CENTER DRIVE
SALEM, OR 97302
(503) 315-1055

DESIGNER: BUCK BAILEY DESIGN, LLC.
14201 NE DOPP ROAD
NEWBERG, OR 97132
(971) 227-2628

STRUCTURAL ENGINEER: VISTA STRUCTURAL ENGINEERING
14718 NW DELIA ST.
PORTLAND, OR 97229
(971) 645-0901

GENERAL CONTRACTOR:



DRAWING INDEX:

- A1 COVER PAGE, PROJECT INFO, SITE PLAN
- A2 PERSPECTIVES
- A3 ELEVATIONS
- A4 SECTIONS
- B1 MAIN FLOOR PLAN
- B2 ROOF PLAN

AREA TABULATION

BUILDING 1 709 SF
BUILDING 2 944 SF

ENERGY PATH:

THESE BUILDINGS ARE INSULATED BUT NOT CONDITIONED

SITE PLAN NOTES:

LAND USE: NEW SINGLE FAMILY HOME

CONNECT DOWNSPOUTS TO CONT'S DRAIN TILE (PERF PIPE) AROUND HOUSE AT FOOTINGS. LOCATE DRAIN TILE OUTLETS SUCH THAT WATER FLOWS ARE DIRECTED TO PROPER CATCH FACILITIES OR NATURAL AREAS.

CONTRACTOR TO ESTABLISH TEMPORARY ANNUAL RYE GRASS DURING CONSTRUCTION, AND PERMANENT PERENNIAL TURFGRASS AFTER CONSTRUCTION IN DISTURBED AREAS.

CONTRACTOR TO PROVIDE SILT FENCING, SWAYLES, AND OTHER CATCHMENTS AS PER LOCAL CODE.

CONTRACTOR TO MARK CONSTRUCTION ACTIVITY BOUNDARY AND PERFORM REGULAR CLEANUP OF BLOWN DEBRIS, ETC.

CONTRACTOR TO PROVIDE GRAVEL CONSTRUCTION DRIVEWAY, MATERIAL AND VEHICLE STAGING AREAS AS PER LOCAL CODE.

RADON MITIGATION VENTING:

TO VENT SLABS AND SEALED CRAWL SPACES:

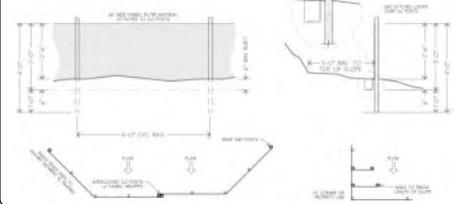
INSTALL 4" PVC SCHED 40 PIPE SWEEP INTO STEMWALL WITH 90 DEGREE TURN TO 10' PERF PIPE EXTENDING INTO GRAVEL BED (SLABS) OR SUBGRADE (SEALED CRAWL SPACE).

EXTEND VENT THROUGH HEATED WALL TO ROOF TOWARDS REAR OF HOUSE. TERMINATE MIN 12" ABOVE ROOF AND 10' HORIZ FROM OPERABLE WINDOWS.

PROVIDE ONE VENT FOR EVERY SEPERATE SLAB AND ONE VENT FOR EVERY 2000 SF OF SLAB OR SEALED CRAWL SPACE AREA.

ADD FAN IN ATTIC IF TESTING YIELDS MORE THAN 4 PCIL CONTINUAL CONCENTRATION.

SILT FENCE DETAIL



This site plan is intended as a design drawing, not a technical or certified drawing. Additional information not appearing shall be provided by others.

Designer provides site plans per client instructions. Client will be responsible for obtaining all applicable current site planning information (see below).

Designer is not responsible for verifying site planning information obtained from client or any source, and does not guarantee site plan to be permissible.

Site planning information includes zoning, setbacks, easements, overlays, utility locations, accessibility requirements, fire department access, etc.

Site planning information also includes topographics, drainage and water retention requirements, silt fence details, construction site requirements, etc.

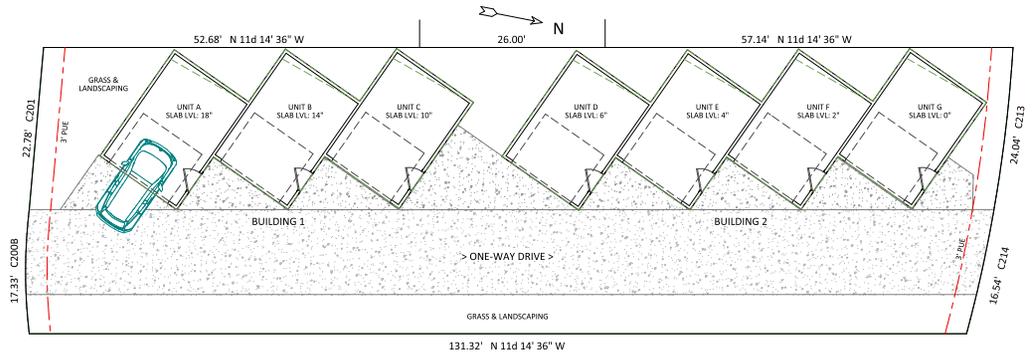
Client is advised hire a registered surveyor, civil engineer, and geotech to verify all site plan information and advise client and designer of changes needed for permitting.

CODE and ZONING COMPLIANCE, PERMITABILITY, and E/O POLICIES

Buck Bailey, designer, is practicing as a "building designer", not as an "architect" or "engineer". Service scope is limited to providing design drawings. Designer does not carry a professional stamp, and therefore cannot certify building or site plans to be fully compliant with zoning or building codes.

Compliance is to be achieved via information gathered from various sources, and will be included in the plans as provided to the designer. Any non-compliance issues shall be reported to the designer.

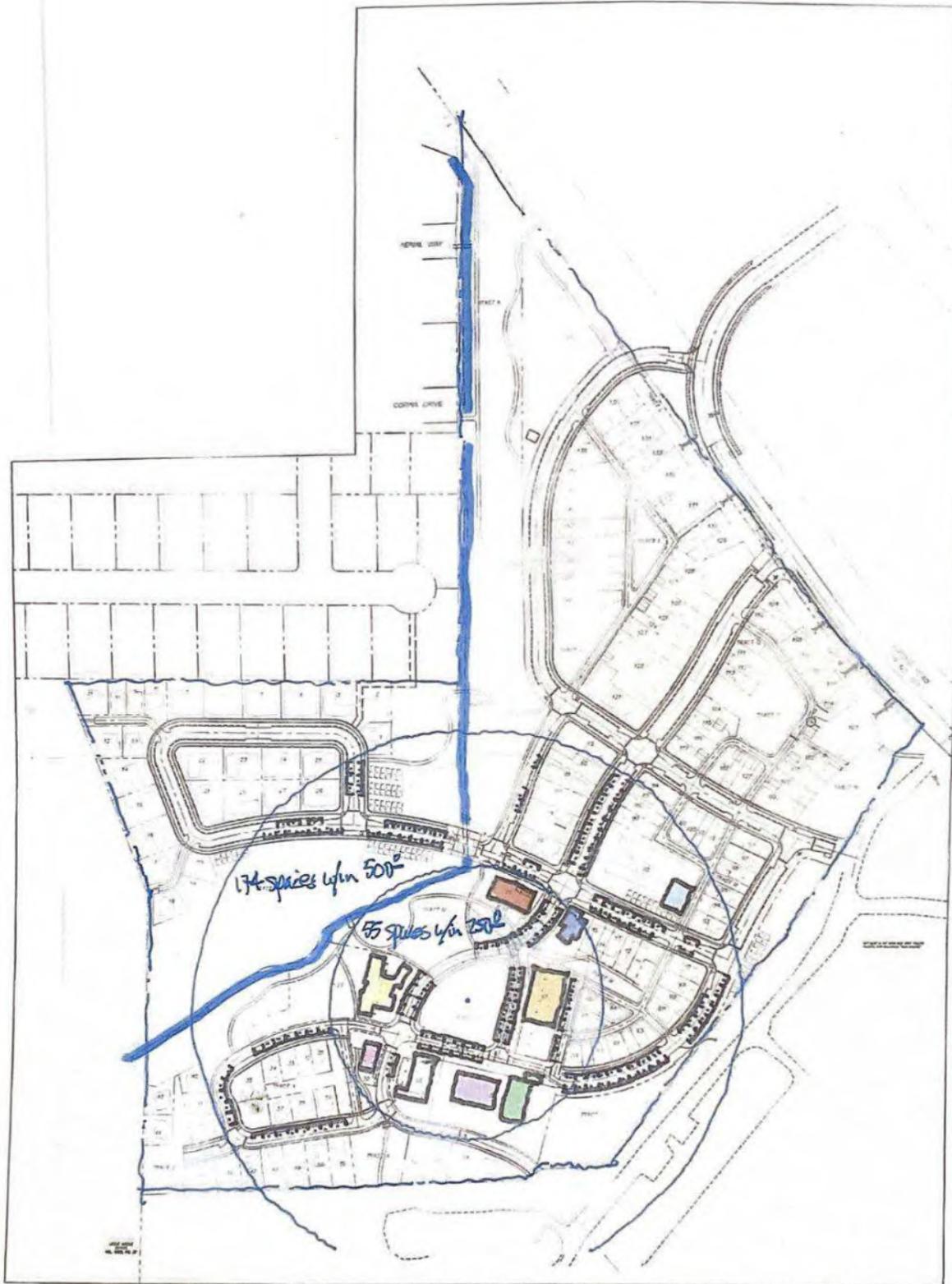
By using these design plans for construction, client, builder, and subcontractors acknowledge and accept that Buck Bailey dba Buck Bailey Design will not be held responsible for any costs associated with remediating zoning or code compliance issues, or any issues resulting from errors and omissions.



SITE PLAN

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

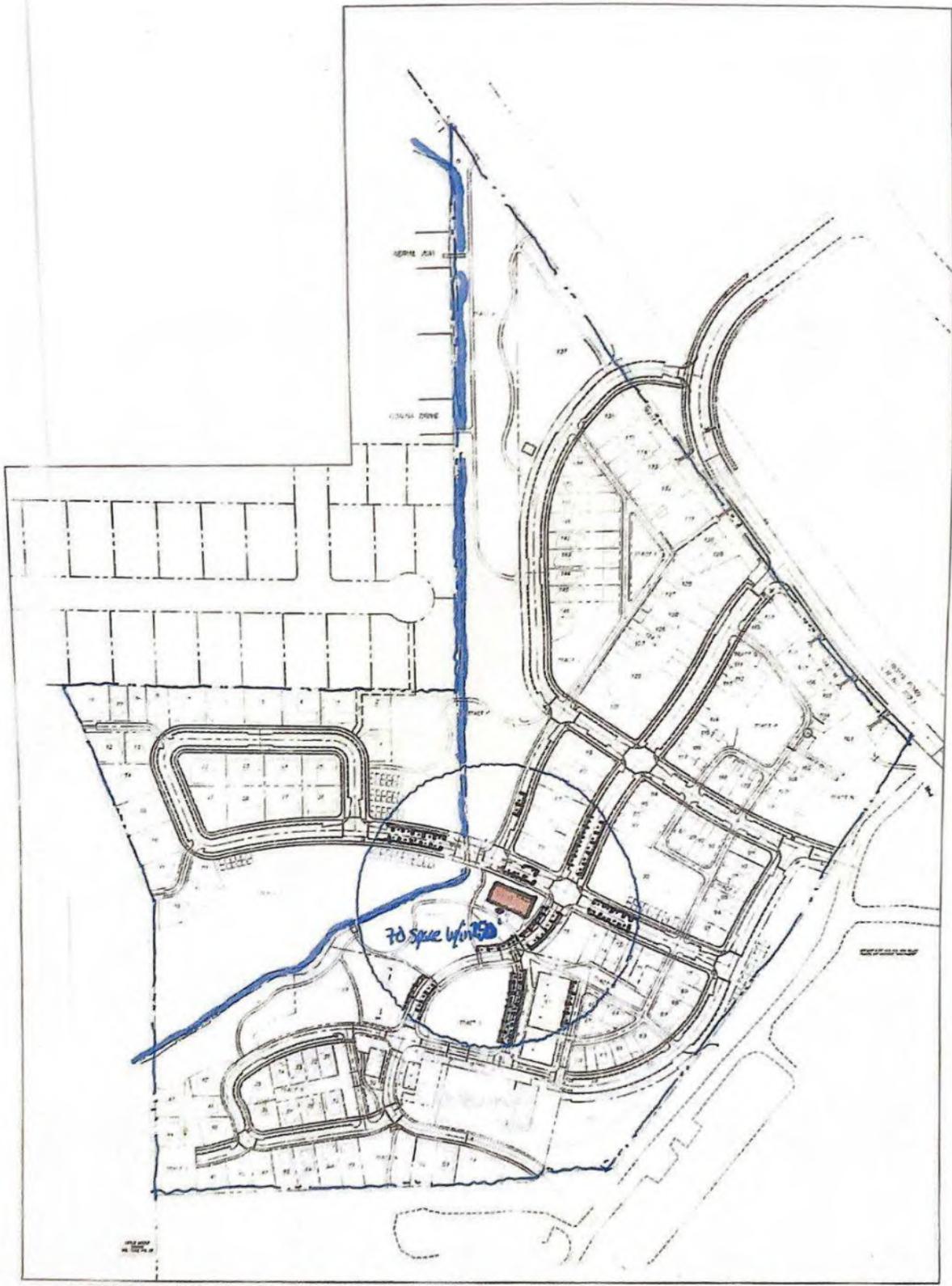
Exhibit E

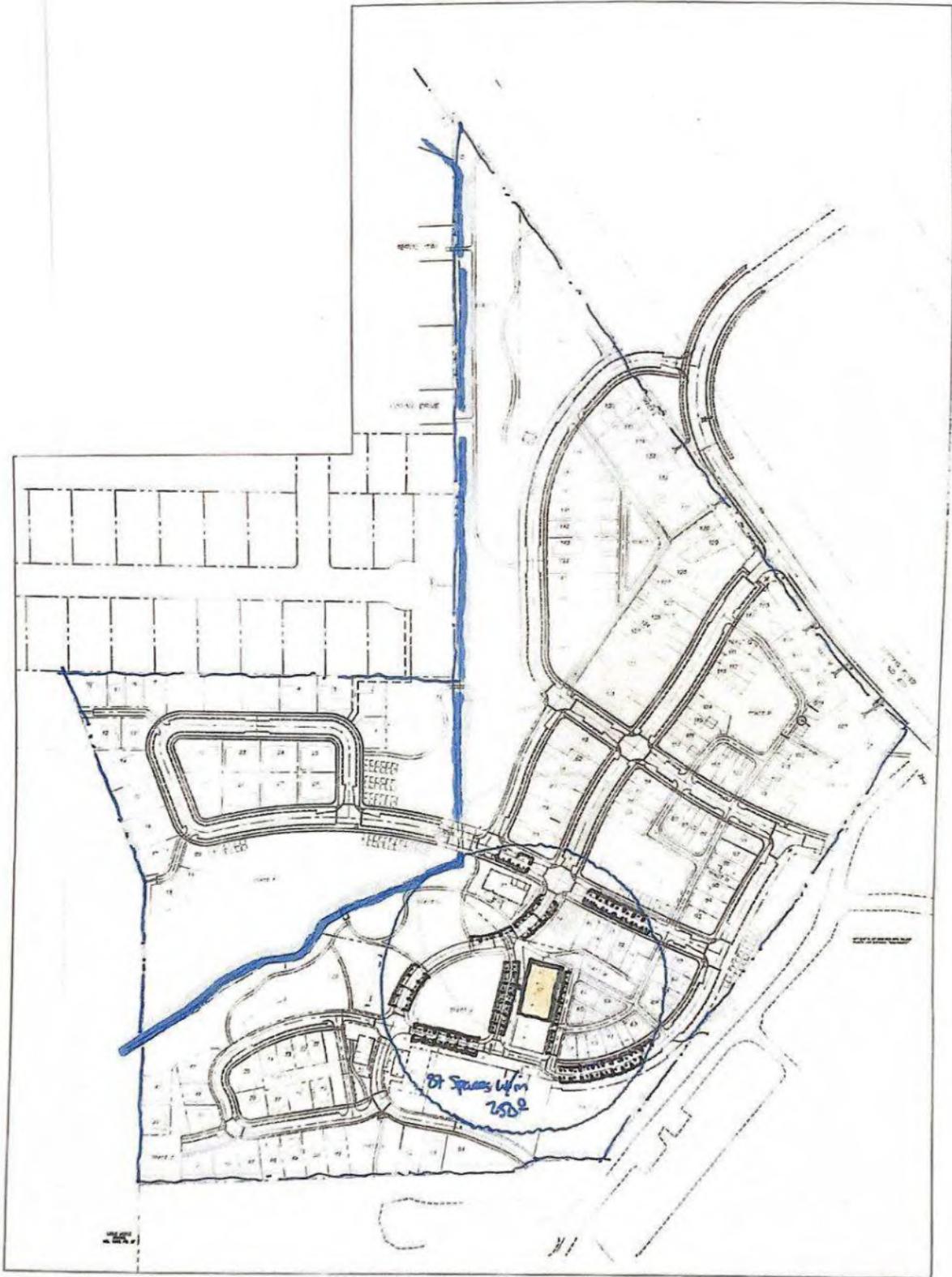


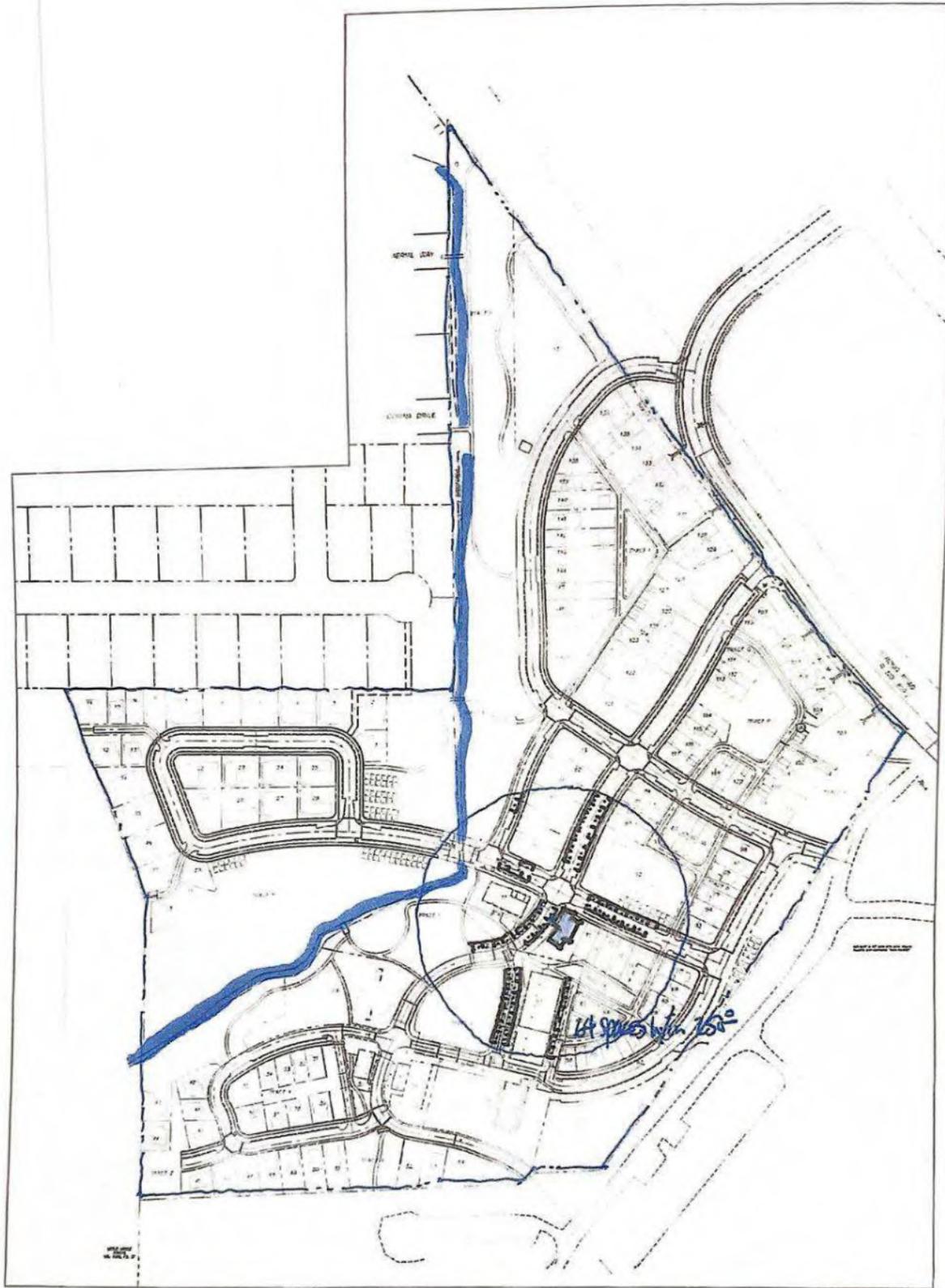
Street Parking Plan
 pringle creek community | salem, oregon

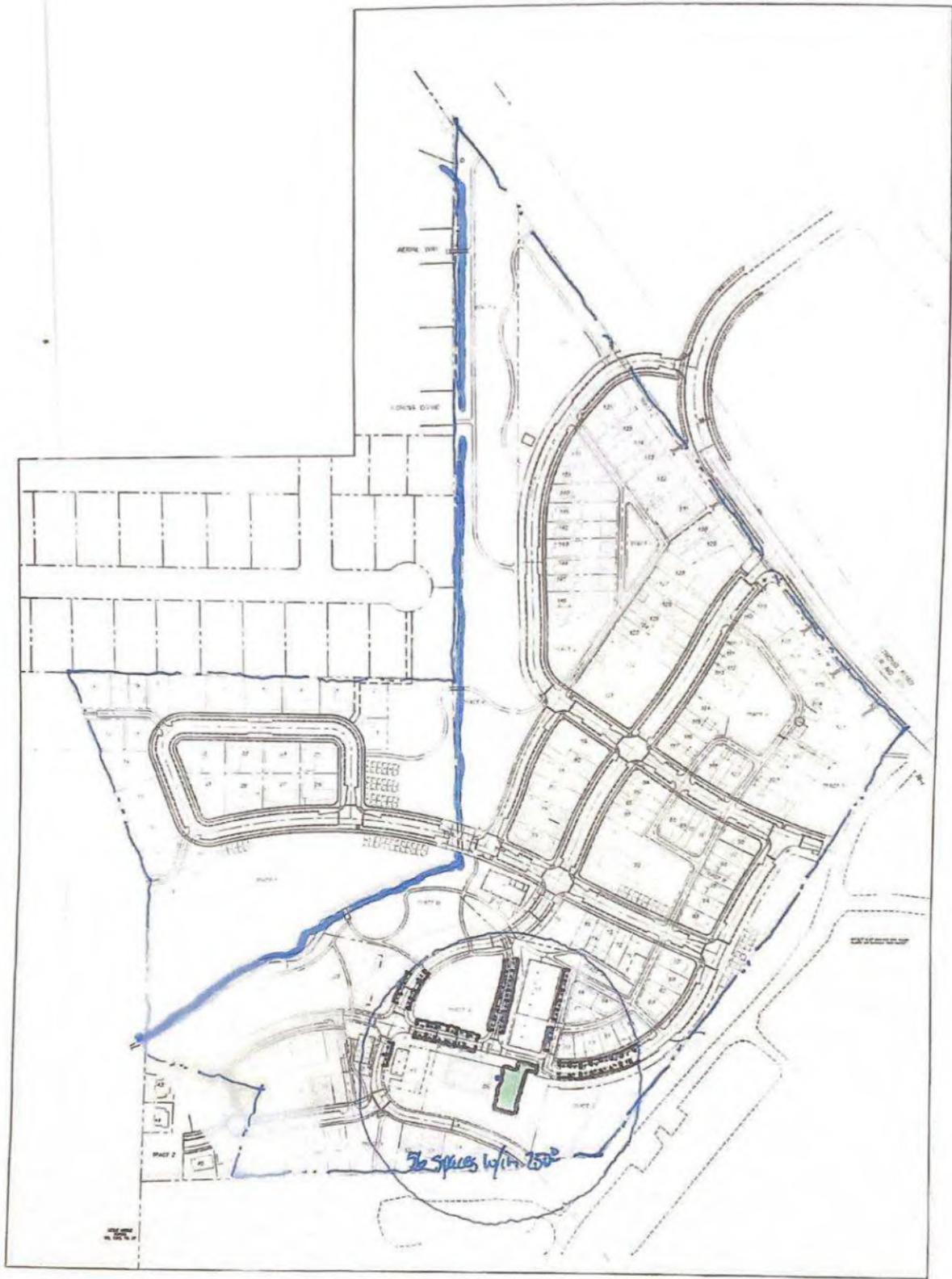
September 15, 2006 | opsis architecture

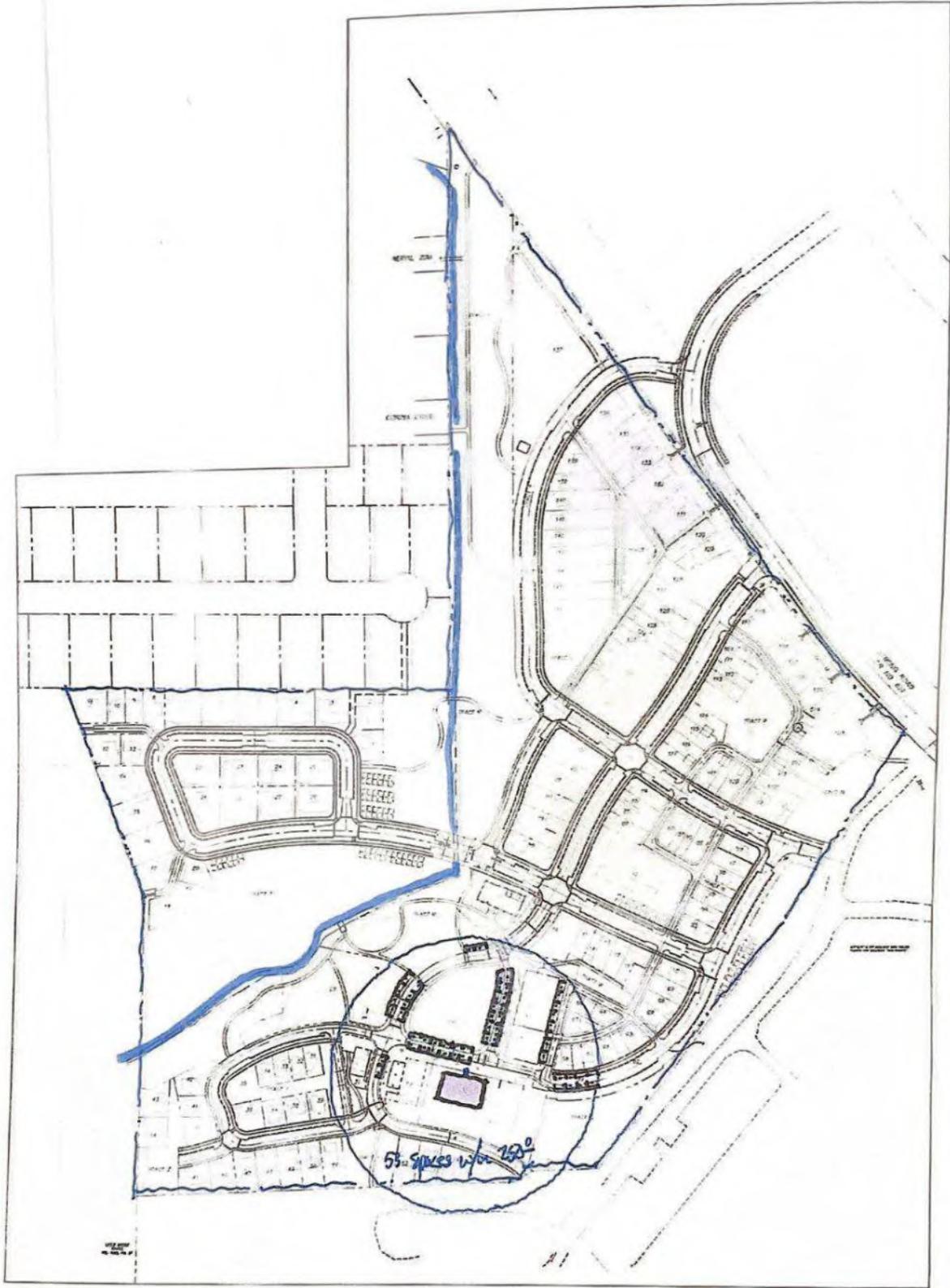
EXHIBIT F

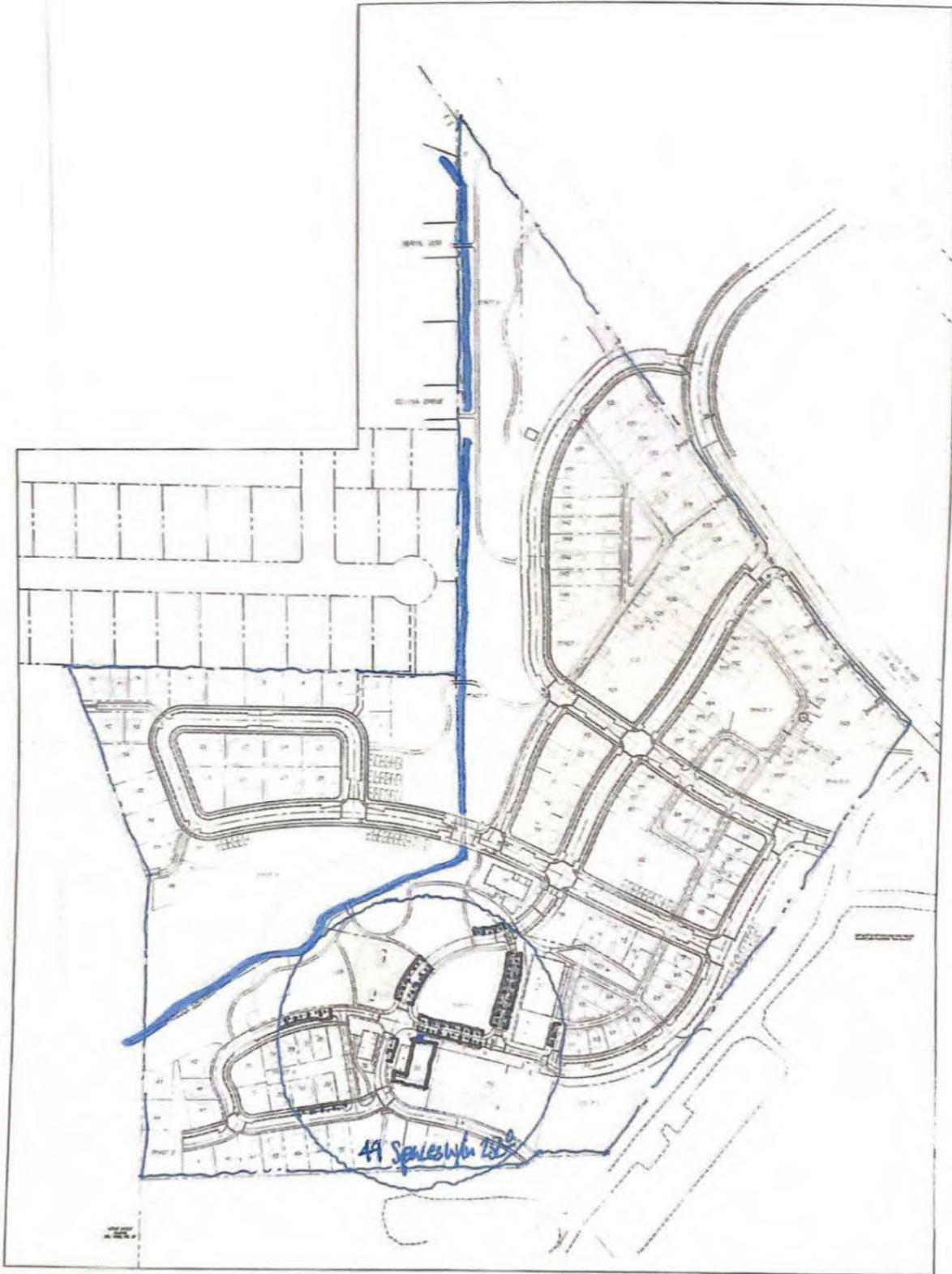




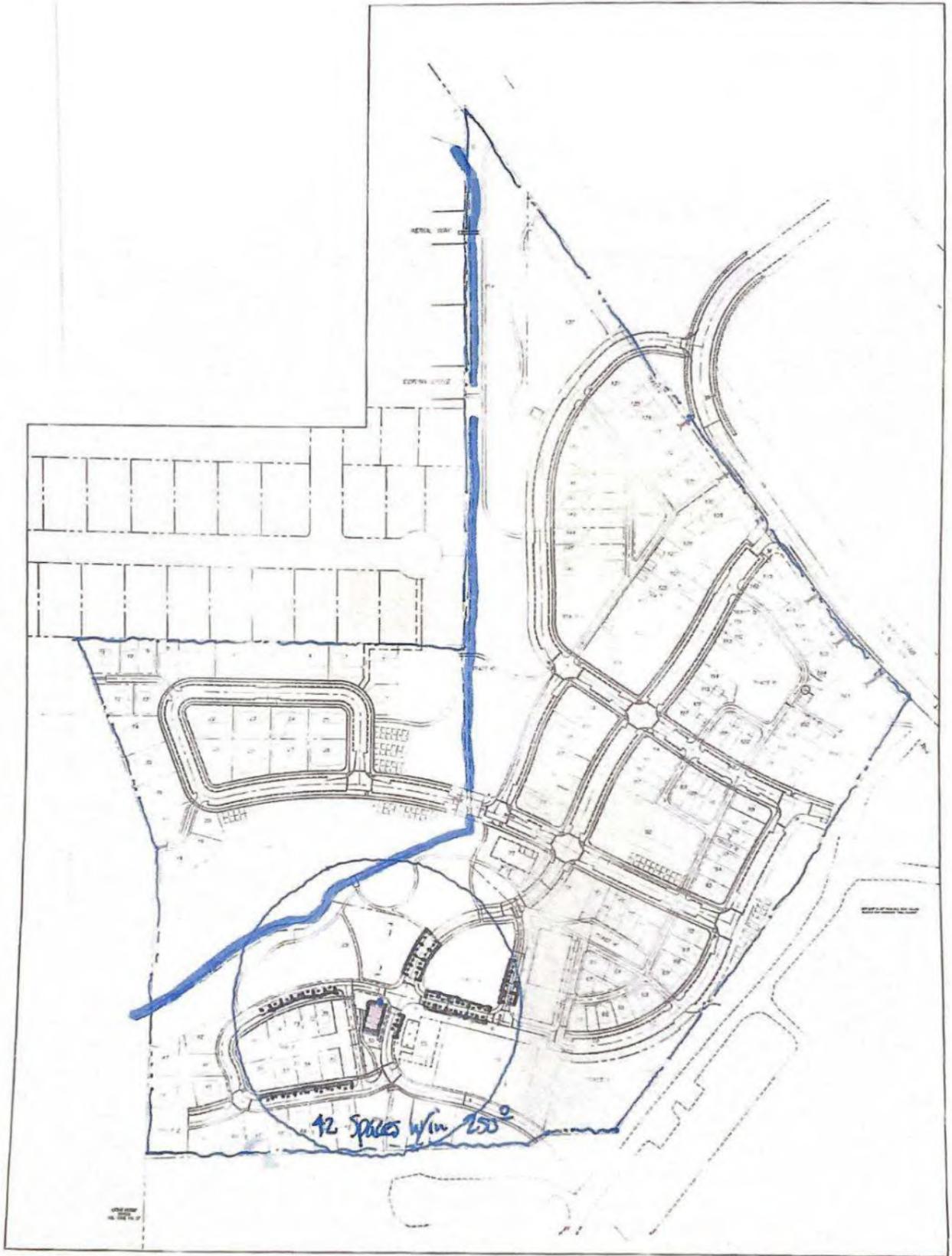












Street Parking Plan

pringle creek community | salem, oregon

September 15, 2006

opsis architectura

From: Bryce Bishop
To: DMyers8189@aol.com; Gorsuch, Kris Jon; Kogut, Mark
Date: 10/25/2005 2:49:11 PM
Subject: Re: PCC Refinement Response

Hi Don:

Here is what I have so far regarding comments on the proposed Refinement Plan. More comments will follow.

Planning staff comments are attached below. In reviewing the plan, I've been trying to think ahead to actual subdivision and building permit approvals that will be occurring and how the Refinement Plan (*or Salem's existing code, when the Refinement Plan is silent on a particular standard*) will be the basis of reviewing those future applications. With that in mind, I have put together a sort of framework (the excel spread sheet attached below) that could be utilized to make sure the Refinement Plan covers all applicable standards to ensure that a provision of the existing code could not be interpreted to apply when it is not intended to apply under the Refinement Plan. What I've put together is only a thought. The development standards listed should not be interpreted as definitive, but only a way to organize my thoughts.

I have also received the following additional comments from other City departments:

-Joe Parrott commented that the Plan looks fine concerning Fire Department Issues.

-Amy Dixon in the Building and Safety Division provided comments concerning the City's sign code (attached below).

-The Traffic Division provided the following comments:

1. TIA letter. The city will collect SDC's as we issue building permits. The first transportation improvement must be done at 2000 trips. The developer that does the first improvement will be reimbursed from SDC's collected. What I was looking for here is some agreement between SDI (Pringle Creek) and SFA (whoever controls the rest of the property) such that SDI doesn't overbuild on their land and force a later developer to revise the traffic study if the total number of trips for the development exceeds what was assumed in the original TIA. So if SDI commits to a maximum number of trips and SFA accepts that commitment then I don't see a potential problem in the future. If SDI wishes to exceed the agreed upon number then they would have to revise the study. It is really to protect the latecomer, because if all the assumed trips are already used up by prior development that last developer will have an uphill battle to prove his development can be mitigated.
2. Intersection Turning Radius. The refinement plan says that all intersections will be designed to accommodate a ladder assist fire truck. I think this would also allow for a school bus and some transit or tour busses. Verification is needed that garbage trucks, transit buses, and school buses will be able to negotiate the turns.
3. Pavement Design. I did not see the design life, design load (ESALs) or maintenance plan in the refinement plan. Pg 42 shows the responsibilities for maintenance of streets is PCCT/ HOA. The geotech report says the local streets are designed primarily for light vehicle traffic. We do not have any insight on how long they are expected to last or how they should be maintained. As private streets PW will not be involved with their maintenance. However, there should be a determination of anticipated longevity. It should be clear that the Home Owners Association or like organization will be responsible for street maintenance.
4. City Requirement for Repair of Streets: Public Works Streets Maintenance will not be responsible for the proposed streets. The public utilities will be placed in the street via a public utilities easement. How the streets are rebuilt after maintenance work is completed is between the developer/HOA and Operations

Exhibit G

Division of Public Works. City street crews do not have experience, training, or materials in stock for special pavement repairs for utility trenches. It would be best to have the Operations Division of Public Works work-out an agreement for a contractor to come back and do trench patches.

5. Strong Road. Strong Road is not discussed in the Refinement Plan. If parking is desired on Strong Road then in addition to the standard 17' half street improvement an additional 7' for parking should be provided. It would be preferable to do the parking as a bump in with bump outs occasionally for trees and at intersections for shorter ped crossing distances. Any on-street parking on Strong Road must be in addition to the travel lanes and Strong Road must be built to current City pavement construction standards.

- Comments from the Parks Department concerning the revisions to SRC Chapter 132 on page 20 of the refinement plan include:

132.190 Irrigation - we agree to temporary irrigation system for natural meadow, wetland, creek restoration areas and stormwater infiltration (blue green areas). However required buffer areas, parking lot landscaping and setback/landscape areas need to have permanent irrigation systems.

132.220 bufferyards The revisions to the table are okay - as long as it is clear the uses of the higher impacts (grayed out) are not allowed in the development.

132.230 - Revision not approved. (1) Parking setback from ROW. This section of the code should remain. The intention of this provision is to provide screening and separation of parking lots (not individual parking spaces) from the street ROW. This is a livability and safety issue. If a discussion is wanted - it can be discussed.

Thanks for your patience. As more comments are received I'll make sure to forward them. Please let me know if you have any questions.

Bryce

>>> <DMyers8189@aol.com> 10/25/05 9:32 AM >>>
Hello Bruce,

It is Tues 10/25 at 9:30 AM, looked for the City's response to our PCC Refinement Plan yesterday and this morning. No luck..... Please call me at 503-930-4541 and let me know when we can expect your comments. Mark and I were to meet this morning and engage our design team but will put that on a short hold.

Please email to Mark, Kris Gorsuch, and myself. Many thanks!

Regards,
Don Myers

CC: Bechtel, Mark; Destival, Eric; Dixon, Amy; Gross, Glenn; Tyler, Lisa

Planning Division Comments on Pringle Creek Community Refinement Plan

Items 3, 4, 10, 11, 12, 13C, 14, 19, 20, 22, 23 relate to Public Works Department issues and will need their comment.

Refinement Plan Requirements (SRC 143C.100(e))

(1) Illustrative site plan (Page 9)

OK. An illustrative site plan has been provided showing the general development concept of the site.

(2) The general allocation and identification of major proposed land uses, including residential (by density range), non-residential, open space, and recreational land uses (Pages 10-19)

This requirement of the plan is generally found in the individual parcel summary pages. Primary and secondary uses of each parcel are identified. Residential is shown by density range and estimated number of residential units on each parcel.

Comments:

- The overall acreage of open space, and the approximate square footage of non-residential space for the development should be indicated on Page 10 under the land use summary table.
- The following terms should be defined because they are not defined in the City's existing code:
 - Small commercial. Should be defined by a maximum size.
 - Live/work units.
 - Cottage courtyard units
 - Coach/lane house
 - Accessory dwellings units. A maximum ratio of ADU to primary dwelling square footage should be established.
 - If any other housing types are proposed that are not defined in the SRC, or are defined in the SRC, but are intended to be defined differently under this plan, they a definition should be provided.
 - Woonerf street plaza. A visual example or diagram in the plan would be helpful to illustrate this concept.

(3) Name, location, and extent of existing or proposed major streets located within the Refinement Plan area or needed for servicing the Refinement Plan area (Pages 34-37)

Streets are identified on the plan and named.

(4) Typical street cross-sections (Pages 36-37/Oversized Plans)

Typical street cross sections provided. Streets will be private. Fire Department is okay with Refinement Plan.

Comments:

- Proposed 2nd Street needs to be included under the queuing street classification on page 37 of the plan and on the oversized plan (sheet DT1)
- An alley cross section is not provided in the plan

(5) A detailed listing of the permitted land uses in the Refinement Plan area (Appendices C)

OK. A revised list of permitted uses from the FMU zone is included in the Appendices. Some uses have been eliminated from the list of permitted uses because it was deemed they are not in keeping with the character of the proposed development.

(6) Detailed Standards or regulations governing permitted uses, such as performance standards and standards for development, regulations for development densities, heights, floor area and FAR, open space, lot area and coverage, parking, landscaping, and other site improvements (Pages 10-21)

Development standards are provided in the parcel-by-parcel summary included within the plan.

Comments:

- To aid in the interpretation and application of the proposed plan to future development proposals, it would be helpful to utilize similar terms relating to development standards (i.e. lot standards, front yard setback, side yard setback, rear yard setback, front yard projection, etc.).
- Desired standards for lot width and depth should also be called out.
- Parcel 1, Parcel 2, etc. should be renamed because "Parcel" has a specific meaning in regards to subdivision and platting.
- The commercial parking ratio of 1:500 shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirement.
- On page 13, paragraph No. 5, the plan states:
"All existing building footprints will be developed as a zero setback property within the parcel. The building will be allowed to project within the parcel a maximum of 15' to accommodate architectural features and requirements for accessibility."

It needs to be noted that the existing buildings will be required to meet all applicable building code requirements.

(7) Standards for the conservation, development, or utilization of natural resources, including surface water, soils, vegetation, and wildlife (Pages 24-25, Pages 28-31, and Pages 38-40)

OK. Trees will be preserved through compliance with SRC Chapter 68. Pringle Creek will be preserved by retaining the corridor as open space. Plan calls for future goal of modifying the bank of creek to help restore a more natural flow and riparian corridor. Compliance with SRC Chapter 126 will be required.

(8) An inventory and identification of all wetland and riparian resources, all intermittent and perennial waterways, and all trees regulated under SRC Chapter 68.

Comments:

A copy of the map from W&H Pacific that was submitted for the Fairview Plan showing the existing wetlands and streams should be submitted as well as the concurrency determination from DSL if available to demonstrate compliance with SRC Chapter 126 (Wetlands). Verification is needed that all trees regulated under SRC Chapter 68 are included and shown on the tree plan (trees 10 inches or more in diameter dbh, trees in riparian corridors, Oregon White Oaks).

80 percent of the trees on the property are designated for preservation, therefore exceeding the requirements of SRC Chapter 68.

(9) Where applicable, the methods of protection or conservation for natural features, historic structures, and view sheds;

Comments:

Discussion can be added describing how the development proposal preserves the identified view sheds on page 25 of the plan by utilizing site topography, preserving open space and associated views, and aligning proposed streets to take advantage of existing view corridors.

- (10) **Standards and responsibilities for maintenance of infrastructure and whether the infrastructure is to be public or private;**
- (11) **Standards for phasing and construction of streets proposed for the Refinement Plan area or needed for servicing the project as identified in the required study(ies) submitted with the Refinement Plan proposal;**
- (12) **Standards for the phasing and construction of sewage disposal, effluent use, storm water drainage, solid waste disposal, and public utilities as identified in the required studies submitted with the Refinement Plan proposal;**
- (13) **A phasing schedule for the following, as applicable:**
- (A) **The preservation of site features established by the Fairview Plan;**
Comments. It would be helpful to discuss how the open space areas of the site will be preserved in relation to the phasing of the development. Will the conservation trust be established from the beginning to ensure preservation of open space as development occurs? Will open space and natural feature preservation and maintenance be tied to each phase of the development as it occurs?
 - (B) **The development of the Refinement Plan area; and**
OK. Phasing identified on Page 49.
 - (C) **The construction, dedication, and provision of public services;**

- (14) **A draft form of financial assurances to be recorded prior to Refinement Plan approval;**

Comments:

Page 42 of the plan indicates that all private infrastructure will be owned and managed by a combination of the Pringle Creek Community Conservation Trust and a homeowners association. A statement concerning the draft form of financial assurances is included on page 48 of the plan.

Discussion of what is needed regarding financial assurances will be determined by the Public Works Department.

- (15) **Specifications as to how and to what extent the Refinement Plan is to supplement or supersede adopted City regulations.**

Comments: Additional language is needed identifying how the refinement plan supplements or supersedes adopted City regulations. Possible language could include:

"Development standards and regulations established under the Pringle Creek Community Refinement Plan are designed to meet the intent of the Fairview Plan and the Fairview Mixed-Use zone. Where a provision in the Pringle Creek Community Refinement Plan varies from other provisions of the zoning code, the provisions of the refinement plan shall govern"

This language in combination with the development standards in the parcel-by-parcel summary should demonstrate how and to what extent the plan supersedes or supplements the current code.

- (16) **Standards for the interpretation of Refinement Plan regulations and requirements;**

Comments:

Additional discussion is needed identifying more specifically how the proposed standards and regulations in the refinement plan will be interpreted. A possible suggestion would be to add the following language to the end of the paragraph on page 4 discussing Standards for Interpreting the Refinement Plan:

"Issuance of building permits shall be as provided under SRC Chapter 143C.190."

(17) Development design guidelines and applicable approval process;

Comments: References should be made in this section to "alternative standards" rather than "revisions" or "amendments" to the zoning code. Suggested revisions include:

- **(Page 20, first paragraph, second sentence):** "The development is proposing the following amendments to the Salem Revised Code alternative standards in addition to those previously identified in the individual parcel description sheet. See below for the following modifications to current City Guidelines."
- **(Page 20): Revisions Alternative Standards to SRC Chapter 132**
- **(Page 20): Revisions Alternative Standards to Multi-Family Development Design Notebook-Handbook**
- **(Page 20):** The following revisions are proposed alternative standards shall apply:

(18) General landscape plan;

OK

(19) General drainage plan;

(20) A traffic impact analysis (TIA) update or refinement from the Fairview Plan TIA that includes trip generation factors for various modes, estimated trips per day by land use, proposed vehicular access and circulation plan, and traffic impacts by mode on adjacent development;

(21) Impacts on existing structures and other development;

OK

(22) Impacts on existing infrastructure and public services;

(23) Location and extent of proposed provision for sewage disposal, effluent use, storm water drainage, and utilities;

(24) Location of any buildings, structures or sites which are identified in the Fairview Plan inventory of known archeological sites and buildings, structures or sites which possess the criteria for historic resource designation under SRC 120A.040, or which have been designated as "historically significant" in the Fairview Plan inventory pursuant to 143C.080(b)(4)(O); and

OK.

(25) Other information, as may be determined necessary by the Planning Administrator.

N/A

From: Glenn Davis
To: Bryce Bishop
Date: 10/28/2005 12:42:48 PM
Subject: Pringle Creek Refinement Plan

PW Comments are summarized below. I'm still waiting to hear from Steve Downs about stormwater management and should get those to you shortly.

p37: Strong Road Half Street Section must be 15-foot-wide asphalt with additional right-of-way or easement for the public sidewalk.

p42: Strong Road remains publicly owned and maintained by City of Salem

p43: The developer appears to be obligating the City to certain activities and procedures for work within the community. I would regard the comments in p43 to only be statements of assumption and understanding by the developer and not a commitment by the City to deviate from its standard maintenance procedures. If approval of this Refinement Plan obligates the City to create special practices within the Community, then Public Works would likely object to the language on p43.

Refinement Plan Requirements: I didn't see any draft form of financial assurances to address long term maintenance of streets and storm facilities.

CC: Barry Buchanan; Kevin Hottmann; Mark Becketl; Steve Downs; Tony Martin

From: Bryce Bishop
To: DMyers8189@aol.com
Date: 10/28/2005 3:31:52 PM
Subject: Last set of Public Works Comments

Don,

Below is the last set of Public Works comments. These ones pertaining to storm water.

Thanks,
Bryce

1. Regarding the extensive use of swales, Clean Water Services requires a water quality manhole or similar device in series with the swale. The right should be preserved to require these in some cases.
2. The extensive use of infiltration assumes a fairly heavy infiltration capacity for the soils. More information is needed on a "Plan B" if the soils can't carry that much; and what maintenance provisions/assurances will be in place to minimize the potential for "blinding" the infiltration beds?
3. Regarding Flood Control on Page 40 - it is indicated that additional storm water detention will be "considered". The language needs to be stronger than that. Commitment is needed to provide detention if it is needed. Also, two options are set out for handling higher flows - (1) detention/over-detention to allow basin flows to pass before fully discharging; or (2) discharge at a higher rate early, before the upstream basin flows reach their location. The latter option may be satisfactory if the site is low in the basin; and while the site may be relatively low in the West Pringle basin, the flows have a long way to go before discharging to the Willamette, and there are a lot of tributary sub-basins and waterways (East Pringle, Middle Pringle, Clark Creek, and tributary storm sewers) that must be considered as well. Some detention must be required.

CC: Davis, Glenn; Gorsuch, Kris Jon; Gross, Glenn; Kogut, Mark

From: Glenn Davis
To: Bryce Bishop; DMyers8189@aol.com
Date: 10/28/2005 5:07:58 PM
Subject: Re: Last set of Public Works Comments

All,

Sorry to make a last minute change, but the Strong Road half-street improvement is 17 feet, not 15 feet, because of its collector designation. The pavement design will need to meet City standards. Thanks!

>>> Bryce Bishop 10/28/05 3:31 PM >>>
Don,

Below is the last set of Public Works comments. These ones pertaining to storm water.

Thanks,
Bryce

1. Regarding the extensive use of swales, Clean Water Services requires a water quality manhole or similar device in series with the swale. The right should be preserved to require these in some cases.
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CC: Glenn Gross; Kris Jon Gorsuch; Mark Kogut

From: Tony Martin
To: Bishop, Bryce
Date: 11/8/2005 3:47:23 PM
Subject: Re: Responses to City Comments on the Pringle Creek Community Refinement Plan

Bryce,
Here's what I have.

Intersection turning radius. Their comment indicates they will accommodate fire truck and a school bus. Those vehicle standards will be dictated by the Fire Department and the School District. If they need some dimensions for these vehicles they can use the 2000 AASHTO for more information.

Street Maintenance. We need to include a condition about the perpetual maintenance of the private streets. The appropriate section of code is SRC 66.225(h).

SRC 66.225(h) Public/Private Streets. Streets subject to subsection (c) of SRC 63.235 may be either public or privately owned; provided that the planning administrator may, giving consideration to the size, configuration, location, and number of lots or dwelling units in the subdivision, and the nature and location of its public and common facilities and proposed uses, require that any or all streets be dedicated to the public. Private streets shall be designed in conformance with the City of Salem Public Works Street Design Standards adopted by the director of public works and on file in the department of public works, or as otherwise required by state law. Where there are private streets, there shall, as part of the recorded covenants, conditions, and restrictions, be a provision that all common property owners shall be members of a property owners' association. The association shall, at a minimum, be responsible for the perpetual maintenance and operation of all common property and facilities in the development, including but not limited to: parking areas, private streets, privately owned pedestrian/bikeways, and landscape strips. Such association shall have the power to levy and assess against privately owned property in the development all necessary costs for maintenance and operation of common property and facilities. The documents creating such association shall have the approval of the city attorney.

Street Repair. Discussion with Mark Becktel indicates that this is not a big concern. The City will replace the asphalt and subgrade in kind. Their typical cross section is utilizing standard construction materials.

Strong Road. I discussed this with Dave Polson last week and they can use the TSP Standard Collector "C" that has a 34' pavement cross section in a 60' right of way. This will allow parking on one side of the road, but does not include bike lanes.

The frontage improvements will include a curb. **We will not entertain a cross section without a curb.** No exceptions.

We will consider a multi-use path separated from the right of way with the appropriate public easements.

General Drainage. I do not feel comfortable responding to Steve Downs comments, but because the infiltration that they are trying is new and we do not have a lot of experience in the City, it might be wise to craft a condition that will allow us to require monitoring, modification, and detention if the system does not work as well as planned.

Tony

>>> Bryce Bishop 11/08/05 11:09 AM >>>
Good Morning Everyone:

Attached below are the applicant's responses to comments provided by City staff on the Pringle Creek Community Refinement Plan that is going to the Planning Commission for public hearing next Tuesday (Nov. 15th). The document named "4261-refinement plan response matrix-05.11.4" is the matrix that includes their responses on an item by item basis.

From: Tony Martin
To: Bishop, Bryce
Date: 11/9/2005 2:49:53 PM
Subject: conditions

Applicant shall provide perpetual maintenance of the private streets as provided in SRC 63.225(h).

At the time of development applicant shall construct boundary street improvements on Strong Road to City Standards as approved by PWD.

From: Tony Martin
To: Bishop, Bryce
Date: 11/9/2005 2:52:17 PM
Subject: Comply with storm water design standards in SRC 63.195

Comply with storm water design standards in SRC 63.195

From: "Mark Kogut" <markk@mail.opsisarch.com>
To: "Bryce Bishop (E-mail)" <bbishop@cityofsalem.net>, "Glenn Gross (E-mail)" <ggross@cityofsalem.net>
Date: 11/4/2005 8:54:15 PM
Subject: Pringle Creek Community- Refinement plan Response

Bryce and Glenn,

Please accept this electronic version of the design team and owner responses to the City of Salem comments. Bryce if you have any questions over the weekend please give me a call @ 503.784.2420 or 503.577.0021.

I look forward to the Planning Commission Hearing on November 15. Also, do we get a copy of the staff recommendations to the planning commission?

Thanks,

mark kogut
opsis architecture, llp
920 nw 17th avenue
portland, or. 97209
t. 503.525.9511
c. 503.784.2420
f. 503.525.0440
e. [HYPERLINK "mailto:markk@opsisarch.com"mailto:markk@opsisarch.com]

--

No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.1.362 / Virus Database: 267.12.8/161 - Release Date:
11/3/2005

CC: "Bob Worden (E-mail)" <BWorden@rwa.ca>, "Charles Gregory (E-mail)" <cgregory@whpacific.com>, "David Poulson (E-mail)" <dpoulson@whpacific.com>, "Don Myers (E-mail)" <DMyers8189@aol.com>, "Erick Villagomez (E-mail)" <e_vill1@Hotmail.com>, "James Meyer (E-mail)" <james@mail.opsisarch.com>, "Janet Corsale (E-mail)" <jcorsale@interfluve.com>, "Jim W. Ramsden (E-mail)" <jramsdn@SGLAW.com>, "Kris Jon Gorsuch (E-mail)" <KGorsuch@SGLaw.com>, "Mike Fahs (E-mail)" <MikeF@greenworkspc.com>, "Nathan Good (E-mail)" <studiogood@comcast.net>, "Patrick Condon (E-mail)" <pcon@interchange.ubc.ca>, "Ray Wolfe (E-mail)" <rwolfe@rwa.ca>, "Ronald Kellett (E-mail)" <kellett@interchange.ubc.ca>, "Tom Jones (E-mail)" <tjones@whpacific.com>, "Tom Puttman (E-mail)" <Tjp@deainc.com>, "Weston Becker (E-mail)" <weston@opsisarch.com>



PRINGLE CREEK COMMUNITY

REFINEMENT PLAN



Sustainable Development, Inc.
Opsis Architecture^{LLP}
November 2005
Response to the City of Salem

land use

SUSTAINABILITY PRINCIPLES FOR LAND USE

1. Encourage Economic and Social Diversity

The plan for the Pringle Creek Community accommodates 140–225 (depending on the eventual number of secondary rental units provided) for 400–500 residents. These proposed units range from single family homes on their own parcels to efficiency units in small apartments or secondary suites. Unit sizes may range from affordable 600 sf studios to 2,500 sf single family detached homes. The plan provides the widest possible diversity of housing choices, making aging in place possible and providing good homes for moderate income owners and families of different sizes and types.

2. Create a Village Center The main village centre for the Sustainable Fairview project is located on another part of the site. The Pringle Creek Community is thus a sub centre, comprised of restored industrial and agricultural buildings grouped around a village green and seasonal pavilions. A small amount of convenience commercial retail is anticipated. Most of the restored space will be used for institutional functions (adult education, social functions, and community rooms) with some spaces made available for office rental. The community gardens and the restored greenhouse will provide much of the social and visual focus for the community, and cement the image of the community as a place where residents care about the earth and can produce their own food.

3. Reuse and Retrofit existing buildings The majority of the existing buildings on the site will serve new functions for the Pringle Creek Community and for other residents of Salem. Three of the existing buildings have undergone a first phase cosmetic improvements to the exterior, with many of the existing build around the community square and the greenhouses being analyzed for future regeneration in the new plan. This space will be preserved as a graphic reminder of the past, and as an emblem of the strength of the new community at Pringle Creek. Pringle Creek residents will likely take the most advantage of these community amenities, but they will be available to other citizens of the city as well.

4. Create Local Employment Most of the new employment opportunities in Fairview will be in the campus crescent area; however, significant job opportunities are part of the plan for Pringle Creek Community too. Allowing home occupations would enhance the sustainability of the plan, thus we hope to incorporate authorization for home occupations. Additionally, the preserved structures on the site will provide locations for at least 7 full time jobs but potentially many more.

5. Build Efficiencies by Building Green At the Pringle Creek Community, new residential structures will perform at the highest efficiency level practical. The single family home area at the west side of the school (adjacent to the school property) is planned for “carbon neutral” status, meaning these homes will be entirely self sufficient for heating and cooling. This will be the first residential subdivision of its kind in America. The Pringle Creek Community has set a goal of national significance for energy and materials conservation.

LAND USE SUMMARY

Pringle Creek Community land use development requirements per SRC 143C. FMU zones are indicated in the table below:

required dwelling units	acres	residential (du)		non-residential (sf)	
		min	max	min	max
total site area	32.50				
AU zone du per gross acre		6	30		
gross area per src 143c-2	24.20				
less dedicated open space	-7.79				
net area	16.41				
AU required du per src 143		98	492		
area 1		8	20		
area 3		6	13	18,000	30,000
area 4		9	11		
area 5		20	44		
area 6		18	36	3,500	6,000
area 7		30	60		
area 8		41	77		
area 9		0	0		15,000
AU zone estimated du/sf		132	261	21,500	51,000
LI zone du per gross acre		5	8		
gross area per src 143c-2	2.00				
less dedicated open space	-0.25				
net area	1.75				
LI required du per src 143		9	14		
area 2		9	13		
LI zone estimated du		9	13		
MI zone du per gross acre		7	35		
gross area per src 143c-2	6.30				
less dedicated open space	-2.54				
net area	3.76				
MI required du per src 143		26	132		
area 2		20	28		
area 4		11	13		
MI zone estimated du/sf		31	41		
summary gross area per src 143C-2	32.50				
less dedicated total open space	10.58				
summary total net area	21.92				
est. total range of du planned		141	315		
est. s.f. for non-residential				21,500	51,000
total required du per src 143		134	638		

Mandatory elements

- Street requirements -- private streets throughout the development
- Fire sprinklers -- automatic fire suppression system required for all structures
- Street parking restrictions -- one queuing space per block to facilitate fire department access

PERMITTED LAND USES

A complete table of permitted land uses per SRC 143 is located in appendix C.

AREA 1

Area one is the smallest parcel and geographically centered on site. It has been planned to accommodate a mix of the following land uses:

- primary use -- residential units including but not limited to attached, detached and accessory dwelling units.
- secondary use-- live/work units

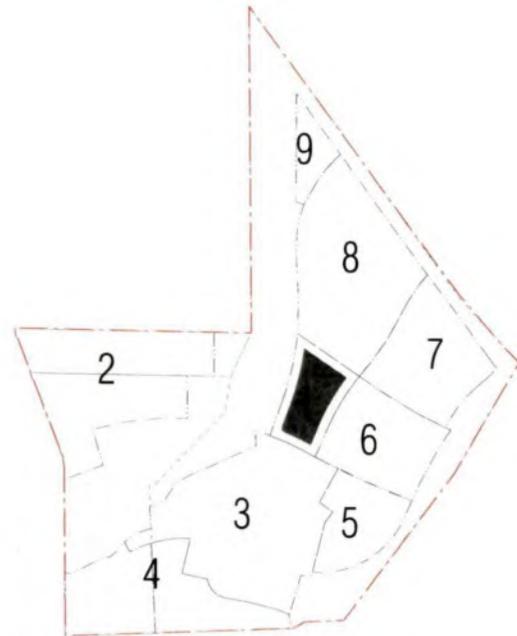
Due to the small parcel size, an alley will not be required.

required elements

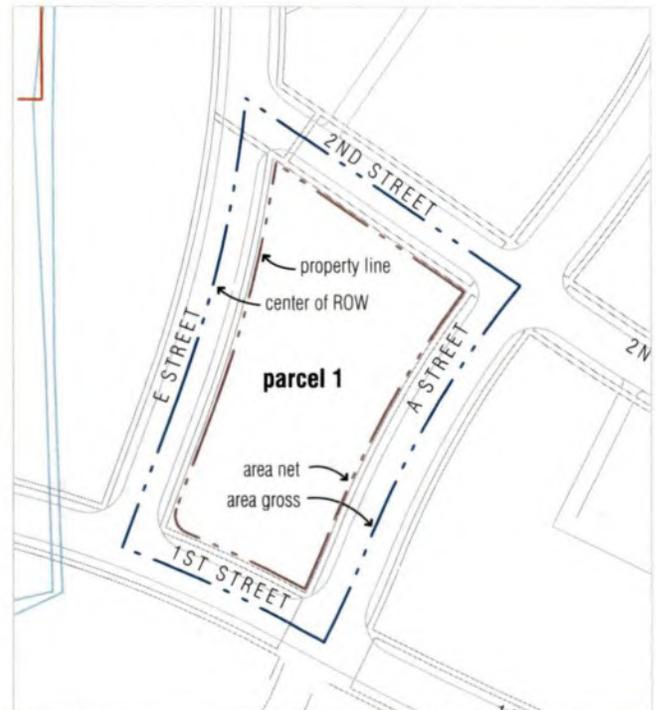
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.17 acres)		
parcel area net (.65 acres)		
required residential units per 143	7/35	
total estimated residential units	8/20	
total est. area for non-residential uses (in s.f.)		none
building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/30'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.



parcel location



parcel map

AREA 2

Area 2 is unique to Pringle Creek Community in that it has the adjacency of the Morningside Heights Neighborhood, is zoned for both LI and MI land-uses per SRC 143, and is the only site on the property with a south facing hillside without tree cover. It has been planned to enhance it's natural features by providing lots that are oriented for solar access and to use the sloping site to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:

- primary use -- single family dwelling units
- secondary use-- cottage courtyard units

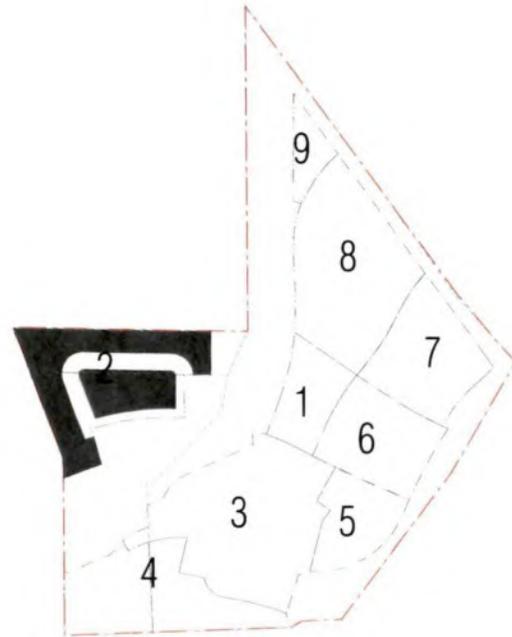
Due to the small parcel size, an alley will not be required.

required elements

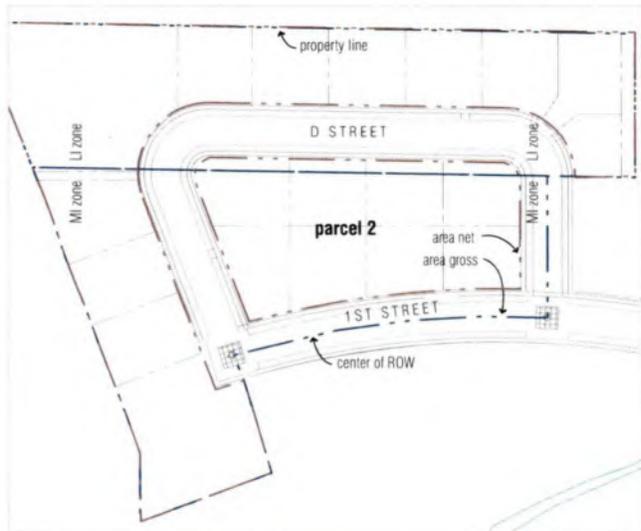
FMU zone du gross per acre	residential min/max	non-residential min/max
LI zone du per gross acre	5/8	na
parcel area gross ¹ (2.00 acres)		na
parcel area net (1.75 acres)		na
required residential units per 143	10/16	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.90 acres)		na
parcel area net (1.45 acres)		na
required residential units per 143	13/67	na
total required residential units per 143	23/83	na
total estimated residential units	20/28	na
total est. area for non-residential uses (in s.f.)		na
building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	na
building frontage per unit ³	16'/none	na
building height	none/45'	na
parking		
	residential	commercial
cars ³	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.



parcel location



parcel map

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.

AREA 3

Area 3 is developed as the community center with an active open space plaza of 1.5 acres featuring 2 large Native Oak trees as an anchor to the community square. The square is bounded by the regeneration of existing buildings of Fairview Training Center (see page #25 for existing structures), new infill buildings and by Pringle Creek riparian corridor.

primary use-- regeneration of existing building into a mix of uses to support the community square activities with potential uses, but not limited to the following: cultural facilities, bed and breakfast, boutique hotel, interpretive museum, performing arts facility, artists studio's, carpentry workshop, craft workshop, office, community storage, restaurant, day-care facility, cafe with performing arts events, community meeting hall, community cooperative uses, library, mixed-use commercial/residential, bakery, artist galleries, classroom facilities, retail, open air pavilion for farmers market and community events.

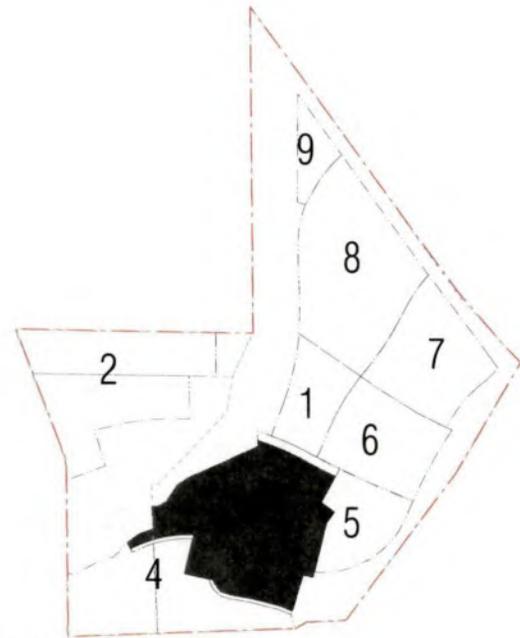
secondary use-- Live/ work residential, seasonal temporary pavilions for public use.

The community square open space will be bounded by "woonerf" streets and plaza's designed to calm traffic by integrating pedestrians, bikes and cars in the community square, see illustrative plan pg. #9 and major streets plan pg. #35.

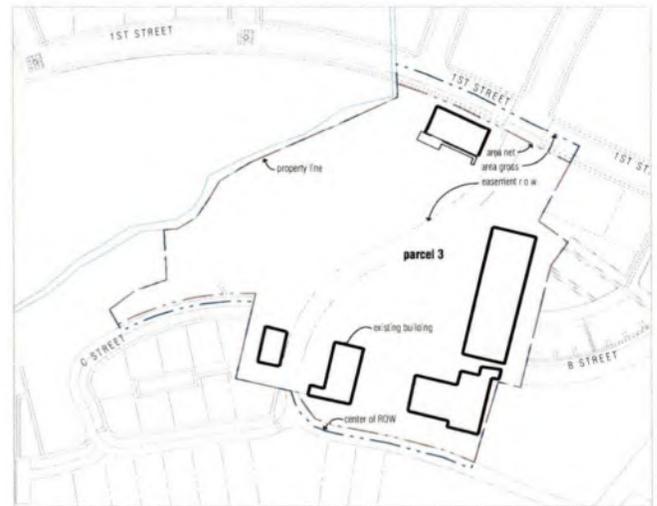
The building will be allowed to project within the area a maximum of 15' to accommodate architectural features and requirements for accessibility, see note #2. All existing buildings will be required to meet all applicable building code requirements. All property lines within area 3 to be determined during SRC 63 subdivision submission. All development restrictions and responsibilities will be governed as indicated in the table on page 42 in the Refinement Plan.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (4.5 acres)		
parcel area net (4.23 acres)		
required residential units per 143	27/135	
total estimated residential units	4/30	
total est. area for non-residential uses (in s.f.)		18,000-30,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks²		
front/street (or woonerf)	2'/10'	none/none
interior/side	0'/20'	10'/20'
interior rear to ROW @ alley	na/na	none/none
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/60'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none



parcel location



parcel map

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, decks, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- All non-residential parking is on-street or woonerf street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard, there will be no traditional parking lots in the community square and woonerf streets.

AREA 4

Area 4 is unique to Pringle Creek Community in that it has the adjacency of the Sustainable Fairview Property to the south, is zoned for both MI and AU land-uses per SRC 143, and is the only site on the property with a portion of the sloping site set within a stand of conifer and deciduous trees. It has been planned to enhance it's natural features by providing lots nestled within the trees on sloping sites to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:

- primary use- single family dwelling units.
- secondary use- cottage courtyard units with a shared open space courtyard for car access and residents use.

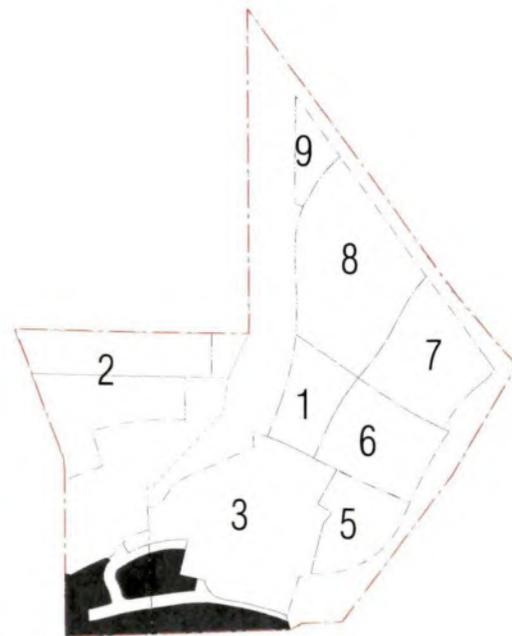
Due to the small parcel size an alley will not be required.

required elements

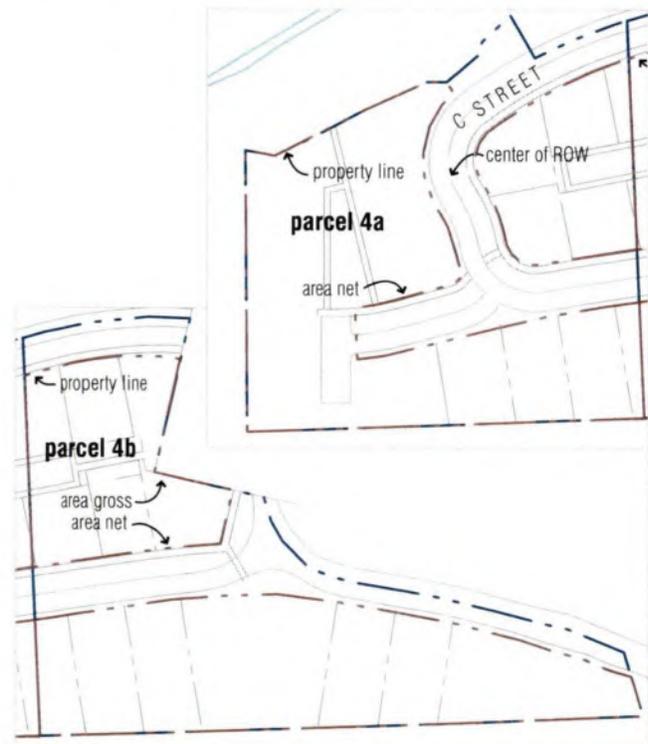
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.38 acres)		
parcel area net (1.06 acres)		
required residential units per 143	8/41	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.46 acres)		
parcel area net (1.10 acres)		
required residential units per 143	10/51	na
total required residential units per 143	19/93	na
total estimated residential units (2.84 acres)	11/22	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	na
building frontage per unit ³	16'/none	na
building height	none/35'	na
parking		
	residential	commercial
cars ³	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	na

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.



parcel location



parcel map

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.

AREA 5

Area 5 is bounded to south and east by the tree covered hillside separating Pringle Creek Community from the Crescent buildings of Fairview. It has a row of mature native Oak trees that frame a view of the Crescent building named Withercombe, this will be maintained. The area has been developed as a dense urban pocket to the south of the oak trees incorporating residential live/work units within a woonerf plaza. The mix of land-uses are as follows:

- primary use- Live/work, accessory dwelling units, attached and detached residential units.
- secondary use- multi-family residential and mixed-use residential..

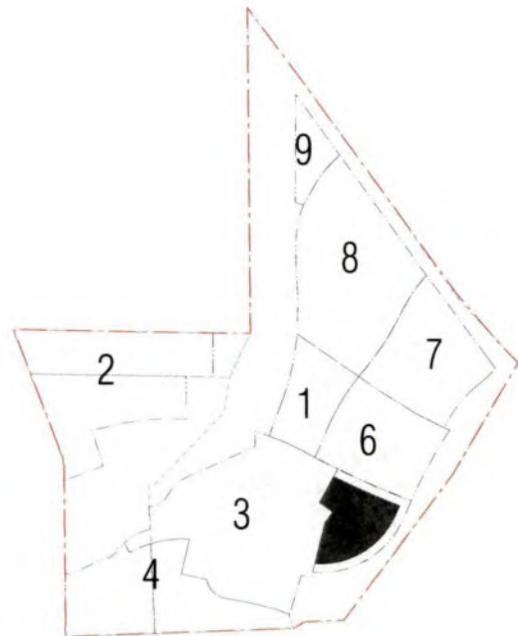
This block will incorporate a combination of rear alley streets and woonerf plaza/streets for internal service and circulation.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.31 acres)		
parcel area net (0.95 acres)		
required residential units per 143	8/39	
total estimated residential units	21/44	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.



parcel location



parcel map

AREA 6

Area 6 is defined by the existing greenhouses and will become the central hub for the community gardens to be planned throughout the community. The area has been planned to accommodate the following uses.

- primary use- attached and detached residential units including accessory dwelling units.
- secondary use- greenhouse growing plants and herbs for commercial or cooperative use,
- mixed-use retail with residential, multi-family residential units

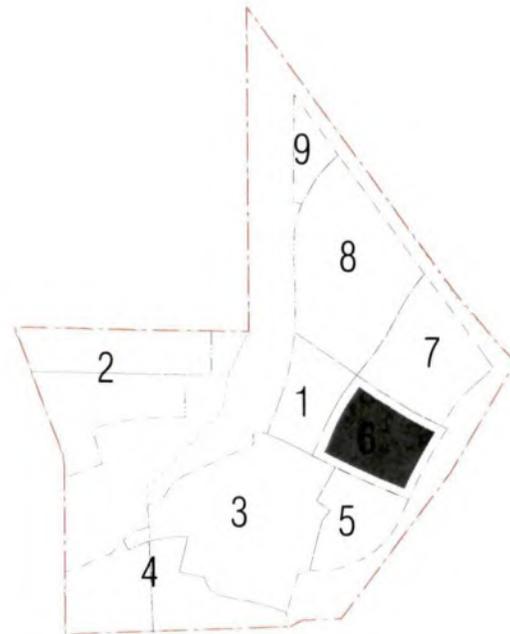
Alley access to an internal services and parking area will be required.

required elements

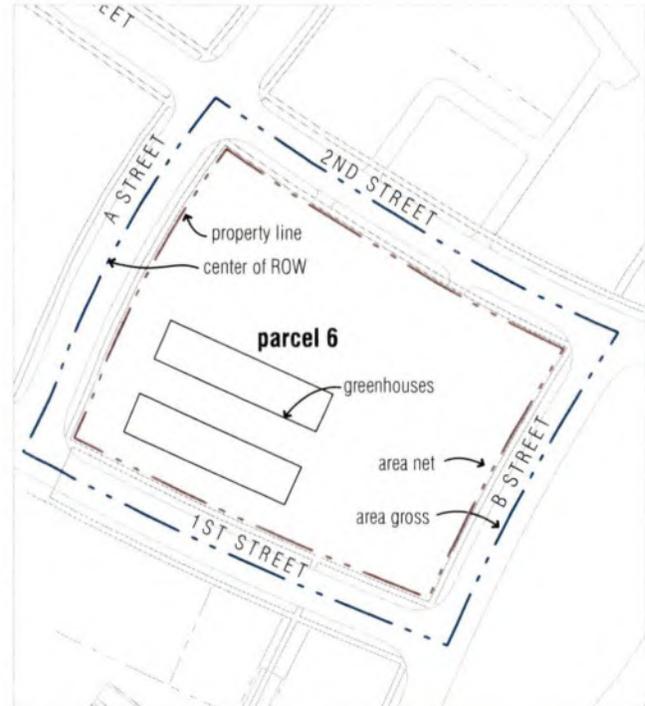
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.95 acres)		
parcel area net (1.31 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36	
total est. area for non-residential uses (in s.f.)		3,500-6,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 sf
driveways⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.



parcel location



parcel map

AREA 7

Area 7 is defined by the natural features of the site that include a grove of Sequoia trees, the row of Pine trees along Strong Road and an infiltration pond to the east that will replace the man-made "duck pond" on the eastern portion of the parcel. The grove of Sequoia trees will provide the layout of an internal park for the residents of this area and the whole community to enjoy. The area has been planned to accommodate the following uses.

- primary use- attached and detached residential units.
- secondary use- accessory dwelling units, multi-family residential units and live/work dwelling units.

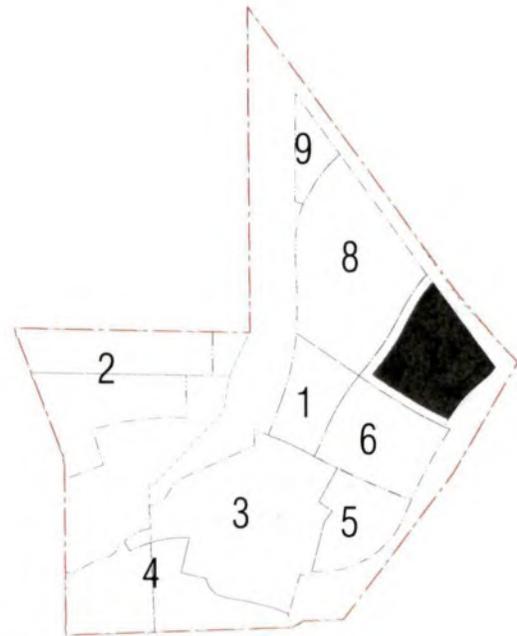
Alley access to an internal services and parking area will be required and must integrate with the existing grove of Sequoia trees.

required elements

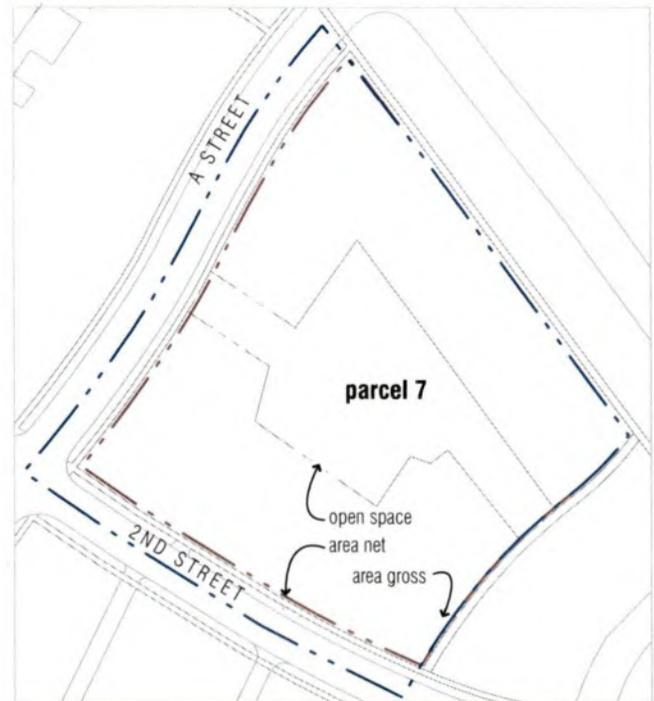
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (2.21 acres)		
parcel area net (1.82 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 s.f.
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.



parcel location



parcel map

AREA 8

Area 8 is the largest primarily residential area in the development. It has been planned to accommodate a mix of the following land uses:

- primary use- residential units including but not limited to attached, detached, accessory dwelling units and coach lane houses. Dwelling unit are allowed to have detached garages. mixed-use retail with residential, multi-family residential units
- secondary use- multi-family residential units and live/work units.

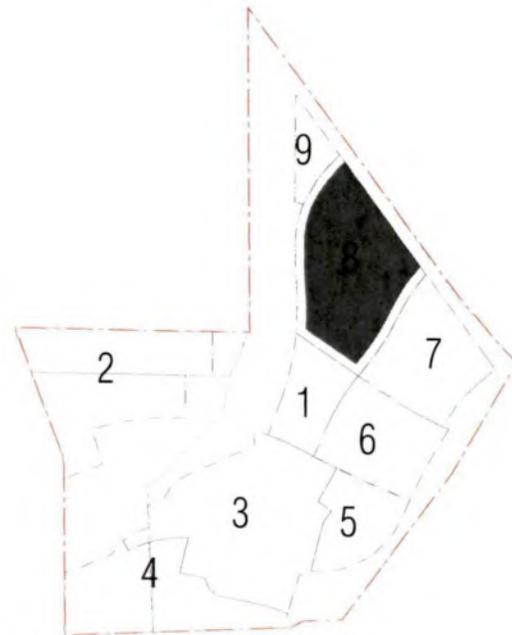
Alley access to an internal services and parking area will be required and must integrate an open space park area for all residents.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (3.73 acres)		
parcel area net (3.06 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 sf
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2 -wide tire track pathways, and/or permeable driveable surfaces.
6. Parking setbacks do not require a buffer yard.



parcel location



parcel map

AREA 9

Area 9 is the most northerly area in the development and it's triangular shape bounded on the west by the open space dedicated to the Pringle Creek riparian corridor. It has been planned to accommodate the following uses.

- primary use- potential uses include but are not limited to assisted living facility, neighborhood classrooms, bio-diesel cooperative and community recycling center.
- secondary use- potential uses include but are not limited to detached, attached and multi-family dwelling units

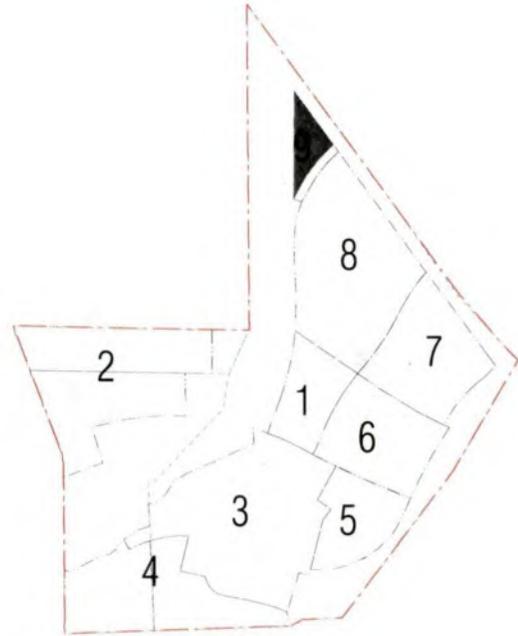
Due to the small area size an alley will not be required.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (.53 acres)		
parcel area net (.42 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36	
total est. area for non-residential uses (in s.f.)		none/15,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500 s.f.
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.
- Parking setbacks do not require a buffer yard.



parcel location



parcel map

design standards

PRINGLE CREEK COMMUNITY DESIGN STANDARDS

The Pringle Creek Community will be governed by the Pringle Creek Conservation Trust (PCCT), Homeowners Association (HOA) and Code Covenants + Restrictions (CC+R) documents of the development. The development is proposing the following amendments to the Salem Revised Code in addition to those previously identified in the individual parcel description sheet. See below for the following modifications to current City Guidelines:

Revisions to SRC Chapter 132

(Landscaping) are as follows:

- 132.190 (Irrigation) - Add sentence to end of paragraph (a): *An above ground, temporary irrigation system shall be allowed as needed for establishment of natural meadow, shrub, tree plantings, or stormwater infiltration facilities.*
- 132.220 (Bufferyards and Screening) – See revised Table 132-1 below:
- 132.230 (Parking Lot and Vehicular Use Areas) – Part (1) Adjacent to the right-of-way of a public street... *This provision is not applicable since all streets in the Pringle Creek Community will be private.*

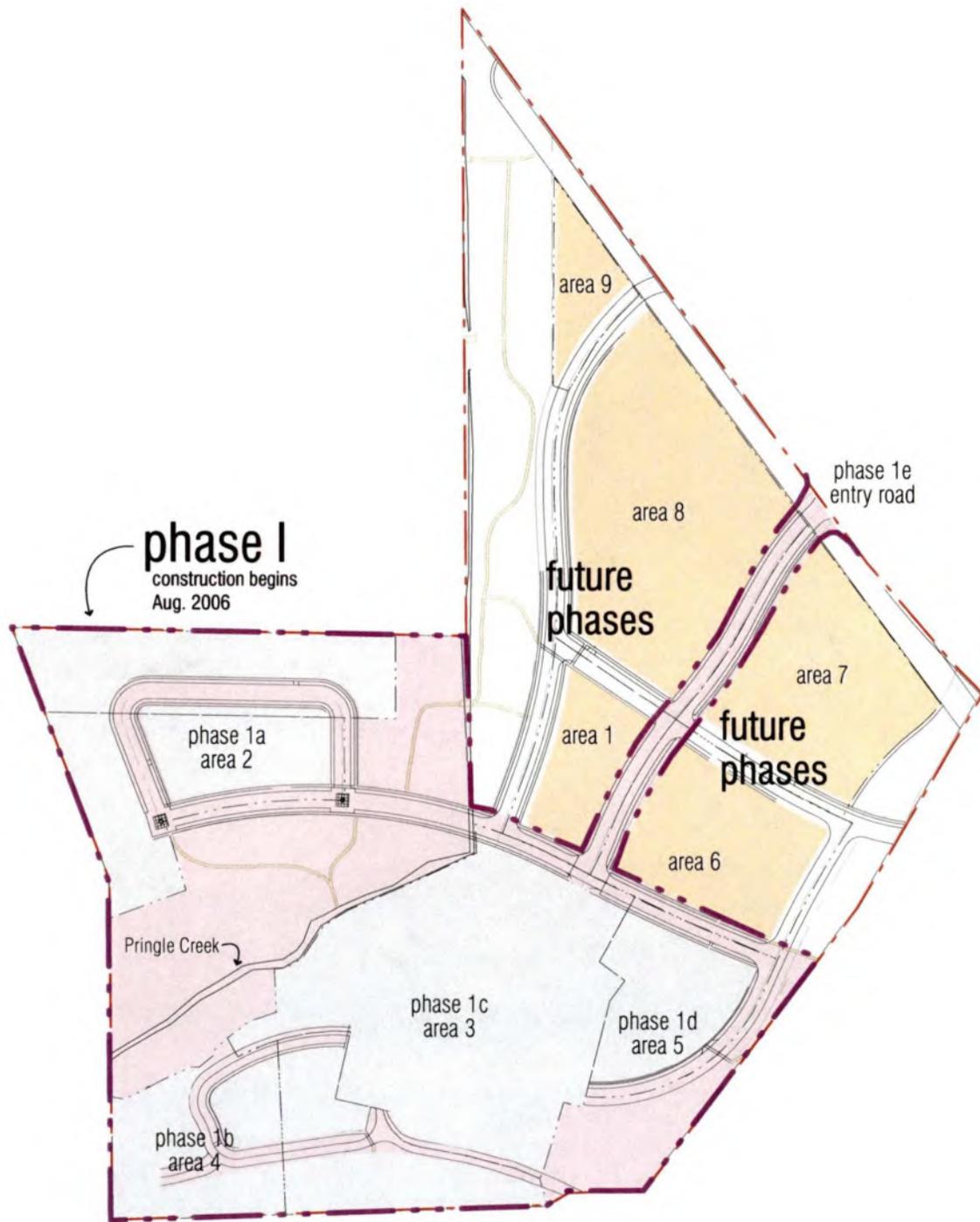
Revisions to Multi-Family Development Design Notebook

Pringle Creek Community is intended to create a development of higher density housing types- ranging from fee simple and condominium townhouse configurations to detached accessory dwelling units (“coach lane” or “granny flats”) configurations.

The following revisions are proposed:

- A. Open Space Design Elements
 - 1. Design Goals & Objectives
 - b. Open Space Design Objectives
 - 4.) Delete this sentence.
 - 2. Common Open Space Requirements
 - b. Standards
 - 1.) Replace in entirety, with: *Pringle Creek Community has designated over a third of the site area with Natural open space and common area open space to provide its residents with a variety of active and passive recreation activities. Common space is currently planned for access to all multi-family developments within 400 feet.*

Table 132-1 BUFFER MATRIX	Abutting Use							
	Residential Uses	Parking Lots	Minimum Impact	Light Impact	Moderate Impact	Heavy Impact	Vacant Lot (Residential Zone)	Vacant Lot (Commercial, Industrial)
PROPOSED USE								
Three or More Dwellings on a single parcel	A	A	A	A	A	N/A	N/A	N/A
Parking Lots	A	A	A	A	A	N/A	N/A	N/A
Minimum Impact	A	A	A	A	A	N/A	N/A	N/A
Light Impact (Indoor Activity only)	A	A	A	A	A	N/A	N/A	N/A
Moderate Impact	A	A	A	A	A	N/A	N/A	N/A
Heavy Impact	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A



phasing plan

Table of contents section (refinement plan)	ref plan pg. #	src143 item #	src 143 section	comments from the city	learn	our response to comments
illustrative site plan	9	(1)	(1) Illustrative site plan (Page 9)	(7) Woonerf street plaza. A visual example or diagram in the plan would be helpful to illustrate this concept		Woonerf Streets: Woonerf Streets are streets designed after the original Dutch prototype. They are radically traffic calmed streets where various visual, physical, and psychological barriers to speed are installed, making it safe for pedestrians and bicyclists to inhabit adjacent zones, and to safely cross car paths.
sustainable land use principles	10			OK. An illustrative site plan has been provided showing the general development concept of the site.		No response requested.
development requirements		(5)(6)	(5) A detailed listing of the permitted land uses in the Refinement Plan area (Appendices C)	OK. A revised list of permitted uses from the FMU zone is included in the Appendices. Some uses have been eliminated from the list of permitted uses because it was deemed they are not in keeping with the character of the proposed development.		No response requested.
permitted land uses			(6) Detailed Standards or regulations governing permitted uses, such as performance standards and standards for development, regulations for development densities, heights, floor area and FAR, open space, lot area and coverage, parking, landscaping, and other site improvements (Pages 10-21)	Development standards are provided in the parcel-by-parcel summary included within the plan.		
				(a) To aid in the interpretation and application of the proposed plan to future development proposals. It would be helpful to utilize similar terms relating to development standards (i.e. lot standards, front yard setback, side yard setback, rear yard setback, front yard projection, etc.).	opsis	See revised pages # 11 - # 19 attached.
				(b) Desired standards for lot area and depth should also be called out.	opsis	
				Parcel 1, Parcel 2, etc. should be renamed because "Parcel" has a specific meaning in regards to subdivision and platting.	opsis	Parcel revised to Area, see revised pages # 11 - # 19 attached.
				(d) The commercial parking ratio of 1:500 shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking.	opsis	All non-residential parking shall be provided on-street at a ratio of 1:500, parking spaces to building net square footage. See revised pages # 11 - # 19 attached.
				(e) Paragraph 13, paragraph No. 5, the plan states: "All existing building footprints will be developed as a zero setback property within the parcel." Add the following: "All existing buildings will be required to meet all applicable building code requirements." All property lines within area 3 to be determined during SRC 63 subdivision submission. See revised page # 13 attached.	opsis	Delete the following: "All existing building footprints will be developed as a zero setback property within the parcel." Add the following: "All existing buildings will be required to meet all applicable building code requirements." All property lines within area 3 to be determined during SRC 63 subdivision submission. See revised page # 13 attached.
parcel development guidelines	11-19	(3)(15) (17)	(15) Specifications as to how and to what extent the Refinement Plan is to supplement or supersede adopted City regulations.	Additional language is needed identifying how the refinement plan supplements or supersedes adopted City regulations. Possible language could include: "Development standards and regulations established under the Pringle Creek Community Refinement Plan are designed to meet the intent of the Fairview Plan and the Fairview Mixed-Use zone. Where a provision in the Pringle Creek Community Refinement Plan varies from other provisions of the zoning code, the provisions of the plan shall govern."	opsis	add the following text: "Development standards and regulations established under the Pringle Creek Community Refinement Plan are designed to meet the intent of the Fairview Plan and the Fairview Mixed-Use zone. Where a provision in the Pringle Creek Community Refinement Plan varies from other provisions of the zoning code, the provisions of the refinement plan shall govern."
parcels 1-9 development standards	20-21	(15) (17)	(17) Development design guidelines and applicable approval process;	This language in combination with the development standards in the parcel-by-parcel summary should demonstrate how and to what extent the plan supersedes or supplements the current code.	opsis	No response requested.
				References should be made in this section to "alternative standards" rather than "revisions" or "amendments" to the zoning code. Suggested revisions include:	opsis	See response below.

table of contents section (refinement plan)	ref plan pg. #	src143 src 143 section item #	comments from the city	team	our response to comments
residential single family residential multi family mixed use commercial landscape SRC 132			(a) (Page 20, first paragraph, second sentence): "The development is proposing the following amendments to the Salem Revised Code alternative standards in addition to those previously identified in the individual parcel description sheet. See below for the following modifications to current City Guidelines."	opsis	Revise as follows: (Page 20, first paragraph, second sentence and delete third sentence): "The development is proposing the following alternative standards in addition to those previously identified in the individual area description sheet."
			(b) (Page 20): Revisions Alternative Standards to SRC Chapter 132	opsis	Revise as follows: (Page 20): Alternative Standards to SRC Chapter 132
			(c) (Page 20): Revisions Alternative Standards to Multi-Family Development Design Notebook Handbook	opsis	Revise as follows: (Page 20): Alternative Standards to Multi-Family Development Design Handbook
			(d) (Page 20): The following revisions are proposed alternative standards shall apply:	opsis	Revise as follows: (Page 20): The following alternative standards shall apply:
			The City also proposed an attached matrix (xls sheet) (Comments from Bryce) "I've been trying to think ahead to actual subdivision and building permit approvals that will be occurring and how the Refinement Plan (or Salem's existing code, when the Refinement Plan is silent on a particular standard) will be the basis of reviewing those future applications. With that in mind, I have put together a sort of framework (the excel spread sheet attached below) that could be utilized to make sure the Refinement Plan covers all applicable standards to ensure that a provision of the existing code could not be interpreted to apply when it is not intended to apply under the Refinement Plan. What I've put together is only a thought. The development standards listed should not be interpreted as definitive, but only a way to organize my thoughts."	opsis	No response requested, see revised pages #11 - #19 attached.
			Amy Dixon in the Building and Safety Division provided comments concerning the City's sign code. (See attachments).	opsis	All signs will be governed, reviewed and approved by the Pringle Creek Community Home Owners Association.
			Comments from the Parks Department concerning the revisions to SRC Chapter 132 on page 20 of the refinement plan include:	gnwks, patrick opsis	There will be no off-street parking areas within this development.
			(a) 132.190 Irrigation - we agree to temporary irrigation system for natural meadow, wetland, creek restoration areas and stormwater infiltration (blue green areas). However required buffer areas, parking lot landscaping and setback/landscape areas need to have permanent irrigation systems.	gnwks	See attached revised table from page #20 of the refinement plan.
			(b) 132.220 Bufferyards The revisions to the table are okay - as long as it is clear the uses of the higher impacts (grayed out) are not allowed in the development.	gnwks, patrick opsis	There will be no off-street parking areas within this development.
			(c) 132.230 - Revision not approved. (1) Parking setback from ROW. This section of the code should remain. The intention of this provision is to provide screening and separation of parking lots (not individual parking spaces) from the street ROW. This is a livability and safety issue. If a discussion is wanted - it can be discussed.		
site sustainability and analysis principles for ecological systems	24	(7) Standards for the conservation, development, or utilization of natural resources, including surface water, soils, vegetation, and wildlife (Pages 24-25, Pages 28-31, and Pages 38-40)	OK. Trees will be preserved through compliance with SRC Chapter 68. Pringle Creek will be preserved by retaining the corridor as open space. Plan calls for future goal of modifying the bank of creek to help restore a more natural flow and riparian corridor. Compliance with SRC Chapter 126 will be required	No response requested.	

table of contents section (refinement plan)	ref plan pg. #	src 143 item #	src 143 section	comments from the city	team	our response to comments
standards for conservation		(9)	(9) Where applicable, the methods of protection or conservation for natural features, historic structures, and view sheds;	Discussion can be added describing how the development proposal preserves the identified view sheds on page 25 of the plan by utilizing site topography, preserving open space and associated views, and aligning proposed streets to take advantage of existing view corridors.	opis	Design team and owner prefer to use graphics as indicated on page #25.
viewsheds, natural features, structures	25	(9)(24) (13)	(24) Location of any buildings, structures or sites which are identified in the Fairview Plan inventory of known archeological sites and buildings, structures or sites which possess the criteria for historic resource designation under SRC 120A.040, or which have been designated as "historically significant" in the Fairview Plan inventory pursuant to 143C.080(b)(4)(O); and	OK.		No response requested.
general landscape plan narrative	26	(18)	(18) An inventory and identification of all wetland and riparian resources, all intermittent and perennial waterways, and all trees regulated under SRC Chapter 68.	OK.	opis	No response requested.
general landscape plan illustrative inventory and tree preservation plan	27 28-31	(18) (8)	(18) An inventory and identification of all wetland and riparian resources, all intermittent and perennial waterways, and all trees regulated under SRC Chapter 68.	A copy of the map from W&H Pacific that was submitted for the Fairview Plan showing the existing wetlands and streams should be submitted as well as the concurrency determination from DSL if available to demonstrate compliance with SRC Chapter 126 (Wetlands). Verification is needed that all trees regulated under SRC Chapter 68 are included and shown on the tree plan (trees 10 inches or more in diameter dbh, trees in riparian corridors, Oregon White Oaks).		All tree diameters are indicated in the over size drawings; see <i>topographic survey</i> .
infrastructure plan and standards	34			80 percent of the trees on the property are designated for preservation, therefore exceeding the requirements of SRC Chapter 68.		No response requested.
sustainable transportation and movement principles		(3)	(3) Name, location, and extent of existing or proposed major streets located within the Refinement Plan area or needed for servicing the Refinement Plan area (Pages 34-37)	Streets are identified on the plan and named.		No response requested.
street plan	35	(3)	(4) Typical street cross-sections (Pages 36-37/Overized Plans)	Typical street cross sections provided. Streets will be private. Fire Department is okay with Refinement Plan.		No response requested.
street sections	36-37	(4)	(4) Typical street cross-sections (Pages 36-37/Overized Plans)	Proposed 2nd Street needs to be included under the queuing street classification on page 37 of the plan and on the oversized plan (sheet DT1) - An alley cross section is not provided in the plan	w+h	Add 2nd Street to list of street identified on detail #3DT1 and shown on page # 37 of the refinement plan. A cross section of the Alley will be provided.
				#2. [from traffic division] Intersection Turning Radius. The refinement plan says that all intersections will be designed to accommodate a ladder assist fire truck. I think this would also allow for a school bus and some transit or tour buses. Verification is needed that garbage trucks, transit buses, and school buses will be able to negotiate the turns.	w+h	1. Typically, minimum turning radii for intersections and horizontal roadway curves are established by fire truck design vehicles. In order to verify that other vehicles can also negotiate these radii, we are requesting that the city provides a list of design vehicles (including their minimum turning design criteria) that we should use to verify the minimum radii design. The Pringle Creek design team fully intends to design private roadways to accommodate garbage trucks, Transit buses and school buses. Verification will be provided when the exact design vehicles are determined.

table of contents section (refinement plan)	ref plan pg. #	src 143 item #	src 143 section	comments from the city	team	our response to comments
infrastructure responsibilities	42	(10)	<p>(10) Standards and responsibilities for maintenance of infrastructure and whether the infrastructure is to be public or private;</p>	<p>#4. [from traffic division] City Requirement for Repair of Streets: Public Works Streets Maintenance will not be responsible for the proposed streets. The public utilities will be placed in the street via a public utilities easement. How the streets are rebuilt after maintenance work is completed is between the developer/HOA and Operations Division of Public Works. City street crews do not have experience, training, or materials in stock for special pavement repairs for utility trenches. It would be best to have the Operations Division of Public Works work-out an agreement for a contractor to come back and do trench patches.</p>	<p>sdj ogis</p>	<p>The development team is not requesting any extraordinary street repair and maintenance performance standards from the Operation Division of Public Works. For pavement repair at utility trenches excavated by City Street Crews, the development team is expecting the application of standard repair practices. Where the City encounters repair elements that are of a specialized nature, coordination with the developer/HOA is expected.</p>
maintenance		(10)		<p>#5. [from traffic division] Strong Road. Strong Road is not discussed in the Refinement Plan. If parking is desired on Strong Road then in addition to the standard 17' half street improvement an additional 7' for parking should be provided. It would be preferable to do the parking as a bump in with bump outs occasionally for trees and at intersections for shorter ped crossing distances. Any on-street parking on Strong Road must be in addition to the travel lanes and Strong Road must be built to current City pavement construction standards.</p>	<p>patrick gnwks w+h</p>	<p>We understand that the City of Salem is requiring Strong Road to be developed as a collector. Per the City standards, three typical collector standards are available. Collector A, B or C. Since the current Pringle Creek site plan incorporates parking along Strong Road, and due to topographic limitations on the north side of Strong Road, the narrowest section (option C) is appropriate for consideration. The Pringle Creek design team respectfully requests that option C is modified as follows: A) the sidewalk shown on the typical section should be relocated to avoid existing drainage channels and trees. This will probably require the sidewalk to be located outside the Strong road RW and be located in a permanent public access easement. The sidewalk maybe designed to serve both pedestrian and bike traffic. B) The raised curb shown on the typical section should be eliminated or constructed at grade to allow sheet flow drainage off Strong Road. Some other form of vehicular barrier (planter, large rocks, etc.) will be constructed at the edge of the parking lane that will prevent cars from driving or parking off roadway surfaces. Maintain</p>
				<p>PW comment p42: Strong Road remains publicly owned and maintained by City of Salem</p>		<p>No response requested.</p>

table of contents section (refinement plan)	ref plan pg. #	src 143 item #	src 143 section	comments from the city	team	our response to comments
			src 143 section	PW comment p43: The developer appears to be obligating the City to certain activities and procedures for work within the community. I would regard the comments in p43 to only be statements of assumption and understanding by the developer and not a commitment by the City to deviate from its standard maintenance procedures. If approval of this Refinement Plan obligates the City to create special practices within the Community, then Public Works would likely object to the language on p43.		The development team is not requesting any extraordinary street repair and maintenance performance standards from the Operation Division of Public Works. For pavement repair at utility trenches excavated by City Street Crews, the development team is expecting the application of standard repair practices. Where the City encounters repair elements that are of a specialized nature, coordination with the developer/HOA is expected.
utilities utility narrative	44	(23)	(23) Location and extent of proposed provision for sewage disposal, effluent use, storm water drainage, and utilities;			
utility typical section general grading and utility plan	45	(23)(14)				
phasing schedule and development impacts phasing narrative streets	48	(11)	(11) Standards for phasing and construction of streets proposed for the Refinement Plan area or needed for servicing the project as identified in the required study(ies) submitted with the Refinement Plan proposal;			
public utilities		(12)	(12) Standards for the phasing and construction of sewage disposal, effluent use, storm water drainage, solid waste disposal, and public utilities as identified in the required studies submitted with the Refinement Plan proposal.			
financial assurances draft		(14)	(14) A draft form of financial assurances to be recorded prior to Refinement Plan approval;	Page 42 of the plan indicates that all private infrastructure will be owned and managed by a combination of the Pringle Creek Community Conservation Trust and a homeowners association. A statement concerning the draft form of financial assurances is included on page 48 of the plan.	sd	No response requested.
phasing plan	49	(13)	(13) A phasing schedule for the following, as applicable: (A) The preservation of site features established by the Fairview Plan;	Discussion of what is needed regarding financial assurances will be determined by the Public Works Department.		No response requested.
			(B) The development of the Refinement Plan area; and (C) The construction, dedication, and provision of public services;	It would be helpful to discuss how the open space areas of the site will be preserved in relation to the phasing of the development. Will the conservation trust be established from the beginning to ensure preservation of open space as development occurs? Will open space and natural feature preservation and maintenance be tied to each phase of the development as it occurs?	sd	CC&Rs will be recorded with each phase of development that protect open spaces identified in the refinement plan within that phase. The CC&Rs will be effective without regard to whether specific open spaces are owned and controlled by the homeowners association or the trust. Development will not occur in future phases without final approval of those phases.
project schedule development impacts	50			OK. Phasing identified on Page 49.		No response requested.
	52					

table of contents section (refinement plan)	ref plan pg #	src 143 item #	src 143 section	comments from the city	team	our response to comments
traffic impact statement		(20)	(20) A traffic impact analysis (TIA) update or refinement from the Fairview Plan TIA that includes trip generation factors for various modes, estimated trips per day by land use, proposed vehicular access and circulation plan, and traffic impacts by mode on adjacent development;	#1. [from traffic division] TIA letter. The city will collect SDC's as we issue building permits. The first transportation improvement must be done at 2000 trips. The developer that does the first improvement will be reimbursed from SDC's collected. What I was looking for here is some agreement between SDI (Pingle Creek) and SFA (whoever controls the rest of the property) such that SDI doesn't overbuild on their land and force a later developer to revise the traffic study if the total number of trips for the development exceeds what was assumed in the original TIA. So if SDI commits to a maximum number of trips and SFA accepts that commitment then I don't see a potential problem in the future. If SDI wishes to exceed the agreed upon number then they would have to revise the study. It is really to protect the latecomer, because if all the assumed trips are already used up by prior development that last developer will have an uphill battle to prove his development can be mitigated.	Kittelson opsis	Beth Wemple and Chris Tiesler, Kittelson Engineering, spoke with Eric Destival, and he confirmed that their "questor" was really meant only as an observation or a "heads up," and that no formal response would be necessary. From their perspective, there are no transportation concerns at this time regarding the development.
existing infrastructure and services		(22)	(22) Impacts on existing infrastructure and public services;			No response requested.
existing developments and structures		(21)	(21) Impacts on existing structures and other development;	OK		No response requested.
appendices						
A. Salem Fire Dept. alternative means request	57		(25) Other information, as may be determined necessary by the Planning Administrator.	Joe Parrott commented that the plan looks fine concerning Fire Department issues.		No response requested.
B. GRI geotechnical report	58					
C. Permitted Land Uses Rev. Table 143C-1	59					
D. Natural Resources Inventory	60					
E. Historic Resources Inventory	61					
F. Kittelson TIA update report	62					
oversize drawings						
W+H Pacific						
topographic survey	1-2					
street plan and sections	DT					
drainage basin, conveyance, and infiltration plan	SD					
water and sanitary sewer	UP					

RESOLUTION NO.: PC 05-16

WHEREAS, a petition for Fairview Refinement Plan 05-1
for property located at 2110 Strong Road SE
was filed by Sustainable Investments, LLC, Donald Myers, President
with the Planning Commission of the City of Salem, and

WHEREAS, after due notice, a public hearing on the proposed plan was held before the
Planning Commission on November 15, 2005, at which time witnesses were heard and evidence
received; and

WHEREAS, the Planning Commission having carefully considered the entire record of this
proceeding including the testimony presented at the hearing, after due deliberation and being fully
advised; NOW THEREFORE

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SALEM, OREGON:

Section 1. FINDINGS:

The Planning Commission hereby adopts as its findings of fact the staff report(s) on this
matter dated November 15, 2005, herewith attached and by this reference incorporated herein.

Section 2. ORDER:

Based upon the foregoing findings and conclusions, it is hereby ordered:

- A. That the proposed Pringle Creek Community Refinement Plan, a refinement plan for a
portion of the Fairview Training Center property approximately 32.5 acres in size; be
APPROVED, subject to the following conditions:
 - 1. The commercial off-street parking requirement of the plan shall be amended to
require the following:

"Commercial parking shall be provided off-street unless at the time of future
development it can be demonstrated that adequate on-street parking exists to
accommodate a portion or all of the off-street parking requirements."
 - 2. The pedestrian connection proposed between "D" Street and Ewald Avenue
shall be removed.
 - 3. The applicant shall be required to provide for the perpetual maintenance of the
proposed private streets as provided in SRC Chapter 63.225(h)
 - 4. At the time of development, the required boundary street improvements to
Strong Road shall be constructed to City standards as approved by the Public
Works Director.
 - 5. The proposed development shall comply with City storm water design stan-
dards in SRC 63.195.
 - 6. Modify the Plan to reflect the following changes:
 - a. Provide the following definitions:

-Small Commercial: Small commercial units at Pringle Creek Commu-
nity shall be no larger than 2,500 square feet per unit.

-Live Work Units: Live Work Units are dwelling units that allocate a certain portion of the interior space for work space. Work space may be used for office, studio or retail use. Work space shall have direct access to streets, lanes, courtyards or woonerf streets. No more than 35% of the total floor area of the unit may be given over to work activities.

-Cottage Courtyard Units: Cottage Courtyard Units are dwelling units arranged and fronting onto a common courtyard. Parking can be either attached to the dwelling units and accessed via the common courtyard or detached in common structures and accessible via the common courtyard.

-Coach or Lane Houses: Coach or Lane Houses are accessory dwelling units that are detached from the building or townhouse whose lot they occupy. They are let by the owner of the principle residence of the lot. Typically they are located above or above and beside car storage garages. Occasionally they are in stand-alone cottage structures similar to cottage units. Coach or lane houses are to be no smaller than 400 square feet for studio units.

-Accessory Dwelling Unit: Accessory Dwelling Units are interior portions of townhouse or detached buildings that owners choose to rent as habitable space. Accessory dwelling units will be no smaller than 400 square feet for studio units, and will not consume more than 40% of the total aggregate floor area on the lot.

b. Provide the following revisions:

-Additional Language (Pages 11-19): Development standards and regulations established under the Pringle Creek Community Refinement Plan are designed to meet the intent of the Fairview Plan and the Fairview Mixed-Use zone. Where a provision in the Pringle Creek Community Refinement Plan varies from other provisions of the zoning code, the provisions of the refinement plan shall govern.

-Revision (Page 20): The development is proposing the following ~~amendments to the Salem Revised Code~~ alternative standards in addition to those previously identified in the individual ~~parcel area~~ description sheets. ~~See below for the following modifications to current City Guidelines.~~

-Revision (Page 20): ~~Revisions~~ Alternative Standards to SRC Chapter 132

-Revision (Page 20): ~~Revisions~~ Alternative Standards to Multi-Family Development Design ~~Notebook~~ Handbook

-Revision (Page 20): The following ~~revisions are proposed~~ alternative standards shall apply:

-Revision (Page 37): Add the proposed 20-foot Rear Lane/Alley typical cross section to the plan.

ADOPTED by the Planning Commission this 15th day of November, 2005.



President, Planning Commission

APPEAL PERIOD ENDS: December 15, 2005

Copies of the staff report containing the Facts and Findings adopted by the Planning Commission are available upon request at Room 305, Civic Center, during City business hours, 8:00 a.m. to 5:00 p.m.

Planning Commission Vote: Yes 5 No 0 Absent 2 (Goss and Wiles)

AREA 1

Area one is the smallest parcel and geographically centered on site. It has been planned to accommodate a mix of the following land uses:*

- primary use -- residential units including but not limited to attached, detached and accessory dwelling units.
- secondary use-- live/work units

Due to the small parcel size, an alley will not be required.

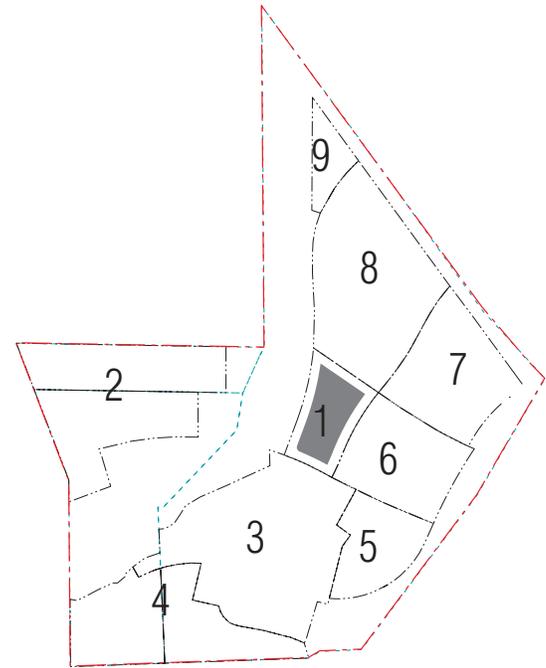
required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.17 acres)		
parcel area net (.65 acres)		
required residential units per 143	7/35	
total estimated residential units	8/20	
total est. area for non-residential uses (in s.f.)		none
building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/30'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ⁴	none/1	1 per 500
bikes	na	2/none
loading	na	0
street	yes	yes ⁵
driveways ⁶		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁷	none/none	none/none

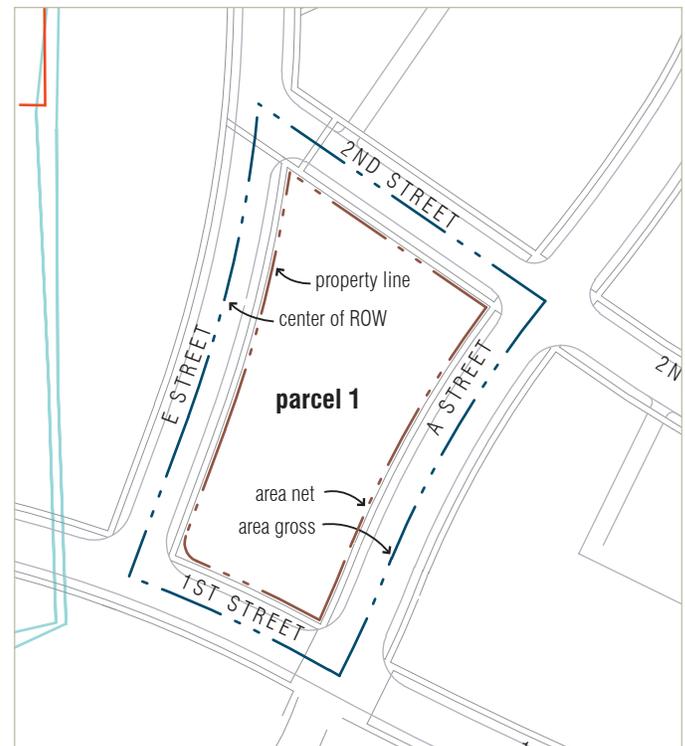
notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street.
5. Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.
6. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.
7. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.



parcel location



parcel map

AREA 2

Area 2 is unique to Pringle Creek Community in that it has the adjacency of the Morningside Heights Neighborhood, is zoned for both LI and MI land-uses per SRC 143, and is the only site on the property with a south facing hillside without tree cover. It has been planned to enhance it's natural features by providing lots that are oriented for solar access and to use the sloping site to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:*

- primary use -- single family dwelling units
- secondary use-- cottage courtyard units

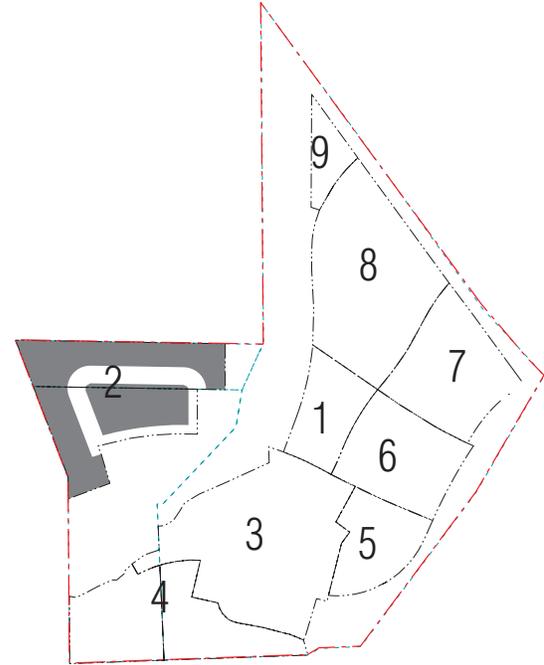
Due to the small parcel size, an alley will not be required.

required elements

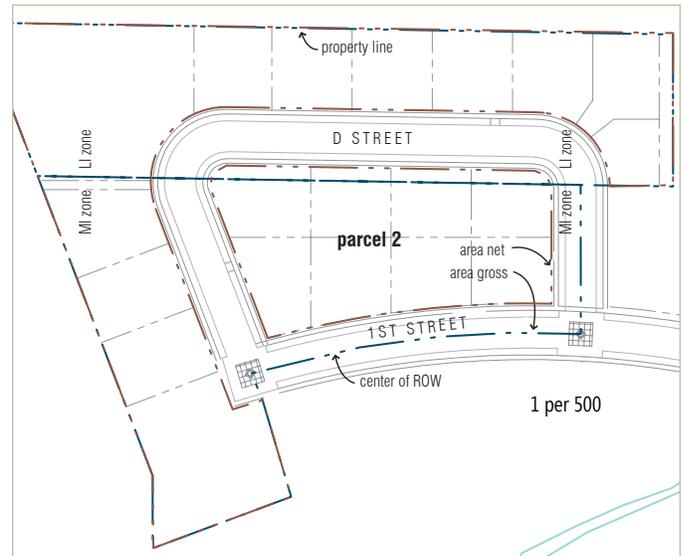
FMU zone du gross per acre	residential min/max	non-residential min/max
LI zone du per gross acre	5/8	na
parcel area gross ¹ (2.00 acres)		na
parcel area net (1.75 acres)		na
required residential units per 143	10/16	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.90 acres)		na
parcel area net (1.45 acres)		na
required residential units per 143	13/67	na
total required residential units per 143	23/83	na
total estimated residential units	20/28	na
total est. area for non-residential uses (in s.f.)		na
building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks ²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	na
building frontage per unit ³	16'/none	na
building height	none/45'	na
parking		
cars ⁴	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.



parcel location



parcel map

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street.

5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 3

Area 3 is developed as the community center with an active open space plaza of 1.5 acres featuring 2 large Native Oak trees as an anchor to the community square. The square is bounded by the regeneration of existing buildings of Fairview Training Center (see page #25 for existing structures), new infill buildings and by Pringle Creek riparian corridor. Proposed land uses include:*

primary use-- regeneration of existing building into a mix of uses to support the community square activities with potential uses, but not limited to the following: cultural facilities, bed and breakfast, boutique hotel, interpretive museum, performing arts facility, artists studio's, carpentry workshop, craft workshop, office, community storage, restaurant, day-care facility, cafe with performing arts events, community meeting hall, community cooperative uses, library, mixed-use commercial/residential, bakery, artist galleries, classroom facilities, retail, open air pavilion for farmers market and community events.

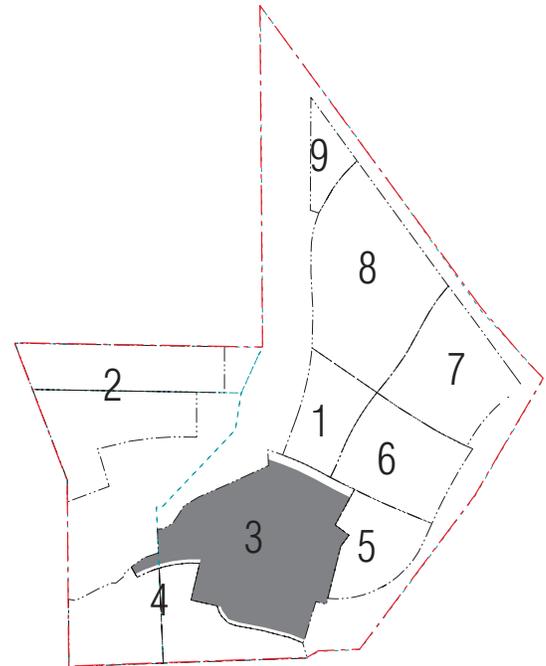
secondary use-- Live/ work residential, seasonal temporary pavilions for public use.

The community square open space will be bounded by "woonerf" streets and plaza's designed to calm traffic by integrating pedestrians, bikes and cars in the community square, see illustrative plan pg. #9 and major streets plan pg. #35.

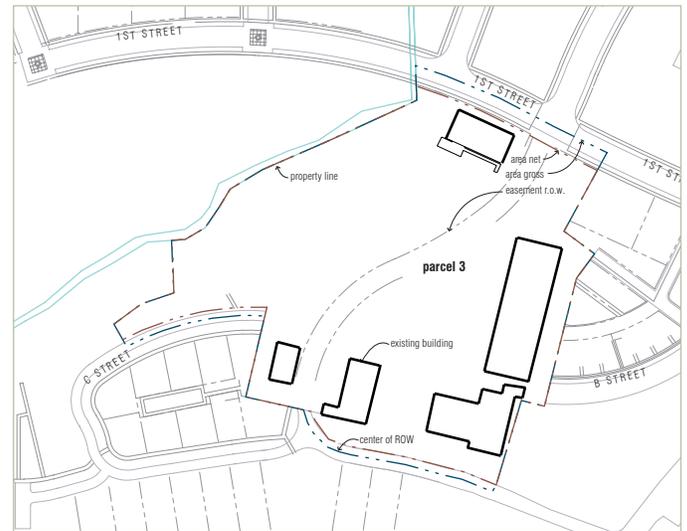
The building will be allowed to project within the area a maximum of 15' to accommodate architectural features and requirements for accessibility, see note #2. All existing buildings will be required to meet all applicable building code requirements. All property lines within area 3 to be determined during SRC 63 subdivision submission. All development restrictions and responsibilities will be governed as indicated in the table on page 42 in the Refinement Plan.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (4.5 acres)		
parcel area net (4.23 acres)		
required residential units per 143	27/135	
total estimated residential units	4/30	
total est. area for non-residential uses (in s.f.)		18,000-30,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	none/none
interior/side	0'/20'	10'/20'
interior rear to ROW @ alley	na/na	none/none
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/60'
parking		
	residential	commercial
cars	none/1	1 per 500
bikes	na	2/none
loading	na	0
street	yes	yes ⁴
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none



parcel location



parcel map

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, decks, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.
- Parking setbacks do not require a buffer yard, there will be no traditional parking lots in the community square and woonerf streets.

* For definitions of land uses, see page 22.

AREA 4

Area 4 is unique to Pringle Creek Community in that it has the adjacency of the Sustainable Fairview Property to the south, is zoned for both MI and AU land-uses per SRC 143, and is the only site on the property with a portion of the sloping site set within a stand of conifer and deciduous trees. It has been planned to enhance it's natural features by providing lots nestled within the trees on sloping sites to provide views of the Cascade Mountain Range to the east. The mix of land-uses are as follows:*

- primary use- single family dwelling units.
- secondary use- cottage courtyard units with a shared open space courtyard for car access and residents use.

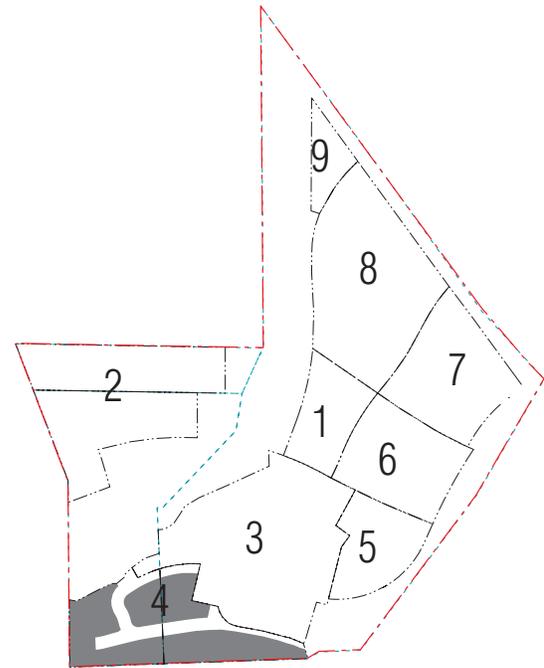
Due to the small parcel size an alley will not be required.

required elements

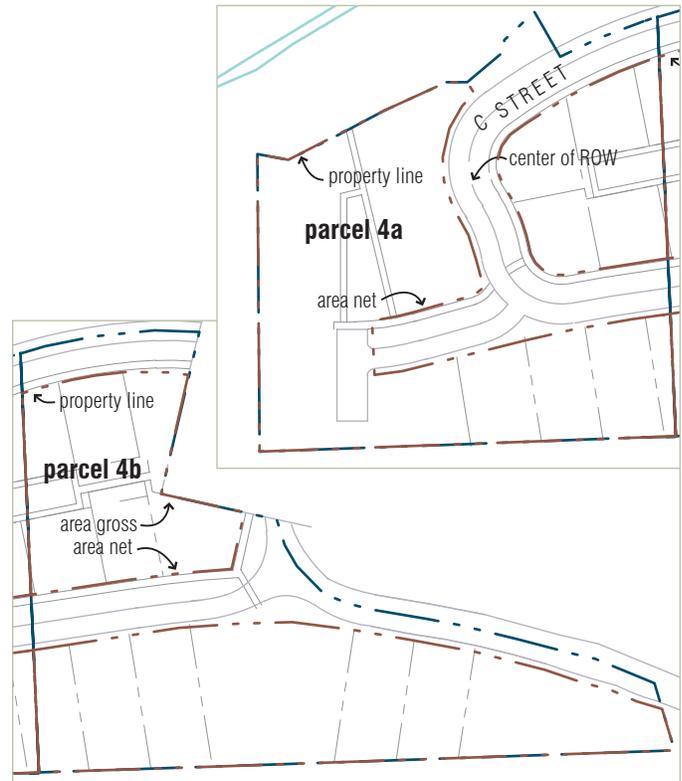
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.38 acres)		
parcel area net (1.06 acres)		
required residential units per 143	8/41	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.46 acres)		
parcel area net (1.10 acres)		
required residential units per 143	10/51	na
total required residential units per 143	19/93	na
total estimated residential units (2.84 acres)	11/22	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	na
coverage	none/src 143	na
depth	30'/none	na
width	16'/none	na
building setbacks ²		
front/street	2'/10'	na
interior/side	0'/20'	na
interior rear to ROW @ alley	na/na	na
FMU zone boundary	20'/none	
building frontage per unit ³	16'/none	na
building height	none/35'	na
parking		
cars ⁴	none/1	na
bikes	na	na
loading	na	na
street	yes	na
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	na
setbacks ⁶	none/none	na

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.



parcel location



parcel map

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street.

5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 5

Area 5 is bounded to south and east by the tree covered hillside separating Pringle Creek Community from the Crescent buildings of Fairview. It has a row of mature native Oak trees that frame a view of the Crescent building named Withycombe, this will be maintained. The area has been developed as a dense urban pocket to the south of the oak trees incorporating residential live/work units within a woonerf plaza. The mix of land-uses are as follows:*

- primary use- Live/work, accessory dwelling units, attached and detached residential units.
- secondary use- multi-family residential and mixed-use residential..

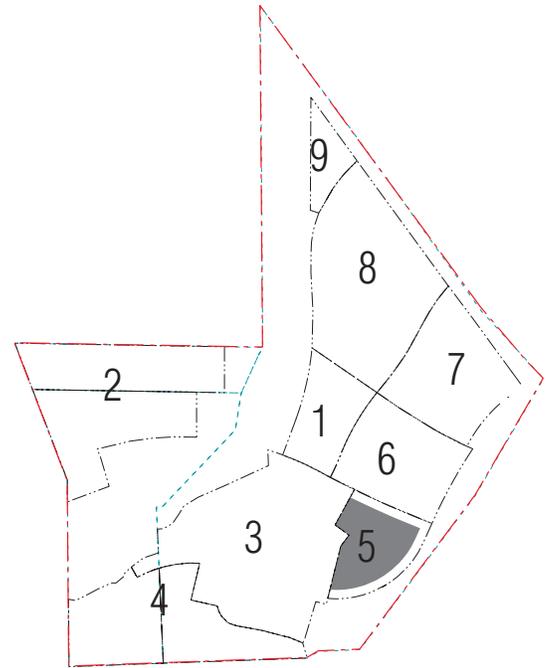
This block will incorporate a combination of rear alley streets and woonerf plaza/streets for internal service and circulation.

required elements

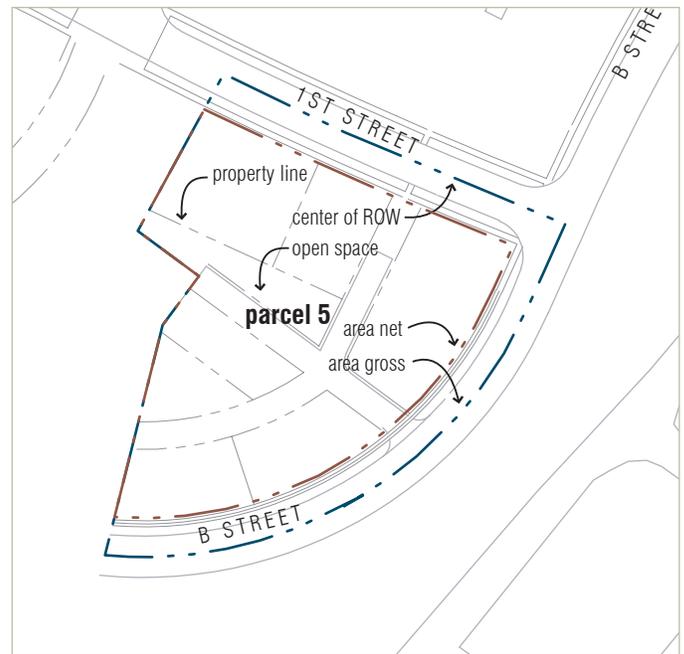
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.31 acres)		
parcel area net (0.95 acres)		
required residential units per 143	8/39	
total estimated residential units	21/44	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ⁴	none/1	1 per 500
bikes	na	2/none
loading	na	0
street	yes	yes ⁵
driveways ⁶		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁷	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street.
5. Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.



parcel location



parcel map

6. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.

7. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.

AREA 6

Area 6 is defined by the existing greenhouses and will become the central hub for the community gardens to be planned throughout the community. The area has been planned to accommodate the following land uses:*

- primary use- attached and detached residential units including accessory dwelling units.
- secondary use- greenhouse growing plants and herbs for commercial or cooperative use,
- mixed-use retail with residential, multi-family residential units

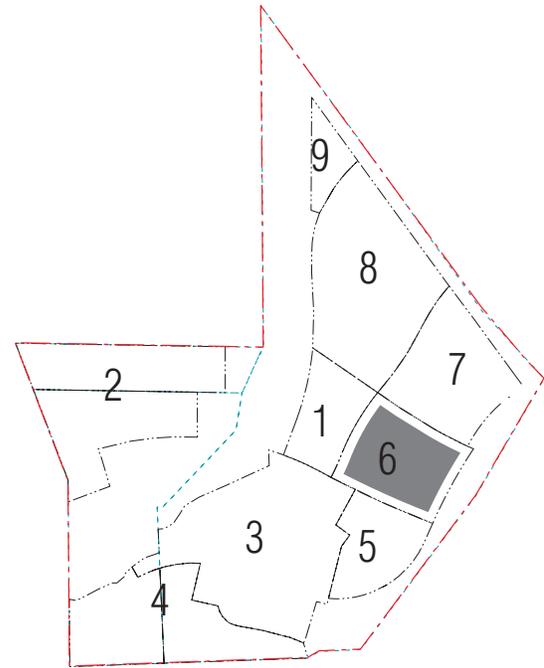
Alley access to an internal services and parking area will be required.

required elements

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.95 acres)		
parcel area net (1.31 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36	
total est. area for non-residential uses (in s.f.)		3,500-6,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ⁴	none/1	1 per 500
bikes	na	2/none
loading	na	0
street	yes	yes ⁵
driveways ⁶		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁷	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street.
5. Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.
6. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.



parcel location



parcel map

7. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.

AREA 7

Area 7 is defined by the natural features of the site that include a grove of Sequoia trees, the row of Pine trees along Strong Road and an infiltration pond to the east that will replace the man-made "duck pond" on the eastern portion of the parcel. The grove of Sequoia trees will provide the layout of an internal park for the residents of this area and the whole community to enjoy. The area has been planned to accommodate the following land uses:*

- primary use- attached and detached residential units.
- secondary use- accessory dwelling units, multi-family residential units and live/work dwelling units.

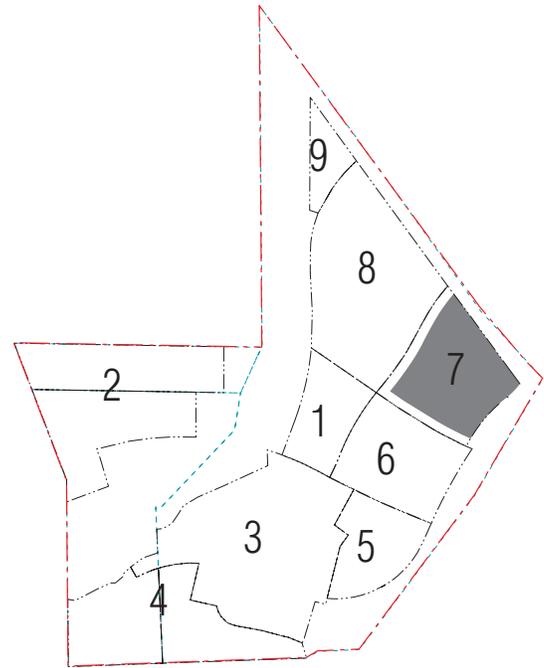
Alley access to an internal services and parking area will be required and must integrate with the existing grove of Sequoia trees.

required elements

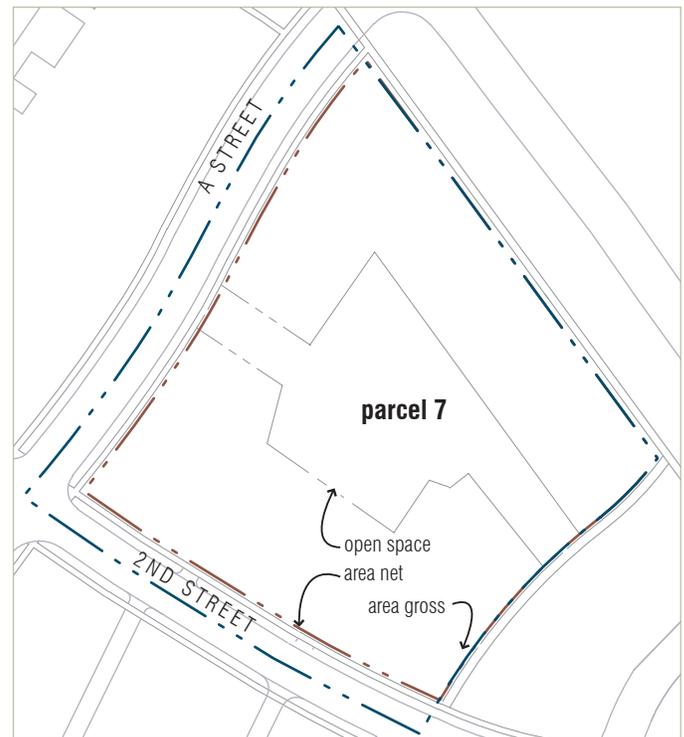
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (2.21 acres)		
parcel area net (1.82 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ⁴	none/1	1 per 500
bikes	na	2/none
loading	na	0
street	yes	yes ⁵
driveways ⁶		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁷	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street.
5. Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.



parcel location



parcel map

6. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.

7. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.

AREA 8

Area 8 is the largest primarily residential area in the development. It has been planned to accommodate a mix of the following land uses:*

- primary use- residential units including but not limited to attached, detached, accessory dwelling units and coach lane houses. Dwelling unit are allowed to have detached garages. mixed-use retail with residential, multi-family residential units
- secondary use- multi-family residential units and live/work units.

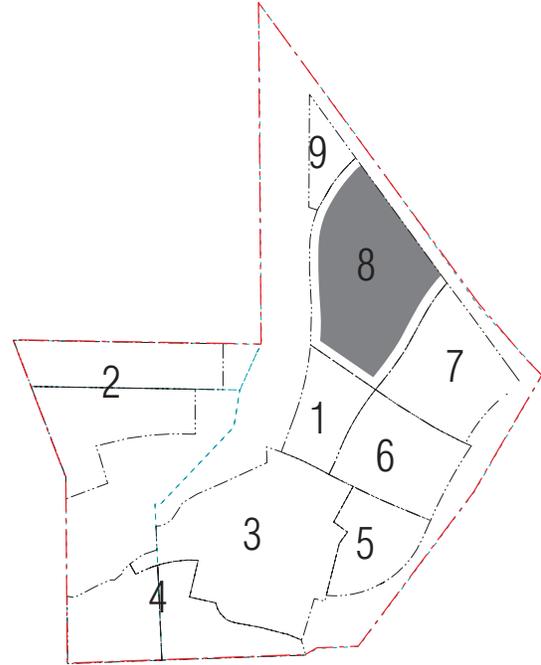
Alley access to an internal services and parking area will be required and must integrate an open space park area for all residents.

required elements

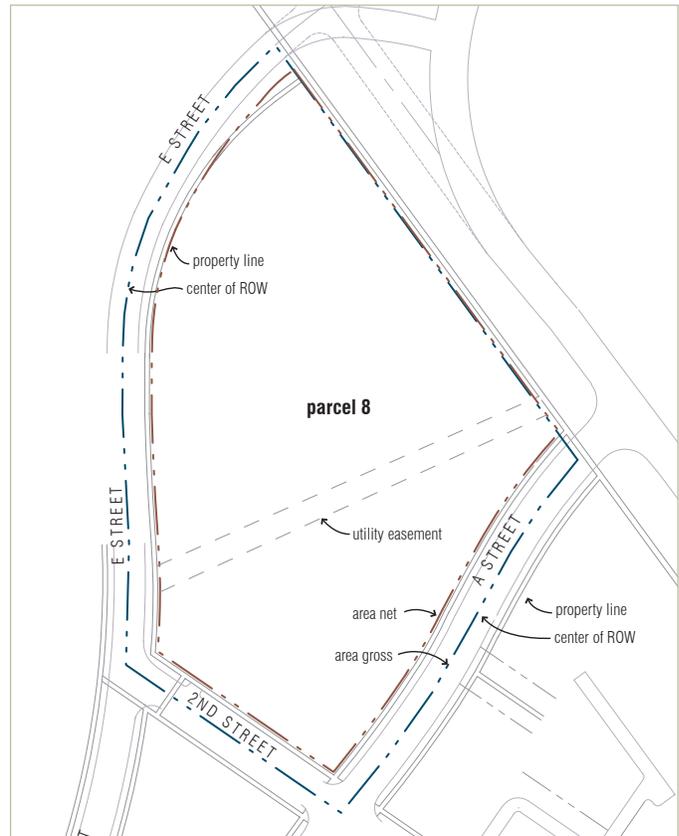
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (3.73 acres)		
parcel area net (3.06 acres)		
required residential units per 143	12/59	na
total estimated residential units (2.84 acres)	18/36	
total est. area for non-residential uses (in s.f.)		none
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ⁴	none/1	1 per 500
bikes	na	2/none
loading	na	0
street	yes	yes ⁵
driveways ⁶		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁷	none/none	none/none

notes

- Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
- The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
- All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
- One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street.
- Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.
- Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.



parcel location



parcel map

7. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.

AREA 9

Area 9 is the most northerly area in the development and it's triangular shape bounded on the west by the open space dedicated to the Pringle Creek riparian corridor. It has been planned to accommodate the following land uses:*

- primary use- potential uses include but are not limited to assisted living facility, neighborhood classrooms, bio-diesel cooperative and community recycling center.
- secondary use- potential uses include but are not limited to detached, attached and multi-family dwelling units

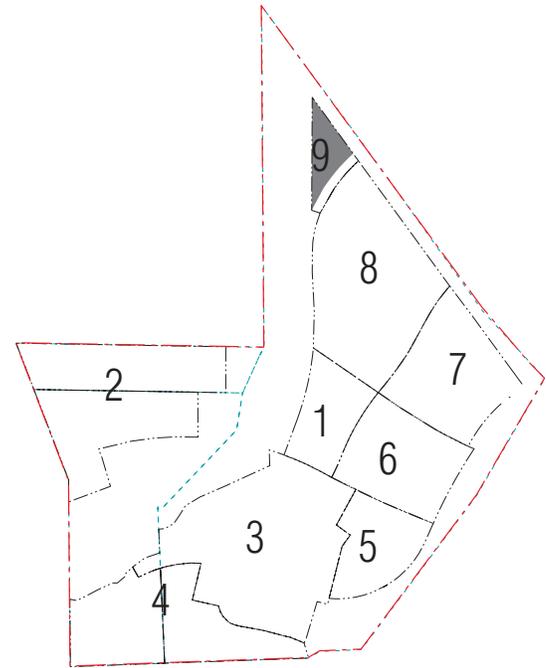
Due to the small area size an alley will not be required.

required elements

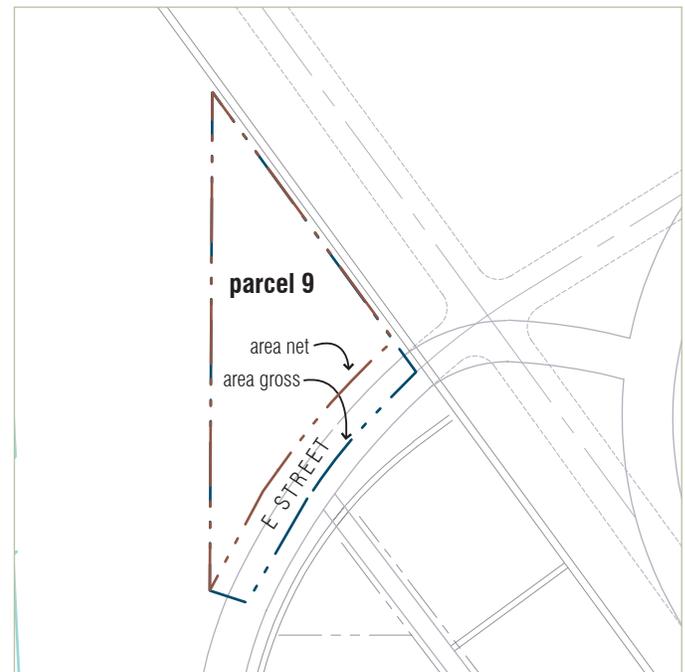
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (.53 acres)		
parcel area net (.42 acres)		
required residential units per 143	12/59	
total estimated residential units	18/36	
total est. area for non-residential uses (in s.f.)		none/15,000
lot and building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street (or woonerf)	2'/10'	2'/10'
interior/side	0'/20'	0'/20'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
cars ⁴	none/1	1 per 500
bikes	na	2/none
loading	na	0
street	yes	yes ⁵
driveways ⁶		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁷	none/none	none/none

notes

1. Gross parcel area measured to the centerline of adjacent right of ways and/or property lines. Gross area to be confirmed upon final plat during the SRC 63 submission.
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.
4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street.
5. Commercial parking shall be provided off-street unless at the time of future development it can be demonstrated that adequate on-street parking exists to accommodate a portion or all of the off-street parking requirements.
6. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable drivable surfaces.



parcel location



parcel map

7. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.

AREA 1 Parking Standards Comparison

October 2005 (Original)

FMU zone du per gross acre	min	max
AU zone du per gross acre	6	30
parcel area gross ¹ (1.17 acres)		
parcel area net (.65 acres)		
required residential units	7	35
total estimated residential units	8	20
building requirements		
lot acre per plat	src 143	no max.
lot coverage per plat		src 143
front setback adjusted to ROW		src 143
allowed projection to ROW ²	0	7'
rear yard adjusted to ROW alley	na	na
interior setback	0	5'
frontage per unit ³	16'	none
height	none	45'
parking		
	residential	commercial
cars ³	1	1 per 500
bikes	1 per unit	2
loading	0	0
street	yes	yes
driveway ⁴ single parking	8'	
driveway ⁴ double parking	12'	12'

3. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street, Commercial parking on street.

November 2005 (Revised)

Attachment 8

FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	
parcel area gross ¹ (1.17 acres)		
parcel area net (.65 acres)		
required residential units per 143	7/35	
total estimated residential units	8/20	
total est. area for non-residential uses (in s.f.)		none
building requirements		
lot area	src 143/none	none/none
coverage	none/none	none/none
depth	50'/none	none/none
width	16'/none	16'/none
building setbacks ²		
front/street	2'/10'	2'/10'
interior/side	0'/20'	0'/30'
interior rear to ROW @ alley	na/na	na/na
building frontage per unit ³	16'/none	16'/none
building height	none/45'	none/45'
parking		
	residential	commercial
cars ³	none/1	none
bikes	na	2/none
loading	na	0
street	yes	1 per 500
driveways ⁵		
single parking	8' driveway	
multiple	12' driveway	12' driveway
setbacks ⁶	none/none	none/none

4. One parking space per unit for single family detached and accessory dwelling units (coach lane house). Cottage courtyard units are allowed to have remote detached garage parking. Attached dwelling units to have 1 per building unit with remaining parking on street. All commercial parking is on-street.