

FAIRVIEW
TRAINING CENTER REDEVELOPMENT
MASTER PLAN



EXHIBIT 1

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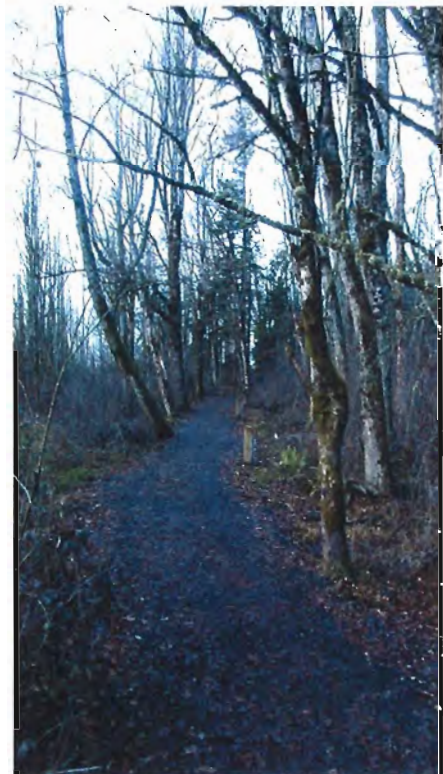
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EXECUTIVE SUMMARY

This master plan is the culmination of a planning process that began in the mid-1990s when the State of Oregon decided to phase out its activities at the Fairview Training Center. The Department of Administrative Services (DAS) initiated a master planning process. The final report, issued in June 1999, identified the goals that the planning group recommended for any future redevelopment. Those goals include livability, community involvement, inclusion of Governor John Kitzhaber's Quality Development Objectives, compatibility with neighboring properties, open space, sensitivity to the property's natural resources and the environment, preservation of historical and cultural features, and opportunities for economic development. In 2001, Sustainable Fairview Associates, LLC (SFA) submitted the winning bid to lead the redevelopment. This proposal for Fairview Training Center Redevelopment (FTCR) builds on the plan and goals the community developed in 1998.

SFA is a group of local residents who see an opportunity to create a community within the City of Salem that is a national and international model for sustainable practices in building, resource use, working, living, and learning. Depending on market conditions, FTCR could contain approximately 2000 new living units, a public elementary school, private schools, a branch library, professional offices, retail and commercial services, places of worship, an eco-industrial park, and a sustainability "think tank," in addition to open spaces and an urban forest. FTCR will be a vibrant part of the City of Salem and the State of Oregon, a part that is connected to the whole and makes a distinctive positive addition.

To be successful, the SFA vision for FTCR will require the ongoing support of the Salem community, the City of Salem, and the State of Oregon. We invite you to participate as we make FTCR a model development in the City of Salem and the State of Oregon.



"To build on the heritage for Fairview with the creation of innovative housing and jobs that support the Environment and Community."



October 2002 Design workshop

Fairview contains 275 acres of rolling hills, grasslands, and clustered buildings inside the city limits of Salem, Oregon. SFA has engaged leading land use planners and sustainability experts to create an innovative community within the City of Salem that embraces new urbanism, smart growth, and environmental design. The site contains more than 700,000 square feet of buildings that will be rehabilitated or removed responsibly; enough land for 2,000 residential units, several businesses, professional offices, schools and other public facilities; places of worship; and an extensive network of linked parks, open spaces, and protected natural resources.

Buildings will be designed or restored in environmentally responsible manners. SFA's goal is to manage the resources of the site to leave them better for its successors than SFA received them. FTCCR will have diverse places to visit. Some will feature vibrant human activities while others will allow for passive enjoyment and reflection. Homes will be within walking distance of The Village Center, containing small shops and a range of private and public services. Civic and cultural opportunities will be available through schools, community centers, parks, and other open spaces. Recreation will be a part of every life, signaled by walking and bike paths connecting all parts of FTCCR. Public spaces and gathering places will be located throughout the community.

FTCCR also will demonstrate multiple uses of human and natural spaces, a concept that is known as "layering." For example, by connecting open spaces, parks, and riparian corridors in developing Fairview, SFA will at once protect native habitat, foster natural storm water filtration, create walking and jogging paths, and preserve the aesthetic pleasure of natural spaces. These multiple uses of human and natural spaces will demonstrate the interconnectedness of the natural and built environments, and will foster lifelong learning, mentoring, and research.

Developing FTCCR offers dramatic benefits to Salem and to the State of Oregon, as well as being a model for other communities in the United States. Among other things, Fairview will:

- Provide a new kind of neighborhood for those who live and work in Salem
- Foster innovative land development and transportation practices
- Create a strong yet dynamic sense of community
- Stimulate and create new employment opportunities
- Demonstrate the efficient use of both natural and human resources
- Preserve a healthy environment for people, nature, and business
- Protect nature and develop new techniques for integrating the natural and built environments
- Use resources to meet the needs of this generation while conserving them for future generations
- Encourage creative ideas, products, and processes, and share them with other communities and developments
- Be a focal point for the growing effort to achieve a balanced, sustainable future

Those who live, learn, create, work, and play in FTCCR will experience the joy of being in a human environment that respects and sustains the natural environment of which it is a part.

The Village Center



View Looking Down Residential Couplet



1908 LeBreton - the first building on the site

The Village Center will be at the heart of FTCCR. New buildings will be integrated with existing structures throughout this commercial and residential hub to create an architecturally dynamic living/working environment. Buildings and amenities will be arranged around a common green. Walking paths and streets will connect offices, housing, and retail services.

Economic Viability

As a mixed-use masterplanned community, FTCCR will attract professional service providers as well as businesses that are interested in delivering sustainable programs and products. FTCCR also will offer creative opportunities for businesses to nurture one another in the emerging restoration economy.

Housing

FTCCR will offer a wide range of housing types, including single-family homes, cottages, townhomes, rowhomes, apartments, condominiums and opportunities for co-housing. Housing will blend in with the natural surroundings and incorporate energy-saving technologies and recyclable materials, from the local area where possible. Thoughtful development strategies will result in mixed-income and active neighborhoods that are designed to take advantage of the retail and employment opportunities FTCCR will create, as well as parks and open space. Affordability will be an integral part of the housing plan.

Transportation

FTCCR will be developed to promote alternative transportation modes and to reduce dependence on automobiles. The road system throughout the development will support various modes of transportation. Housing, jobs, and services in Fairview will be within walking distance of one another.

Diversity

FTCCR will contain a dynamic diversity of businesses and residential neighborhoods. It also will seek to attract persons from a diverse range of cultures, ages, incomes, and interests. And it will offer varied opportunities for employment, recreation, and culture.

Open Space

SFA shares its neighbors' interest in maintaining significant open spaces and preserving the natural environment. FTCCR will maximize common open spaces, parks, and nature preserves. Natural areas will be linked together throughout the development. Existing steep slopes, wetlands, and watersheds will be protected and enhanced.

Infrastructure

FTCCR will incorporate the best existing ideas about designing and constructing infrastructure, including utilities, streets, energy systems, water, storm water, and sewage treatment. FTCCR also will provide opportunities to experiment with leading-edge technologies and to create the technologies that will guide future infrastructure development.

Recreation

FTCCR will create a living and working environment that encourages active lifestyles for persons of all ages and physical capabilities. Existing swimming and other recreational facilities will be rehabilitated, and new recreation activities will be developed in multi-use buildings.

Technology

FTCCR will feature technologies that contribute to efficiency and the stewardship of natural and human resources while generating economic opportunity and enhancing the sense of community.

Education

FTCCR will be a place for lifelong learning about the natural and built environments. Public and private schools, and community centers will foster such learning.

The Arts

As a vital community with a strong emphasis on stewardship of natural and human resources, FTCCR will be a welcoming place for the arts. The setting and amenities will attract artists, community arts associations, and arts-related events.

Health

FTCCR will be a leader in addressing health issues at many levels. Its emphasis on environmentally-sustainable buildings, walkable environments, aesthetic open spaces, nature preserves, social, cultural, and artistic diversity, lifelong learning, economic vitality, and a strong sense of community will contribute to the physical, mental, and spiritual health of those who live and work there or in the surrounding community.

Community

Every aspect of the plan for FTCCR focuses on creating a strong and dynamic sense of community. The built environment will encourage interaction among persons of various backgrounds, ages, interests, beliefs, talents, incomes, and lifestyles. FTCCR will foster connections among people by maintaining common open spaces, and walking and bicycle trails. It will also feature community centers and gardens, integrate educational and recreational spaces for use by seniors and youths, and develop common interests in recycling and protecting natural resources.

Summary

A core perspective motivating the development of FTCCR is that development patterns are evolving, and new ideas and markets are based on innovative approaches that enhance livability. Human beings have a responsibility to make wise choices about where and how they live, how they move around, their patterns of consumption and, most important, how they relate to each other and to the environment. FTCCR will be a model for responsible community development elsewhere.



Buildings will surround the central green



Existing mature tree canopy

SUSTAINABLE LAND USE PRINCIPLES OF THE PLAN

1. Build in Economic and Social Diversity

The plan includes housing units for a minimum of 1,600 families. There will be homes for all types of people: efficiency units appropriate for elderly and singles; rental suites available to low wage working families; spacious homes for people of means; clustered homes for communities of interest. To the maximum extent possible, these units will be mixed so that every block will have homes for different types of people at different stages of their lives and earning potentials.

2. Create a Center

The topography of the Fairview site is unique. It is like an upturned right hand, with the palm in the center and five fingers spreading up and out toward the edges of the site. The plan capitalizes on natural conditions. Since the human and natural flows of the site converge in the hollow "palm" of the site, a new center is envisioned there. This center will be the focus of the most intense urban activity, and it also will be the place with the most dramatic green spaces. Several "central parks," will include manicured playfields that are surrounded by naturalized zones to collect, mitigate, and celebrate occasional rainwater flows from the upper portions of the community.



View southwest toward the proposed Village Green

3. Re-use, retrofit

The Fairview site has a large inventory of existing structures. SFA intends to adapt and reuse as many existing buildings as possible, particularly older buildings that presently form the "crescent". Buildings are not the only asset to be re-used and retrofitted. Existing infrastructure, particularly the existing water system, may be an appropriate candidate for re-use and expansion, reducing the strain on the municipal system, and providing a more distributed green infrastructure.

4. Create Local Employment

Many of the existing buildings are suitable for conversion to business and light industrial uses. New buildings in the center will also provide office and commercial employment opportunities. Ultimately the objective is to provide one job per household. This does not imply that all residents will work at FTCD, but many may. Combined with home occupations, allowed by right, these employment opportunities will reduce off-site transportation impacts.

5. Build Innovative Green Buildings

The site provides ample opportunities for green building innovation. While SFA will not itself develop all buildings on the site, it is committed to setting minimum energy standards and to seeking cost-effective ways to reduce the resources and energy required by all new and retrofitted buildings.

SUSTAINABLE ECOLOGICAL SYSTEMS PRINCIPLES OF THE PLAN

6. Respect the Landscape

The FTCD plan works with, not against, the existing landscape. The natural slopes on the site are preserved for recreational use, for habitat, and for storm water flow. These slopes lead to the Village Green, which is both the ecological and social heart of the community. Large existing forest blocks and wetlands are preserved, and, will be expanded over time.

7. Zero impact to the regional watershed

The FTCD plan works with the natural capacities of the site, particularly in respects to water flow. Low cost and reduced cost infrastructure for parcels, roads, and public green spaces will allow this new community to exert zero impact on the regional watershed and will improve, rather than degrade, the habitat of Pringle Creek.



Reuse of many of the original buildings is possible

8. Layer the Systems

FTCD is designed to integrate systems at all levels and across categories. For example, business and commerce will be integrated with residential uses to create complete communities. Storm water mitigation strategies will be integrated with recreational, habitat, and transportation uses. The integrated green infrastructure system will provide the framework for other sustainable site systems, such as district heat and potentially distributed ecological sanitary systems.

9. Close the Cycle of Energy and Material Flows

The systems described above will tighten the cycle of resource flows on the site. Rainwater that falls on the site will recharge the aquifer below, freshening and supplying the drinking water wells with clean water. Green wastes from the site will be composted and returned to enhance forest growth. Ideally, waste heat from commercial activities will be used to heat residential units in the same building or the same block. Geothermal energy from the ground may provide a practical means to reduce building operating costs. SFA also hopes to institute a state-of-the-art community recycling and composting facility.



View of path along green corridor

SUSTAINABLE TRANSPORTATION AND MOVEMENT PRINCIPLES EMBODIED IN THE PLAN

10. Green Corridors for People and Other Living Things

Wide green corridors with direct connection to hundreds of front doors and porches are a signature feature of the new FTGR. Broad green swaths include a complex layering of habitat, drainage ways, community garden sites, play areas, walking and bike trails, and narrow, low-speed vehicle ways.

11. Transit Close at Hand

SFA is committed to the value of public transit as a fundamental component of a more sustainable Fairview and a more sustainable Salem region. This commitment is epitomized by the inclusion of a "Main Street" that crosses the site from north to south. All homes will be within a six-minute walk of this central spine. The street axis has been aligned in such a way as to be compatible with a future streetcar or BRT (bus rapid transit), should such a system ever be developed in Salem. SFA hopes that regional transit authorities will provide frequent bus connections between the village center and the region.



Green corridor and surrounding neighborhood

THE PLAN

12. An interconnected Street System

FTCR's "Main Street" will be connected to the rest of the site by an interconnected web of streets. The lack of cul-de-sac streets insures that all trips are made by the shortest possible route and that major streets are not overburdened with congestion. The interconnected pattern extends out to the edges of the site, insuring a high degree of connection to surrounding neighborhoods. In this way, FTCR avoids the tendency towards "gated community" planning and provides, instead, a prototype for integration with surrounding areas. This pattern, in concert with the complete community pattern where everyday needs (school, shops, employment, transit) are close at hand, will minimize auto dependence and lead to reduced driving by residents.



Pedestrian friendly buildings along the village green



Aerial view from the southeast show the interconnected street system



View across the central green and soccer fields to the Crescent Campus



Development along Main Street and the Village Center



Upper southeast neighborhood integrated with the orchards

13. Walk Every Day

FTCR will be a walkable community with plenty of places to explore. The design promotes walking at all levels, from walkways on both sides of all streets, to neighborhood parks, to broad greenways leading to village center shops, to bus stops easily accessible from all homes. SFA hopes that by integrating walking into the routine of residents, they will enjoy robust health and an improved quality of life.

REGULATING PLAN

A regulating plan guides the extent and distribution of four types of land use and development intensity on the site. These include:

Village Center (VC)

These areas will contain the most intense and pedestrian-oriented residential, commercial, employment, and civic land uses.

Adaptive Use (AU)

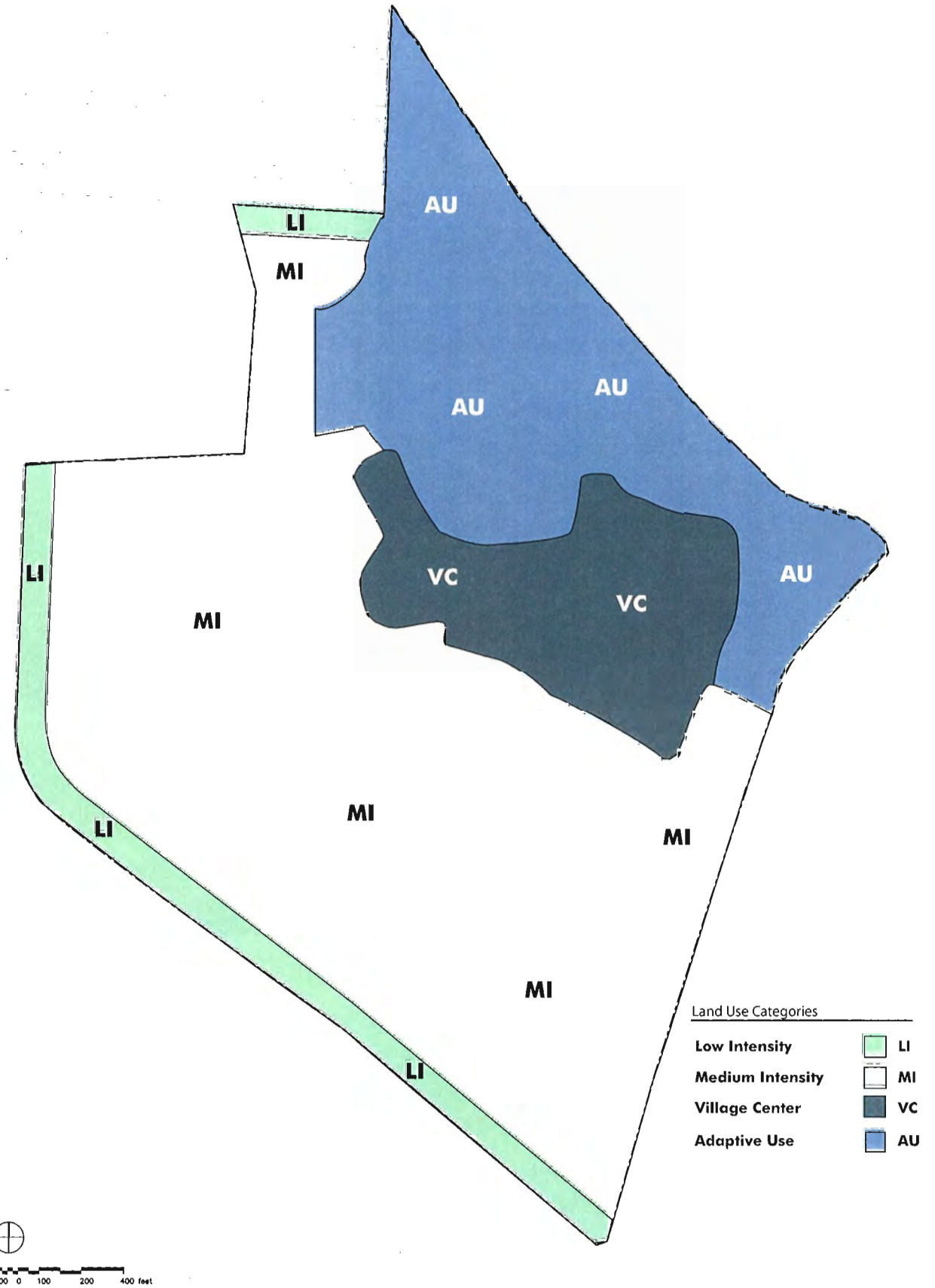
These areas represent the highest concentration of existing development patterns and buildings on the site. The plan anticipates that many structures be rehabilitated and adapted to a diverse range of residential and non-residential uses.

Medium Intensity (MI)

These areas will contain primarily residential uses with a modest mix of smaller neighborhood-scale commercial, employment, and civic uses.

Low Intensity (LI)

These areas accommodate exclusively residential uses. No non-residential uses are permitted.



OPEN SPACE

Wetland and Aquatic Habitat

Wetlands serve an essential ecological function in natural and built environments. The plan for FTCR recognizes existing wetlands and potential wetlands at several locations near Pringle Creek and in the southeastern central area of the property. These areas will be protected, enhanced, and managed to facilitate storm water runoff, provide water filtration, create wildlife habitat, and protect native species.

Pringle Creek is a salmonoid-bearing stream that has suffered serious degradation as a result of human settlement and past water and stream management. This plan proposes stream enhancement with native species and current best practices for stream restoration.



Development along the Pringle Creek corridor



Aerial view of the central greens

Forested Habitat and Wildlife Corridors

A mature grove of fir trees along Pringle Creek creates a park-like environment that will be protected and enhanced as either neighborhood park or community open space. Another mature grove of fir trees is located atop the northwestern edge of the site. It also will be protected and enhanced as neighborhood park or community open space. Scrub oak and native plants at the southwestern edge of the property will be protected for their ability to serve as wildlife habitat and as an ecological buffer. A small mature oak grove on the eastern edge of the property will frame the "front door" entrance to FTCR from the south.

The southeastern corner of the property once served as an orchard that generated fruit and nut products for former residents. While this orchard is seriously degraded and has served its useful life, it will be memorialized and continued in some manner.

Much of the existing site was developed and landscaped over the past century; there are mature trees around existing buildings and roads. To the extent possible, existing healthy trees will be preserved.

Neighborhood Parks and Open Space

This proposal recognizes the need and desirability of a city park within the boundaries of the development. Consistent with policies of the City of Salem and the Salem-Keizer School District, that park may be incorporated into plans for an elementary school in FTCR.

A community green located along main street in the Village Center will serve as sports field and community gathering place, and a recreational, social, and aesthetic amenity, while also functioning as a storm water management device and an environmental education tool. Additionally, this proposal anticipates public and private "pocket parks" in individual neighborhoods. These parks may include community gardens and meeting facilities.

The Possible Building and adjacent park space have historic importance as resources that were built and landscaped to recognize clients and staff of the former Fairview Training Center. This proposal honors that area.



Pocket Park with water feature

GREEN INFRASTRUCTURE

Overview

SFA is committed to development that integrates the best land use and transportation practices with natural resource protection and conservation, particularly in areas of water, waste, and energy management. Ensuring that future development is able to meet that commitment depends in significant part on establishing an integrated, public "green infrastructure" into which private development can connect in orderly, efficient ways.

Providing such an infrastructure has influenced much of the proposed plan, from setting aside the site's significant natural assets to allocating land uses, to the laying out of street networks. Taken together, these spatial and policy features of the plan facilitate use of natural, non-mechanical strategies and methods to meet the needs and mitigate the impacts of future development.



Pedestrian path crossing a green drainage corridor

WATER MANAGEMENT INFRASTRUCTURE

Water management infrastructure conserves fresh water resources and reduces stormwater runoff and associated nonpoint source pollutants that would otherwise drain into natural areas and streams.

FTCR's water management infrastructure begins with the natural landscape and preserving the site's natural hydrology and existing drainage patterns. Before and after development, water will flow naturally from the elevated terrain along Battle Creek Road along four roughly parallel corridors into the Village Center area south of the Crescent and, ultimately, to Pringle Creek at the north. Along the way, every opportunity will be made to naturally cleanse, infiltrate, and recharge the aquifer.

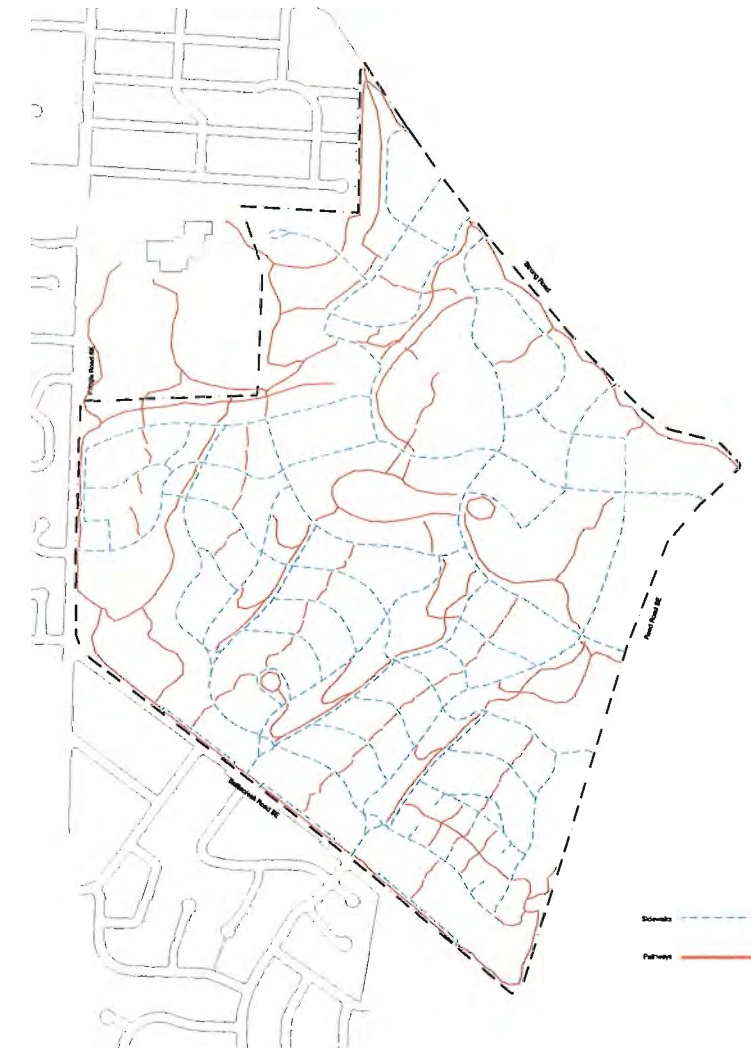
This natural hydrology in combination with stormwater management strategies (elaborated below), will make it possible for this site to absorb a 1" rainfall in 24 hours. This standard effectively achieves zero negative impact on the regional watershed and net improvement, rather than degradation, of water quality and habitat in Pringle Creek.

Stormwater Management

The opportunity afforded by these natural drainage patterns is amplified by stormwater-sensitive planning, design and engineering practices throughout the plan's developed areas. These practices will reduce runoff from developed areas and create additional opportunities to naturally cleanse and infiltrate runoff before it enters natural drainages.

Key elements of the plan's stormwater management infrastructure include:

- sufficient open space located and set aside to accommodate natural drainage and infiltration functions
- street networks that reduce disruption of steep slopes and natural drainages
- open space, streets, and street networks that accommodate the movement and infiltration of water from developed areas to natural drainage ways



50+ acres will serve green infrastructure

TRANSPORTATION INFRASTRUCTURE

A community's transportation system shapes its character and affect its vitality. The transportation vision for Fairview includes autos and other internal combustion-powered vehicles, but will work to reduce auto emissions, fossil fuel use, and lane-miles of asphalt, and to increase the health of the community by fostering the development and use of other transportation systems.

The transportation strategy for FTCR rests on the following principles:

- Maximize the accessibility to civic amenities (schools, library, and community services), - employment, retail shopping, recreation, and other community events by non-vehicular travel
- Provide access for vehicles, but design and operate the on-site transportation system to give priority to pedestrians, bicycles, and transit services
- Make transportation systems flexible enough to adapt to new technologies.

Based on those principles, the key components of the transportation system are:

- Interconnected streets and pathways designed to follow topographic contours and to connect all elements of the community.
- Mixed-use, high-density commercial and business enterprises at The Village Center that are populated densely enough to warrant public transit.
- An internal bicycle and walkway system connecting all facets of the community.
- A main street through FTCR to provide access for all modes of transportation. The main street will emphasize movement through The Village Center and will be the main transit corridor.
- A network of "skinny" streets to individual neighborhoods that will reduce water run-off, heat absorption, and vehicle

speeds.

- Traffic-calming features built into the street network to reduce vehicle speeds and to improve pedestrian/bicycle safety.
- High-capacity transit corridors that are easily accessible to all households and businesses. The main street will be the on-site corridor. Pringle Road and Battle Creek Road will be the off-site corridors.

The developers of FTCR aim to increase the percentage of non-single occupant vehicle (non-SOV) trips to 40% of total trips within 10 years and to 55% within 20 years.

Percentage of all non-SOV trips to and within FTCR:

year	10 year	20
Walk	10%	16%
Bike	5%	9%
Transit (fixed route and TDM)	5%	11%
Carpool	15%	10%
Work at Home	5%	9%
Total Non-SOV	40%	55%

The targeted increases in non-SOV travel increase over 20 years also assumes:

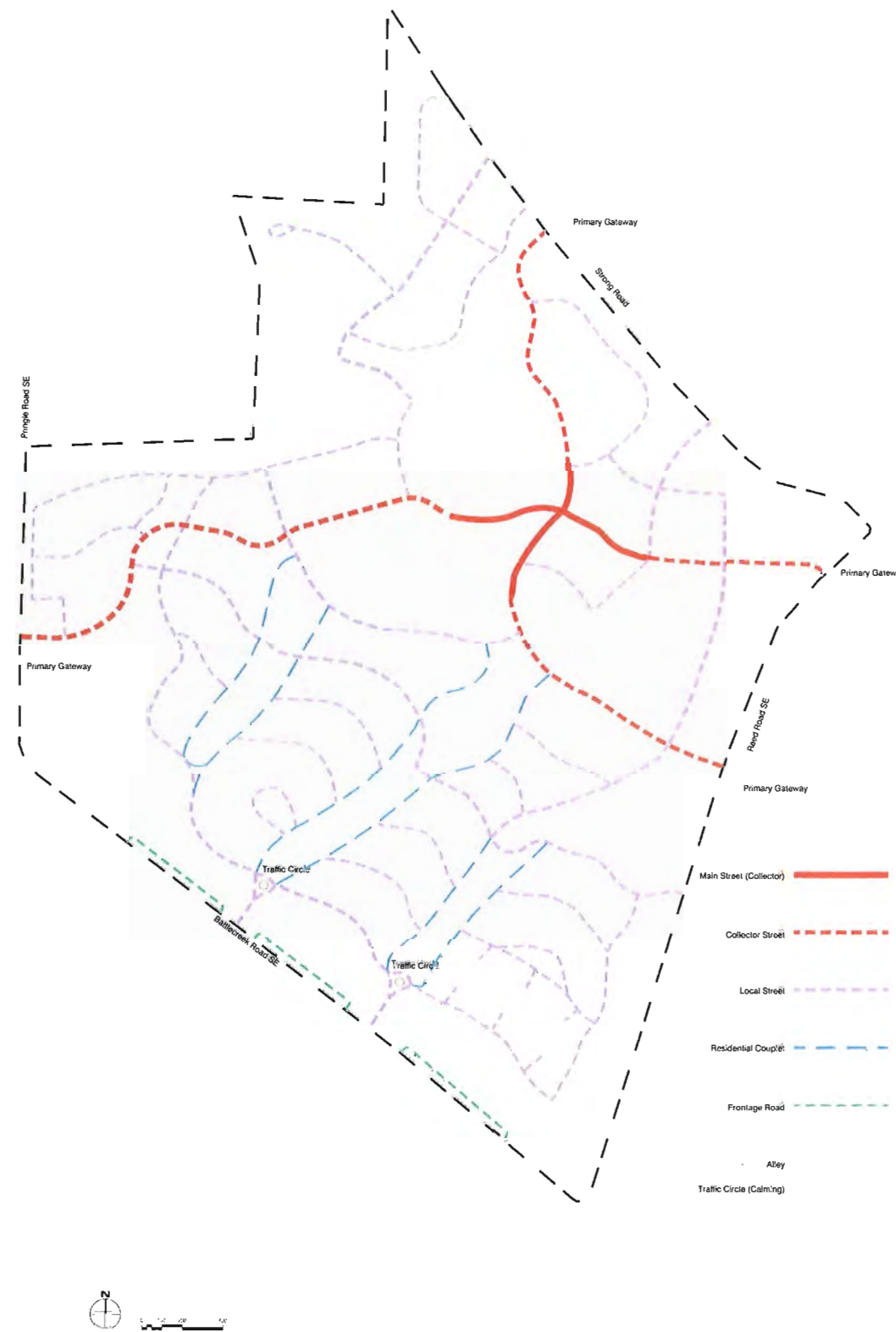
- A large number of households within walking distance of frequent on-site and off-site transit options
- A complete pedestrian and bike system
- On-site work centers (whether within the home or employer-approved worksites throughout FTCR.



Network of 'skinny' streets



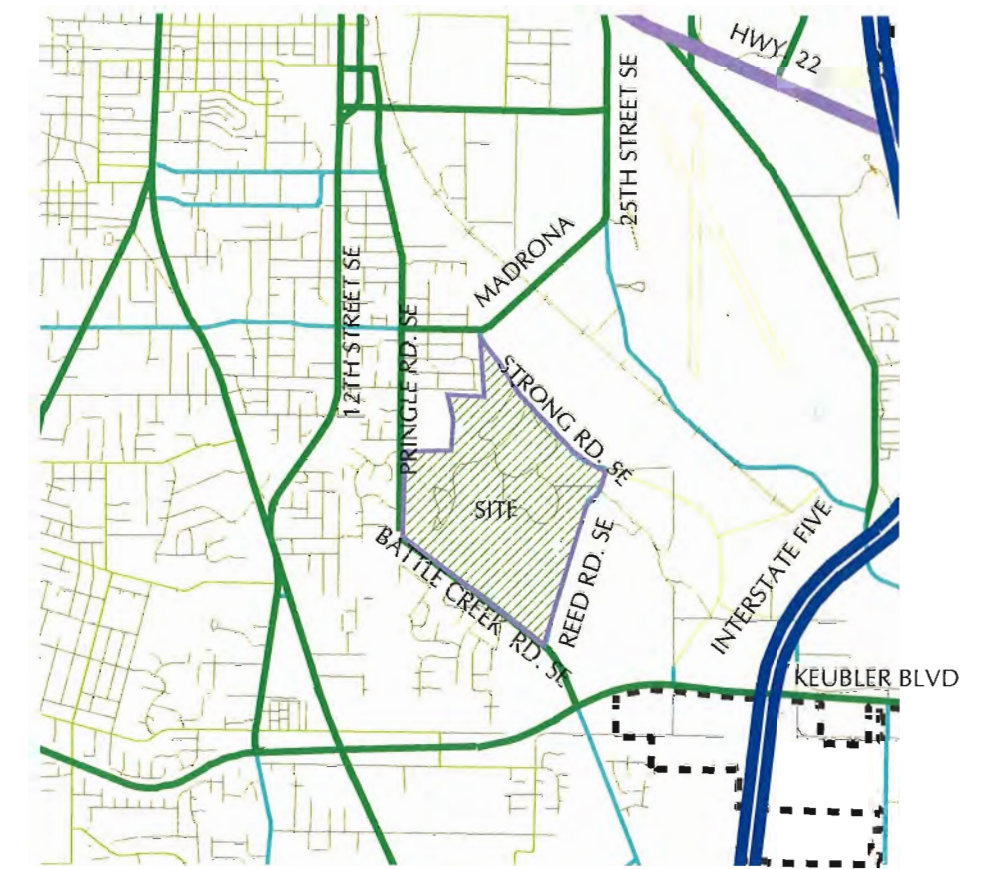
One-way couplet with riparian corridor



STREETS

The visual appearance of streets significantly affects the aesthetics of a community. Streets in FPCR will weave together neighborhoods and help to establish the visual identity of the community. The streets in Fairview will have the following features:

- Streets will be narrow, to increase land availability for development, landscaping, structures, natural areas, sidewalks, and foot paths, and to encourage multiple and more sustainable modes of transportation.
- Narrow streets will promote the appearance of a village and have low visual impact on the environment.
- Storm water swales adjacent to the streets will improve water quality, simulate natural drainage conditions, and create roadway aesthetics.
- Permeable pavers will create aesthetic roadways that also contribute to the sustainable management of water runoff.



Street Network Plan

Existing Primary Transportation Corridors

COMPREHENSIVE PLAN AND ZONING ORDINANCE

Development Standards

The Fairview Mixed-use Zone establishes a clear process for adoption of development standards through the Refinement Plan process (FMU Zone 143C.100) or the standards listed in this section. Refinement Plan Standards may regulate detached, secondary buildings such as garages, accessory dwelling units and define parking standards.

Architectural Standards

Architectural Standards will be implemented by Conditions, Covenants and Restrictions adopted over time to allow the project to evolve in response to developer design values and consumer preference.

Landscape Standards

Landscape Standards will also be implemented by Conditions, Covenants and Restrictions. Landscape Standards will set minimum requirements for the character of the public realm - streets, parks, and landscaped open spaces - and the portion of private lots that face or adjoin the public right-of-way. The Landscape Standards will incorporate principles similar to the Architectural Standards: a few timeless design and planting precepts that are consistent with good local and regional traditions. For example, street trees should have a specific size and shape that help create street enclosure, with growth characteristics that are appropriate to the Willamette Valley climate. Modest plantings and site improvements can contribute to a individual lot and to the whole neighborhood without overpowering either.



Utilize the site's natural attributes and assets



Mixed-use areas that are pedestrian friendly

EXISTING RESOURCES

BUILT RESOURCES

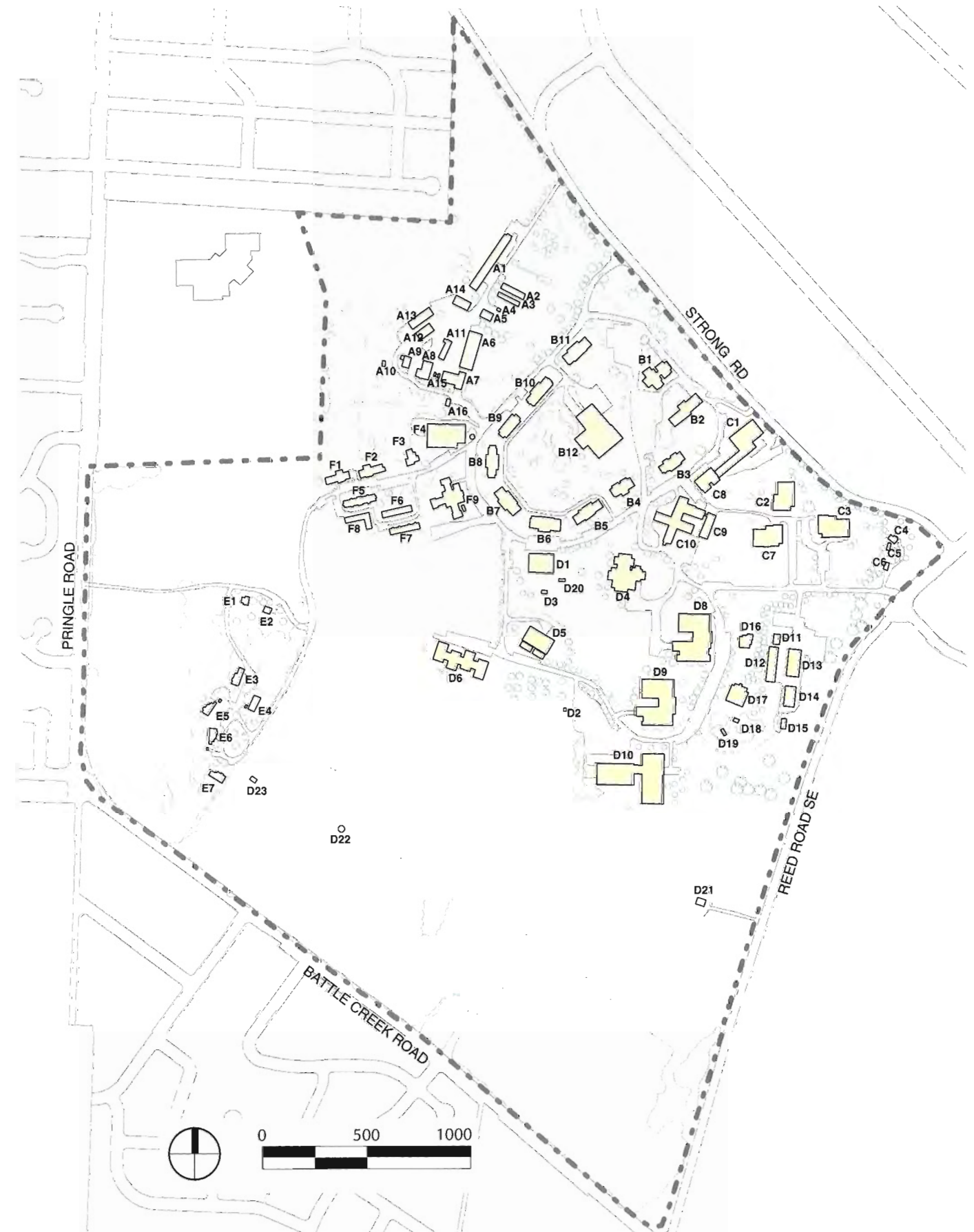
The site presently contains 59 buildings constructed between 1908 and the 1980's. Some of the buildings are in good condition; many are not. Together, they cover approximately 700,000 square feet of floor space. The buildings include a hospital, a food service building, a school, a multi-purpose recreation facility, a community center, employee and residential housing structures, maintenance buildings, a steam plant, and a large laundry facility.

Some of the existing buildings are similar in architectural style. However, much of the site appears to have been designed and developed incrementally without regard to relationships among buildings and the natural environment.

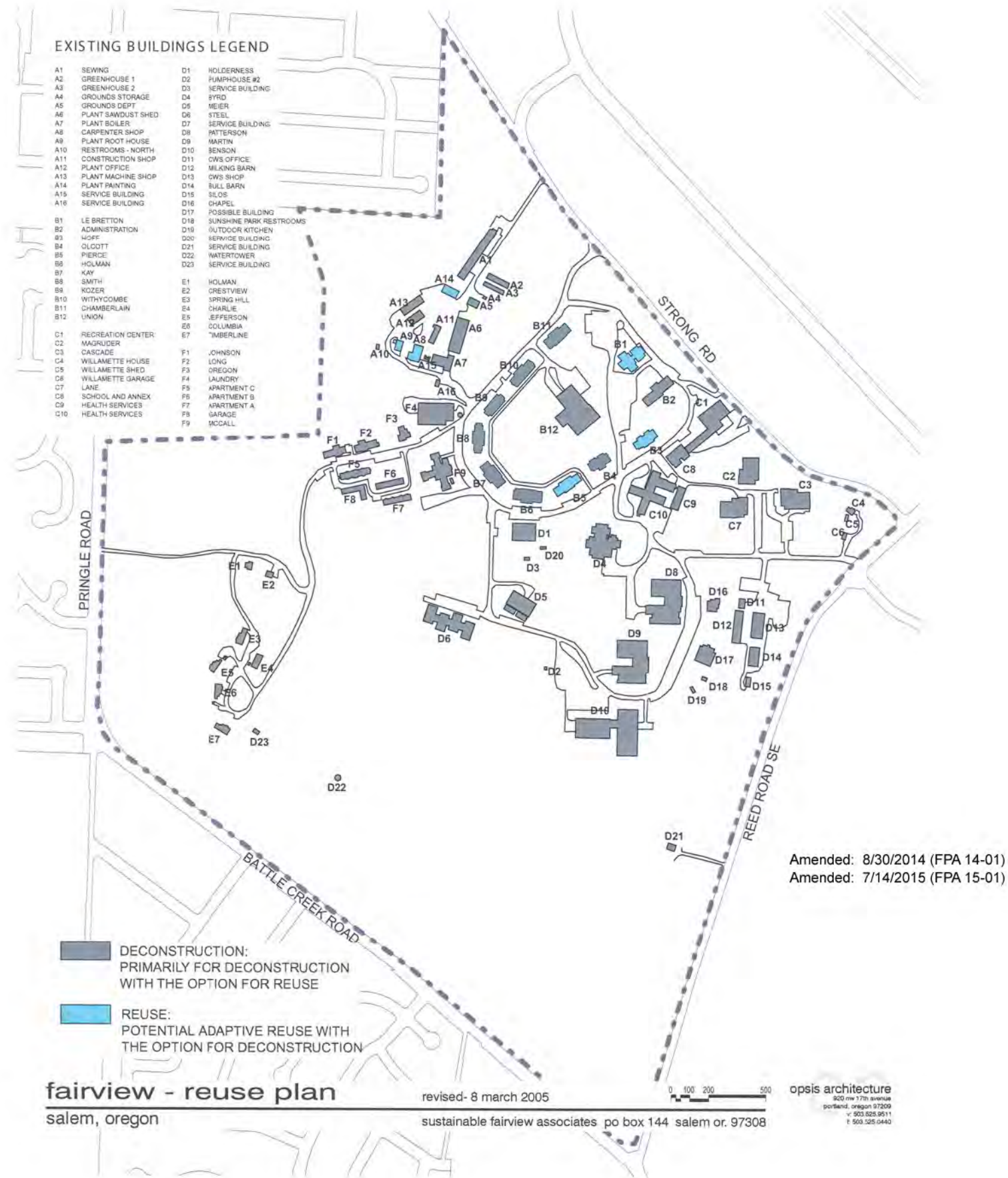
A road system laid out over a period of many years serves about 100 acres of the site, not including a spur road that provides access to a small residential enclave and large water tower on the west side of the property. The roads are not in good condition and do not achieve the goals of providing comfortable and efficient pedestrian and vehicle access. However, several of the roads have mature landscaping adjacent to them.

The existing infrastructure also includes a central heating system that serves several of the buildings on site. Presently, natural gas fuels that system, and steam is distributed through an underground tunnel system.

The City of Salem provides water, storm water, and sanitary treatment services. However, the property also has on-site wells with supplemental water storage and distribution facilities.



Existing Buildings and Roads



REUSE PLAN

SFA intends to restore and reuse the existing buildings wherever possible, while recognizing the constraints of existing building location, design, orientation, and the inefficient use of resources in some existing structures. Adaptive reuse of some buildings will lead to their revitalization for both economic and community purposes. Removal will be based on U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) principles or the equivalent and will strive to maximize reuse of materials and minimize the impact on landfills. New buildings will be designed to complement the long-range vision for FTCT and will be constructed under LEED standards.

Existing roadways will be carefully considered for reuse based on the benefit of their adjacent landscaping as well as their capacity to create safe and comfortable pedestrian connections.

Existing utility infrastructure will be upgraded and replaced over time, with new and innovative technologies that are resource efficient.



Renovation of the Crescent campus buildings is planned

EXISTING RESOURCES

NATURAL RESOURCES

The natural environment of plant, wildlife, and topographical elements includes slopes, views, wetlands and ponds, trees, streams, and wildlife habitat.

A broad range of tree species and woodland characters are present. Much of the site was developed and landscaped over the past century. There are mature trees that have been planted and cultivated around existing buildings and roads.

Along Pringle Creek a mature grove of fir trees creates a park-like environment that will be protected and enhanced as either neighborhood park or community protected open space. (A)

Another mature grove of firs to be protected and enhanced as neighborhood park or community protected open space sits atop the northwestern most ridge of the site. (B)

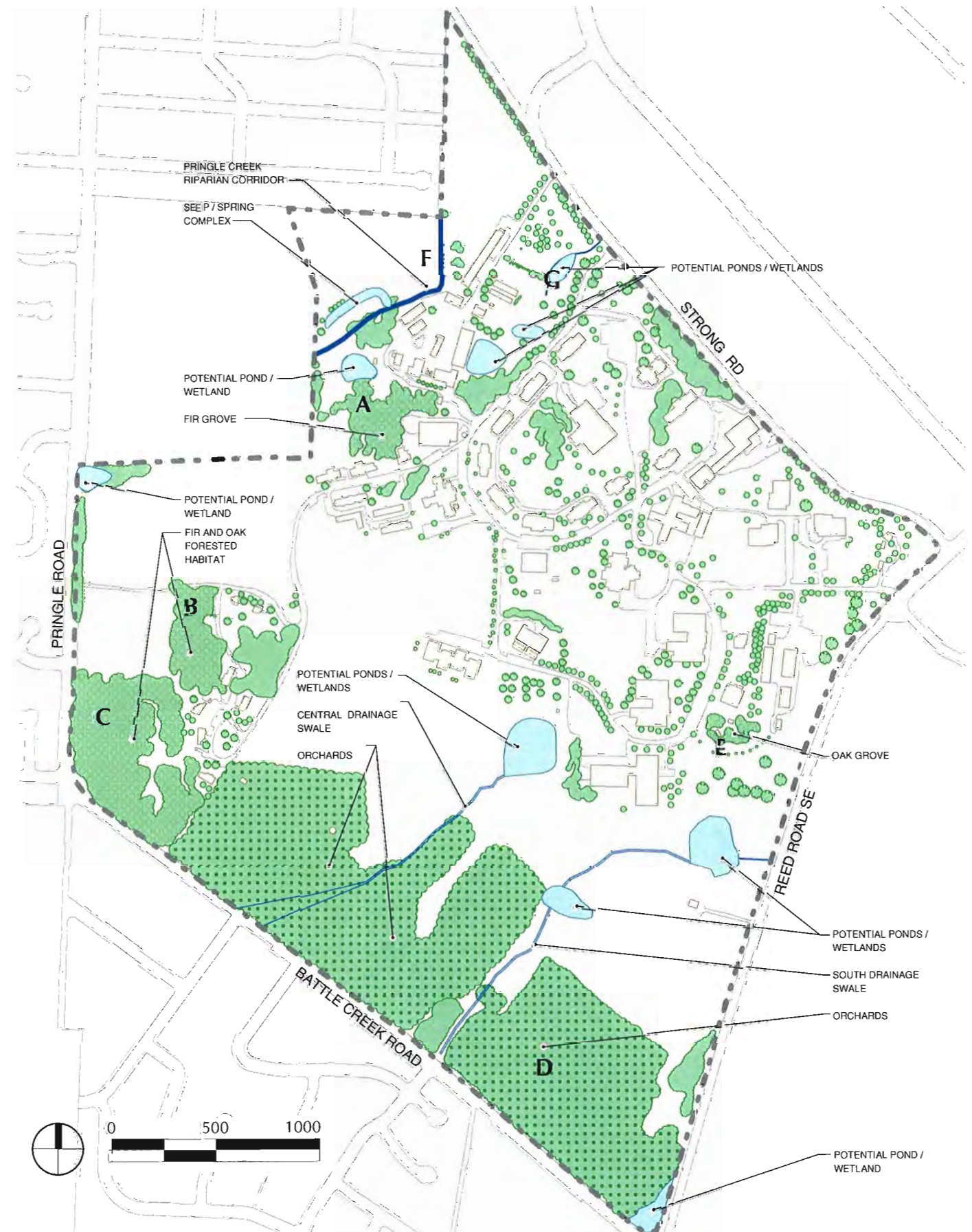
At the southwestern edge of the property is a considerable acreage of scrub oak and native species that will be protected for its ability to serve as wildlife habitat and provide an ecological buffer. (C)

The southeastern corner of the property once served as an orchard that generated fruit and nut products for residents of Fairview. While this orchard is seriously degraded and has served its useful life, it will be memorialized with a replanting of similar species. (D)

A small mature oak grove on the eastern edge of the property frames the "front door" entrance to Fairview from the south. (E)

Wetlands serve an essential ecological function in our natural and built environments. This master plan recognizes existing wetlands and potential wetlands at several locations near Pringle Creek and in the southeastern central area. (Refer to legend on adjacent map)

Pringle Creek is a salmonoid bearing stream that has suffered serious degradation as a result of human settlement and past approaches to water and stream management. In addition to the Pringle Creek riparian corridor identified (F), there is an artificial pond that serves as part of the current gateway entrance to Fairview. (G)



Existing Natural Resources



MAP LEGEND

slopes over 20%

10% - 20% slopes

Existing Slope Analysis Diagram

TOPOGRAPHY

The property ranges in elevation from 208 feet above sea level to 374 feet on the ridge top to the west. Gentle slopes predominate on the western half of the site, with few pitches exceeding 20%. Existing creeks and streams create simple valleys falling west-to-east. Pringle Creek drainage provides some of the steeper slopes on the northern portion of the site.



View from the hilltop looking north



Aerial view of proposed development looking southwest

EXISTING RESOURCES

VIEWS

Located in south Salem, the property offers several spectacular views of the eastern half of the Willamette Valley, with the distant peaks of the Cascade Range on the horizon. The fertile rolling foothills of the Cascades feature prominently in those vistas, especially from atop the four ridges on the western half of the site. Even lower down on the ridges, the consistent contours of the land permit extraordinary views to the east. Selected areas on the northern half of the property provide aesthetic views along the Pringle Creek corridor. A slight rise at the area presently known as The Crescent provides a panoramic view southwest, up the main ridges.



Distant view looking northeast



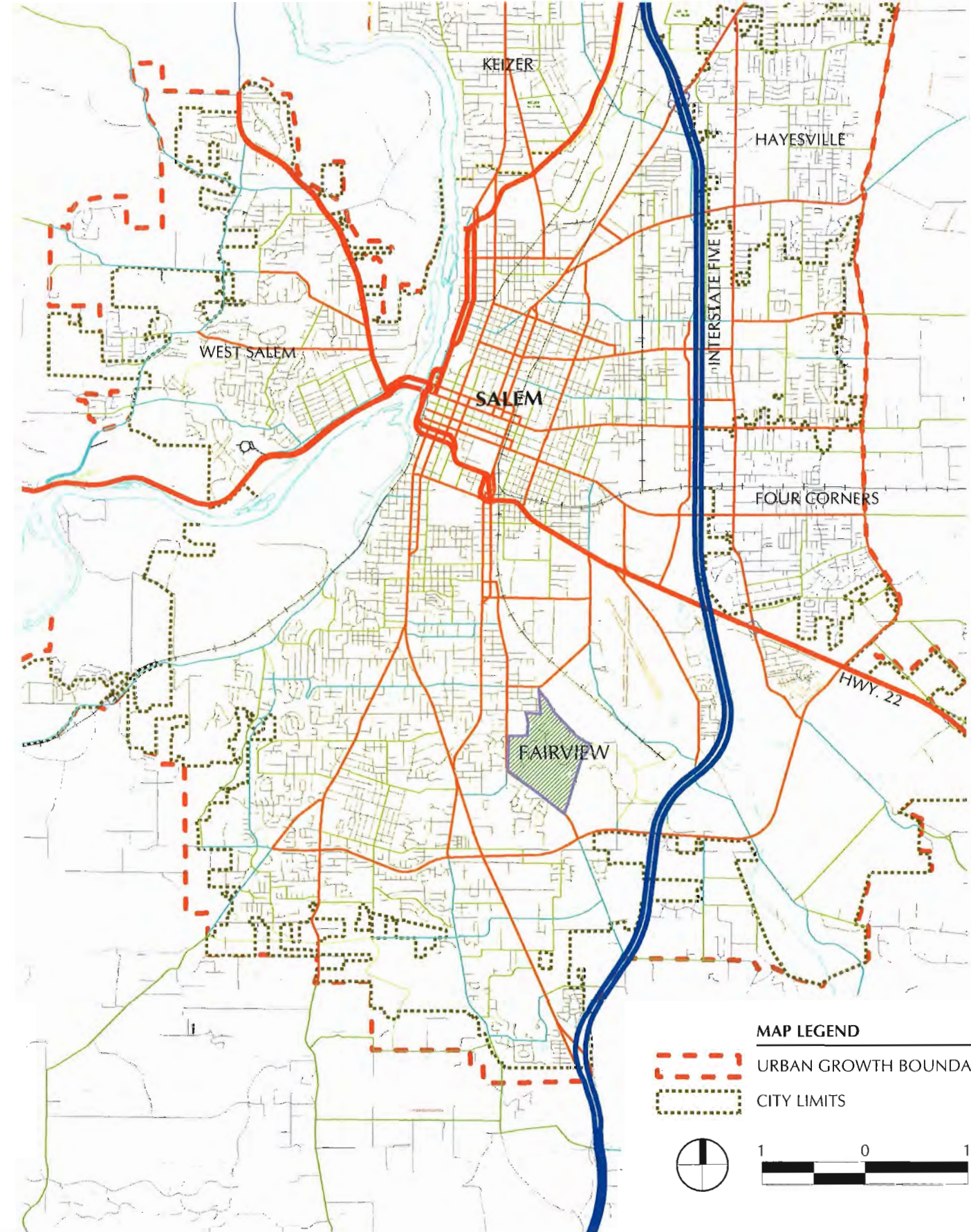
View from the hilltop looking toward the crescent campus



Existing View Analysis Diagram



Aerial Image of Fairview and Vicinity



Regional Map of the Fairview Site

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Salem, OR

Opsis Architecture LLP

Portland, OR

AC Nielsen Development Services

Salem, OR

Patrick Condon

University of British Columbia
Vancouver, B.C.

ADDITIONAL SUPPORT

W & H Pacific
Salem, OR

Endex Engineering, Inc.
Corvallis, OR

PBS Environmental, Inc.
Portland, OR

Sustainable Systems Design
Portland, OR

Rocky Mountain Institute
Snowmass, CO

Arup

Seattle, WA

Neighborhoods Lab

Department of Architecture
University of Oregon
Eugene, OR

Ramsay Worden Architects, LTD

Vancouver, B.C.

Ecotrust

Portland, OR

Lennertz Coyle & Associates, LLC
Portland, OR

Don Forbes Consulting
Salem, OR

Lynn Peterson Consulting
Portland, OR

2020 Engineering, Inc.
Bellingham, WA

CREDS

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Image 3 - Atelier Dreiseitl, web site

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Map - Oregon Department of Transportation (ODOT)
Web Site

Aerial - Oregon Department of Forestry FTP site, circa 1990

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Aerial image from Archives.

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Upper Image and Lower Image - Place Making - Developing Town
Centers, MainStreets, and Urban Villages by Charles C. Bohl,
published by Urban Land Institute (c) 2002

Page 11

Image -Density by Design - New Directions in Residential
Development by Steven Fader, published by Urban Land
Institute (c) 2000

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Sketch by Peter Walker/Opsis Architecture

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Image - Atelier Dreiseitl, web site

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Image - Atelier Dreiseitl, web site

