

NOTICE OF DECISION

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



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

DECISION OF THE PLANNING COMMISSION

**FAIRVIEW REFINEMENT PLAN / PARTITION / PHASED SUBDIVISION CASE
NO. FRP-PAR-SUB14-01**

APPLICATION NOS.: 14-111666-ZO, 14-111667-LD & 14-111665-LD

NOTICE OF DECISION DATE: NOVEMBER 19, 2014

APPLICATION SUMMARY: An application to develop approximately 50.8 acres of the former Fairview Training Center site pursuant to the requirements of the Fairview Mixed-Use zone and the Fairview Plan, the adopted master plan for the former Fairview Training Center site.

REQUEST: A Partition to divide approximately 65 acres of the former Fairview Training Center site into 3 parcels ranging in size from approximately 14.2 acres to 29.9 acres in size, together with a:

- 1) Refinement Plan for two of the proposed parcels, totaling approximately 50.8 acres in size, setting forth the requirements for future development of the property consistent with the provisions of the Fairview Mixed-Use Zone (SRC Chapter 530) and the adopted Fairview Plan; and
- 2) Phased Subdivision to divide the 50.8 acre property included in the Refinement Plan into 216 lots ranging in size from approximately 3,374 square feet to 14,352 square feet in size.

The property is zoned FMU (Fairview Mixed-Use) and is located in the 4000 to 4200 Blocks of Pringle Road SE and the 4300 Block of Battle Creek Road SE (Marion County Assessor's Map and Tax Lot Numbers: 083W11/200 & portions of 083W02/100 and 083W11/100).

APPLICANT: ERIC OLSEN, OLSEN DESIGN AND DEVELOPMENT

PROPERTY OWNER: SFA2, LLC (RICK GUSTAFSON, BRIAN HARDIN,
SALLY MILLER, RUSS BEATON)

LOCATION: 4000-4200 BLOCKS OF PRINGLE RD SE &
4300 BLOCK OF BATTLE CK RD SE

CRITERIA: Refinement Plan: SRC 530.030(e)
Partition: SRC 205.005(d)
Phased Subdivision: SRC 205.015(d) & 205.010(d)

DECISION: The Planning Commission adopted the facts and findings of the staff report and **GRANTED** the following action for the subject property located in the 4000 to 4200 Blocks of Pringle Road SE and the 4300 Block of Battle Creek Road SE (Marion County Assessor's Map and Tax Lot Numbers: 083W11/200 & portions of 083W02/100 and 083W11/100) as follows:

A. That the proposed tentative partition plan, to divide approximately 65 acres of the former Fairview Training Center site into 3 parcels ranging in size from approximately 14.2 acres to 29.9 acres in size, be **APPROVED**, subject to the following conditions:

Condition 1: Prior to final partition plat approval, property line adjustment PLA14-11 and property line adjustment PLA14-12 shall be recorded.

Condition 2: Prior to final partition plat approval, convey land for dedication of right-of-way to equal a minimum half-width of 36 feet along Pringle/Battle Creek Road along the full frontage of the property from the north line of Parcel 1 to the south line of Parcel 3. The right-of-way shall be measured from the construction centerline as defined by the applicant's site plan and shall include slope easements as needed to construct the required improvements.

Condition 3: Prior to final partition plat approval, construct a minimum 46-foot-wide improvement along Pringle/Battle Creek Road except where additional width is needed for turn lanes as specified in the Traffic Impact Analysis. The street improvement may be deferred per SRC 803.070 until final plat approval for a subdivision within the subject property. Based on the phasing plan as described in the refinement plan:

- a. The frontage of Parcel 1 shall be constructed as a condition of final plat approval for a subdivision or other development on Parcel 1.
- b. The frontage of Parcels 2 and 3 shall be constructed as a condition of final plat approval for a subdivision or other development on Parcel 2 or 3.

B. That the proposed Fairview Addition West Refinement Plan, a refinement plan for a portion of the Fairview Training Center property approximately 50.8 acres in size, be **APPROVED**, subject to the following conditions:

Condition 1: The third paragraph of the refinement plan, under Section 4 (Typical Street Sections) on page 16, shall be amended to read as follows:

"Please refer to the following diagrams in Figure 4 for typical road cross sections. Note that subbase and drainage rock will vary according to specific site conditions. Final structural street sections are addressed by the Public Works Design Standards and will be determined at the time of final design."

Condition 2: The refinement plan shall be amended to remove pavement, crushed rock, and other sub-grade dimensions from the street cross sections included under Section 4 (Typical Street Sections).

C. That the proposed tentative phased subdivision plan, to divide approximately 50.8 acres of land included within the Fairview Addition West Refinement Plan into 216 lots ranging in size from approximately 3,374 square feet to 14,352 square feet in size, be **APPROVED**, subject to the following conditions:

Condition 1: Construct a minimum 46-foot-wide street improvement along Pringle/Battle Creek Road except where additional widths are needed for turn lanes as specified in the Traffic Impact Analysis. Based on the phasing plan as described in the refinement plan:

- a. As a condition of final plat approval for Phase Qa or Qb, the applicant shall construct street improvements along the entire frontage of Phases Qa and Qb.
- b. As a condition of final plat approval for Phase Ua, Ub, ~~or V~~, or Za, the applicant shall construct street improvements from the south line of Phase Qb to the south

~~line of Phase Zb. Alternatively, the~~ The applicant may defer the improvement until construction of the intersection of Z Street and Battle Creek Road development of Phase Zb by providing a performance security of \$472,500 as specified in SRC 110.100. The security may be posted as a lump sum or paid in cash installments of \$4,375 per lot at the time of building permit issuance as specified in an improvement agreement between the developer and the City.

- c. ~~As a condition of final plat approval for Phase Za or Zb, the applicant shall construct street improvements from the south line of Phase Qb to the south line of Phase Zb, including the intersection of Z Street and Battle Creek Road. If Phase Za precedes Phase Zb, the Z Street improvement shall be constructed within Phase Zb, either as the ultimate improvement as specified in the refinement plan or as an interim improvement, as approved by the Public Works Director, until development of Phase Zb.~~

- Condition 2:** No more than 29 dwelling units will be permitted in construction of Phase Za prior to construction of an approved secondary emergency vehicle access.
- Condition 3:** Prior to final subdivision plat approval for the first phase of the subdivision, the final partition plat for FRP-PAR-SUB14-01 shall be recorded.
- Condition 4:** Design stormwater systems to serve all proposed lots. The stormwater systems shall be tentatively designed to accommodate future impervious surface. Construct stormwater facilities that are proposed in the public right-of-way, public storm easements, and/or in the proposed private streets.
- Condition 5:** Show all necessary access and utility easements on the plat and provide appropriate documentation of infrastructure maintenance agreements as approved by the Public Works Director and required by SRC 802.040.
- Condition 6:** Fire hydrant locations shall conform to the Oregon Fire Code and Public Works Design Standards related to construction and location. General location consideration requirements may include:
- a. Adjacent to alleys on local streets.
 - b. Opposite cul-de-sacs on Strong Road SE.
 - c. Opposite cul-de-sacs on Northview Street, located on the far side of the private streets to allow for 26-foot-wide fire apparatus access.
- Condition 7:** Prior to final acceptance of public infrastructure construction, the developer shall provide a final geotechnical report from a qualified geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.
- Condition 8:** Prior to final subdivision plat approval for the first phase of the subdivision, the applicant shall submit a Homeowners Association Agreement and Covenants, Conditions, and Restrictions (CC&R) document for review and approval by the City Attorney for the perpetual maintenance and operation of all common properties and facilities within the development including, but not limited to: private streets, private utilities, open spaces, common facilities, and community areas.
- Condition 9:** Prior to final subdivision plat approval for any phase within the subdivision where the platting of that phase will result in an existing building(s) being located over a lot line, the existing building(s) shall be removed.

Condition 10: An easement shall be provided over the alley abutting the perimeter of Parcel 2 of Partition FRP-PAR-SUB14-01 in order to provide for additional access and connectivity to that Parcel.

Condition 11: The tentative phased subdivision plan shall be modified to:

- a. Realign the centerline of 1st Street to align with the 1st Street centerline in the adjacent Simpson Hills Refinement Plan.
- b. Show a minimum 24-foot curb-to-curb width along the entire length of Strong Road SE.
- c. Provide a pavement width at Strong Road SE between Q Street and Pringle Road SE sufficient to install a right turn lane to Pringle Road SE and a taper to 24 feet at Q Street.
- d. Provide a 50-foot centerline radius with a commercial driveway approach on Z Street at the intersection of Z Street and 2nd Street. An alternative design may be approved by the Public Works Director.

Condition 12: All building construction must provide an approved fire sprinkler system or approved fire apparatus access complying with the Oregon Fire Code. Live/work units shall be provided with an approved fire sprinkler system in accordance with the Oregon Fire Code and Oregon Structural Specialty Code.

Condition 13: All streets shall have appropriate no parking signage reviewed and approved as a condition of public construction plan approval.

Condition 14: No parking shall be permitted in the cul-de-sac bulbs or hammerhead area along all private streets. In addition, the full height curb shown in the cul-de-sac bulb plan shall be redesigned to provide an approved mountable curb installed to provide fire apparatus access.

Condition 15: Oregon Fire Code requires 26 feet of clearance in front of a hydrant and 10 feet on either side. If this standard cannot be met on Z Street, between 1st Street and 2nd Street, and on East Street, all buildings will need to install an approved fire sprinkler system.

VOTE:

Yes 6 No 0 Absent 1 (Fry)



David Fox, Vice President
Salem Planning Commission

A copy of the decision is attached.

Case Manager: Bryce Bishop, bbishop@cityofsalem.net

Application Deemed Complete: October 3, 2014
Public Hearing Date: November 4, 2014
Notice of Decision Mailing Date: November 19, 2014
Decision Effective Date: December 5, 2014
State Mandated Decision Date: January 31, 2015

The rights granted by the attached decision must be exercised, or an extension granted, by the following dates or the approvals shall be null and void:

Fairview Refinement Plan: December 5, 2016
Partition: December 5, 2016
Phased Subdivision: December 5, 2016 (First Phase)
December 5, 2024 (All Other Phases)

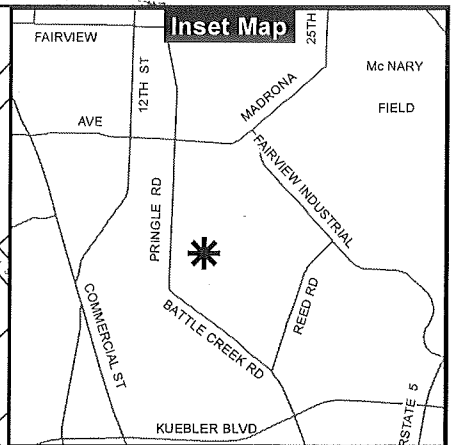
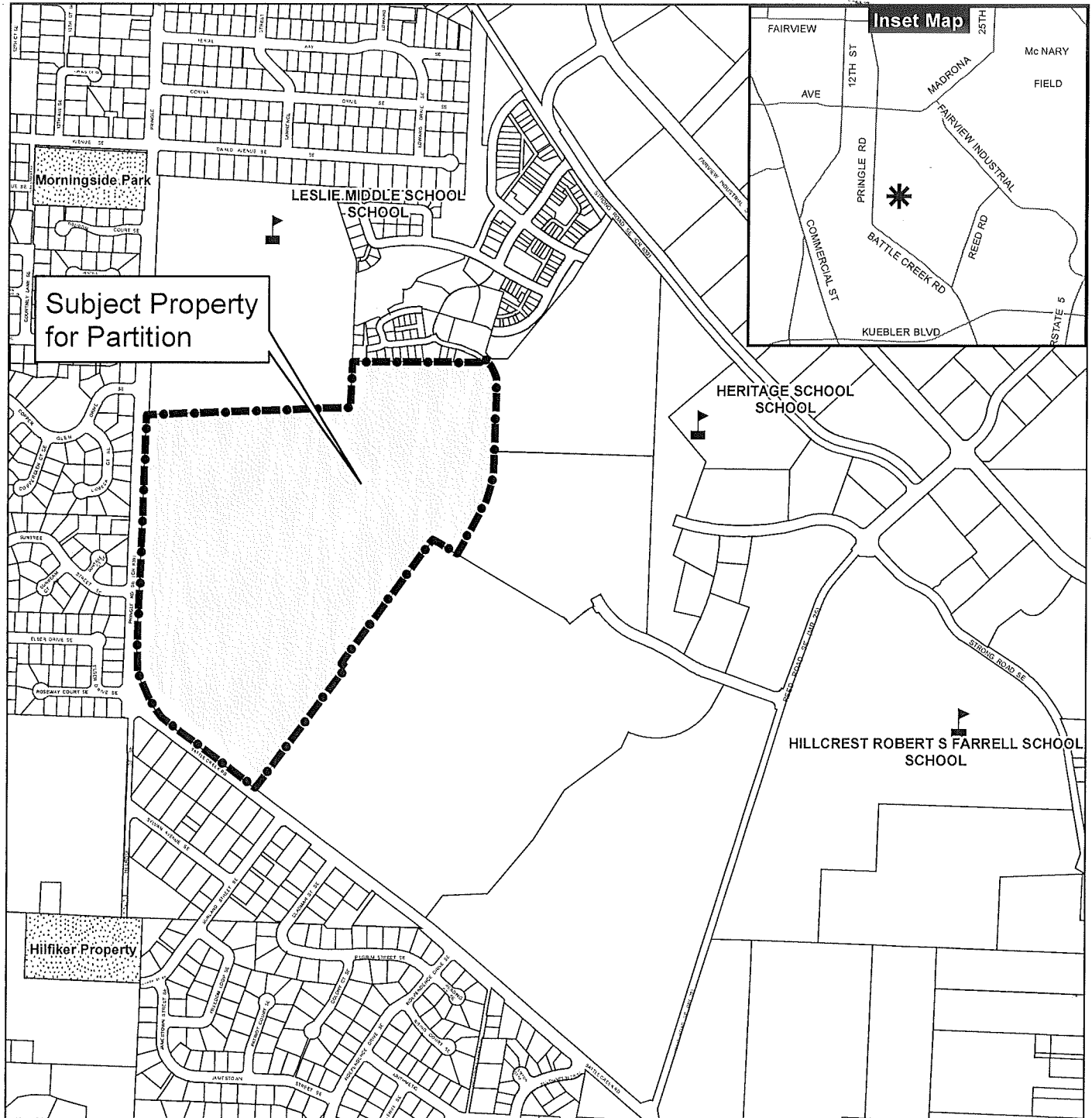
This decision is final unless written appeal from an aggrieved party is filed with the City of Salem Planning Division, Room 305, 555 Liberty Street SE, Salem OR 97301, **no later than 5:00 p.m., December 4, 2014.** Any person who presented evidence or testimony may appeal the decision. The notice of appeal must contain the information required by SRC 300.1020. The notice of appeal must be filed in duplicate with the City of Salem Planning Division. The appeal fee must be paid at the time of filing. If the notice of appeal is untimely and/or lacks the proper fee, the notice of appeal will be rejected. The Salem City Council will review the appeal at a public hearing. After the hearing, the City Council 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, is available for review at the Planning Division office, Room 305, City Hall, 555 Liberty Street SE, during regular business hours.

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

Vicinity Map

4000 to 4200 Blocks of Pringle Road SE / 4300 Block of Battle Creek Road SE



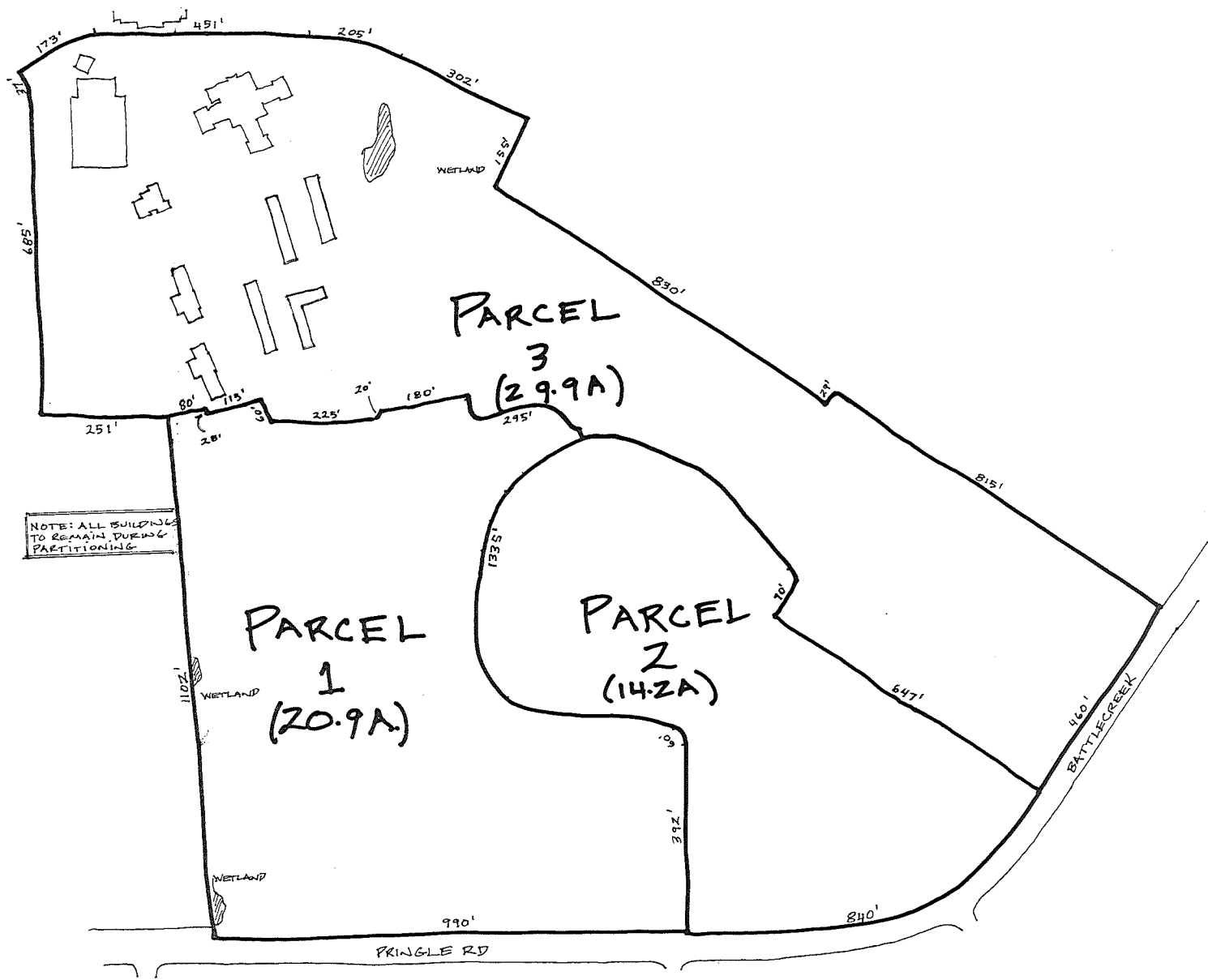
Legend

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

CITY OF Salem
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 Community Development Dept.

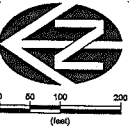


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TENTATIVE PARTITION
 OWNERS: SFAZ, LLC.
 SCALE 1" = 100'

EXISTING BUILDING NOTE
 ALL EXISTING BUILDINGS
 TO BE REMOVED WITH
 THE POSSIBLE EXCEPTION
 OF THE LAUNDRY. IF THE
 LAUNDRY BUILDING IS
 PRESERVED, LOTS UA-9
 TO UA-13 WILL NOT BE
 DIVIDED INTO INDIVIDUAL
 LOTS.



VILLAGE CENTER DRIVE
 25' EASEMENT
 18' CURB TO EP
 TRAVEL SECTION

OWNER APPLICANT
 OLSEN DESIGN & DEVELOPMENT
 CONTACT: ERIC OLSEN
 PO BOX 3
 MONMOUTH, OR 97131
 PH: 503-555-1800
 FAX: 503-555-1230

ENGINEER
 WESTON ENGINEERING
 3841 FAIRVIEW INDUSTRIAL DR. SE
 SUITE 100
 SALEM, OREGON 97302
 PH: 503-555-2474
 FAX: 503-555-3886
 CONTACT: RAYMOND C. ENGEL, P.E.

POWER
 503-777-7777

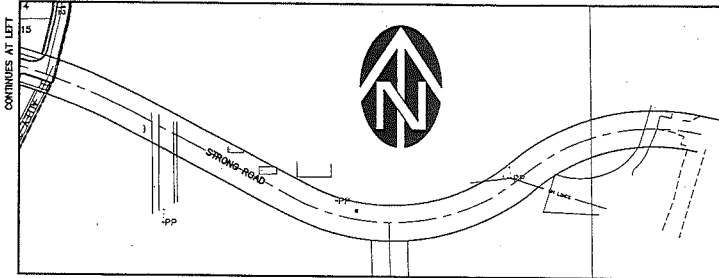
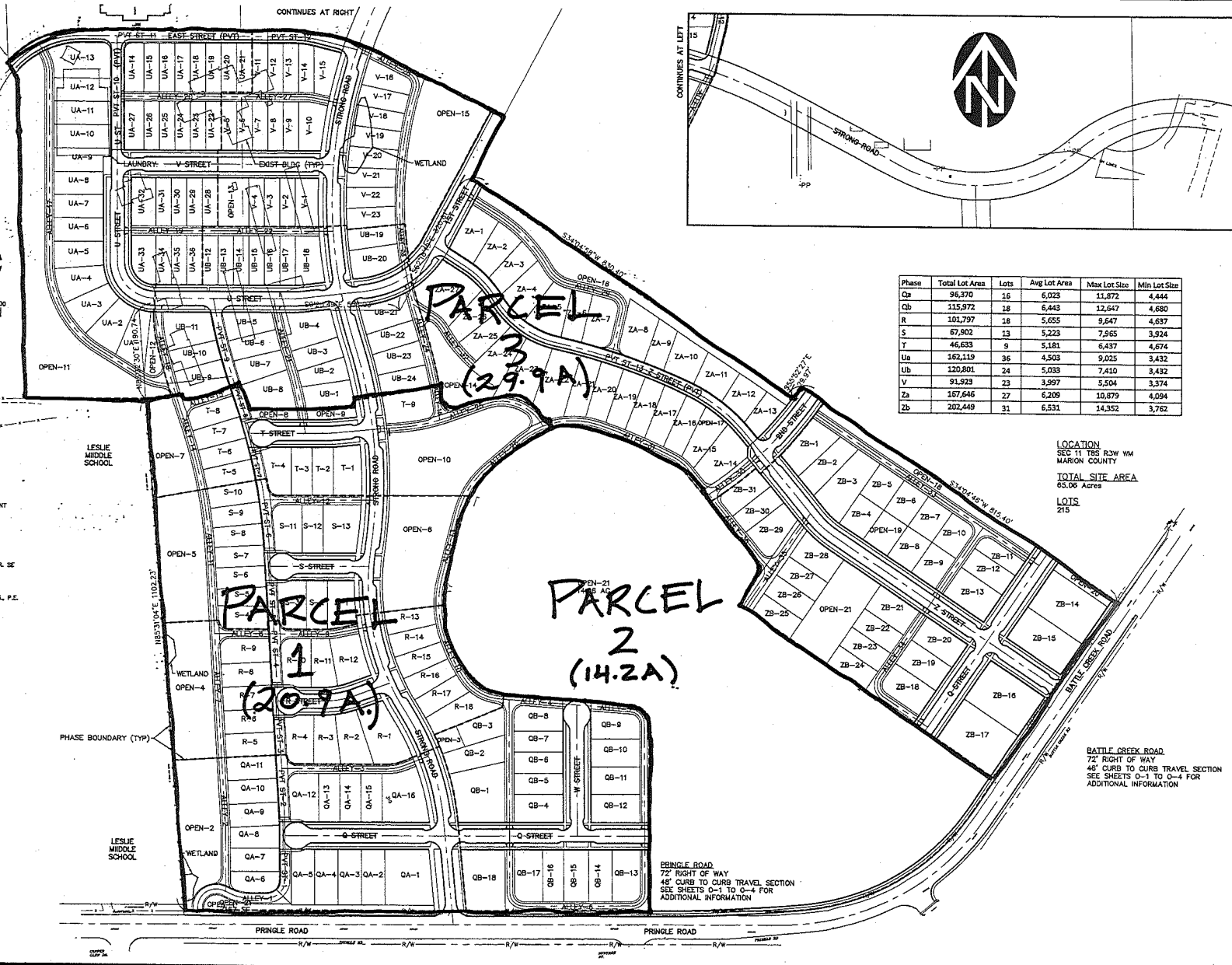
TELEPHONE
 CENTURY LINK
 503-777-7777

CABLE TV
 TIT
 503-777-7777

GAS
 NW NATURAL
 503-777-7777

PRINGLE ROAD
 72' RIGHT OF WAY
 48' CURB TO CURB TRAVEL SECTION
 SEE SHEETS 0-1 TO 0-4 FOR
 ADDITIONAL INFORMATION

8/17/2011 2:32:39 PM
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Phase	Total Lot Area	Lots	Avg Lot Area	Max Lot Size	Min Lot Size
0a	96,370	16	6,023	11,872	4,444
0b	115,972	18	6,443	12,647	4,680
R	101,797	18	5,655	9,647	4,637
S	67,902	13	5,223	7,965	3,924
T	46,633	9	5,181	6,437	4,674
Ua	162,119	36	4,503	9,025	3,432
Ub	120,801	24	5,033	7,410	3,432
V	91,923	23	3,997	5,504	3,374
Za	157,646	27	5,209	10,879	4,094
Zb	202,449	31	6,531	14,352	3,762

LOCATION
 SEC 11 T8S R3W VM
 MARION COUNTY

TOTAL SITE AREA
 65.06 Acres

LOTS
 215

BATTLE CREEK ROAD
 72' RIGHT OF WAY
 48' CURB TO CURB TRAVEL SECTION
 SEE SHEETS 0-1 TO 0-4 FOR
 ADDITIONAL INFORMATION

VERIFY SCALE
 1" = 100'
 0 100 200
 0 100 200
 0 100 200

OWEN ENGINEERING
 3001 S. DIVISadero Blvd., S.E., Suite 100, Salem, OR 97302

OWEN ENGINEERING
 MONMOUTH, OREGON

FairView Site Subdivision
 Refinement Plan & Preliminary Plat

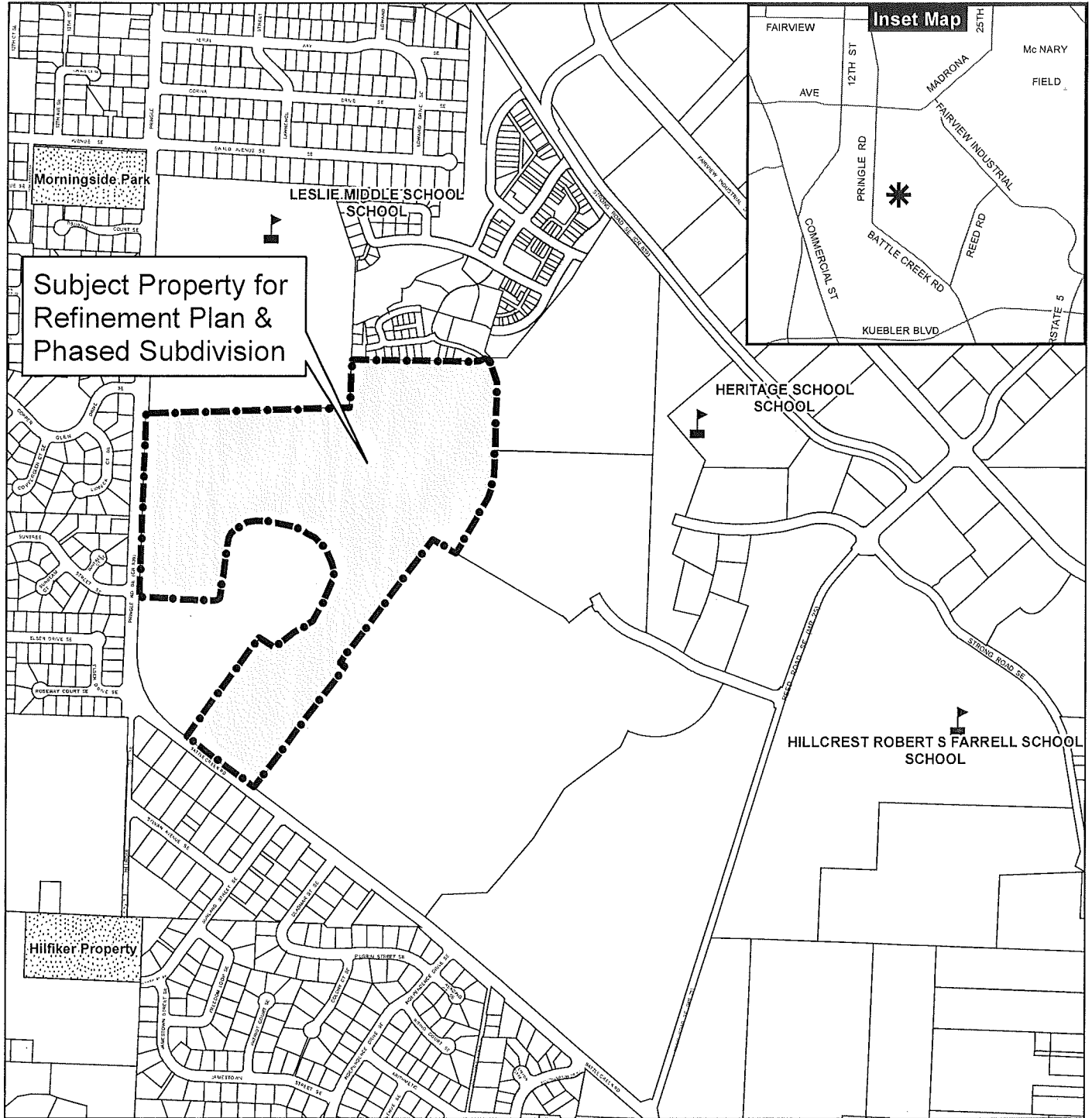
Overall Site Plan

DRAWING
 S-1
 JOB NUMBER
 2834.000








TENTATIVE PARTITION
 OWNERS: SFAZ, LLC

Vicinity Map

4000 to 4100 Blocks of Pringle Road SE / 4300 Block of Battle Creek Road SE



Legend

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

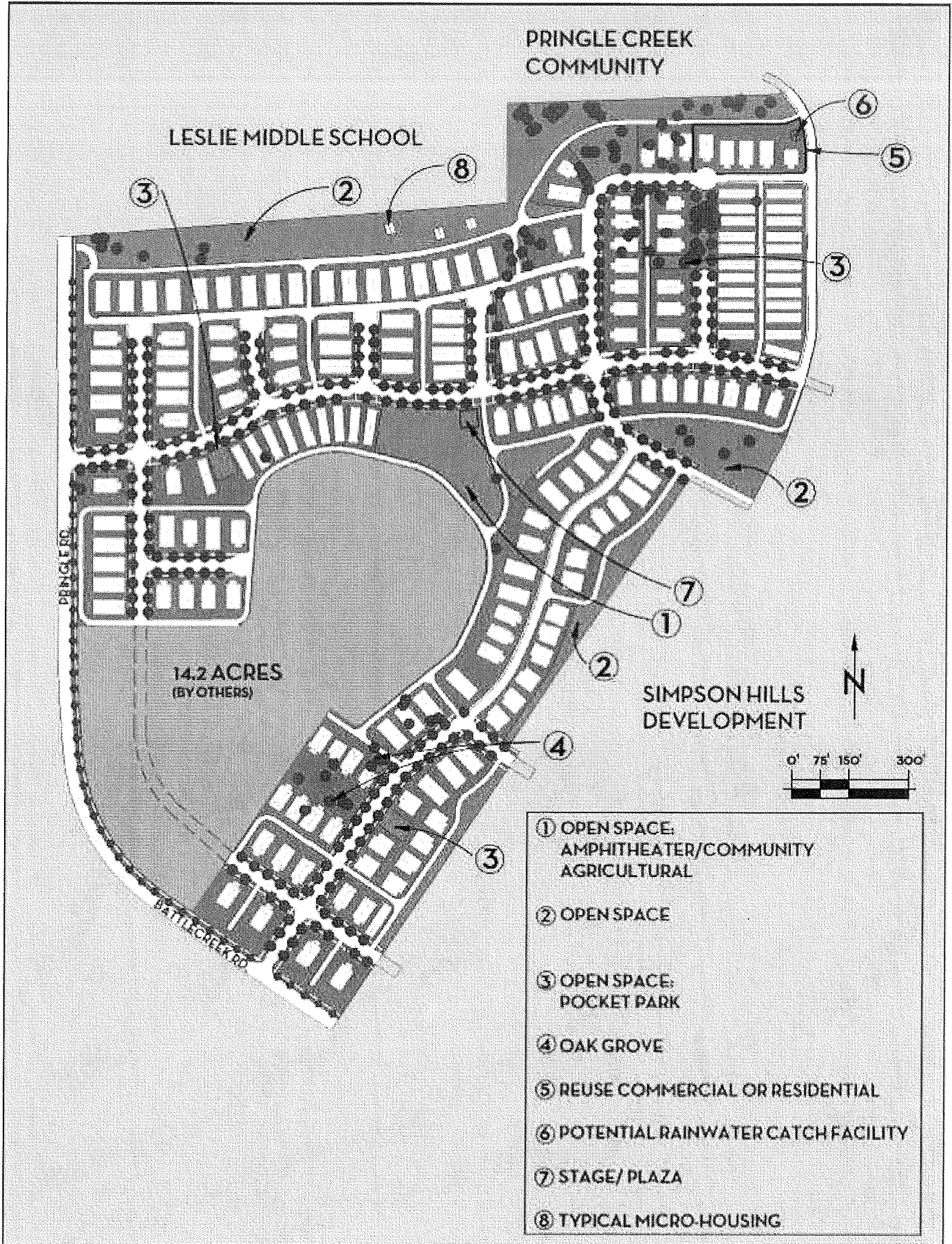

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 Community Development Dept.

0 100 200 400 Feet



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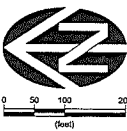
Illustrative Refinement Plan Site Plan with Key Site Features



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EXISTING BUILDING NOTE
 ALL EXISTING BUILDINGS TO BE REMOVED WITH THE POSSIBLE EXCEPTION OF THE LAUNDRY. IF THE LAUNDRY BUILDING IS PRESERVED, LOTS UA-9 TO UA-13 WILL NOT BE DIVIDED INTO INDIVIDUAL LOTS.

VILLAGE CENTER DRIVE
 28' CASSICHT
 18' CURB TO EP
 TRAVEL SECTION



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 CONTACT: ERIC OLSEN
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 PH: 503-836-1603
 FAX: 503-836-1230

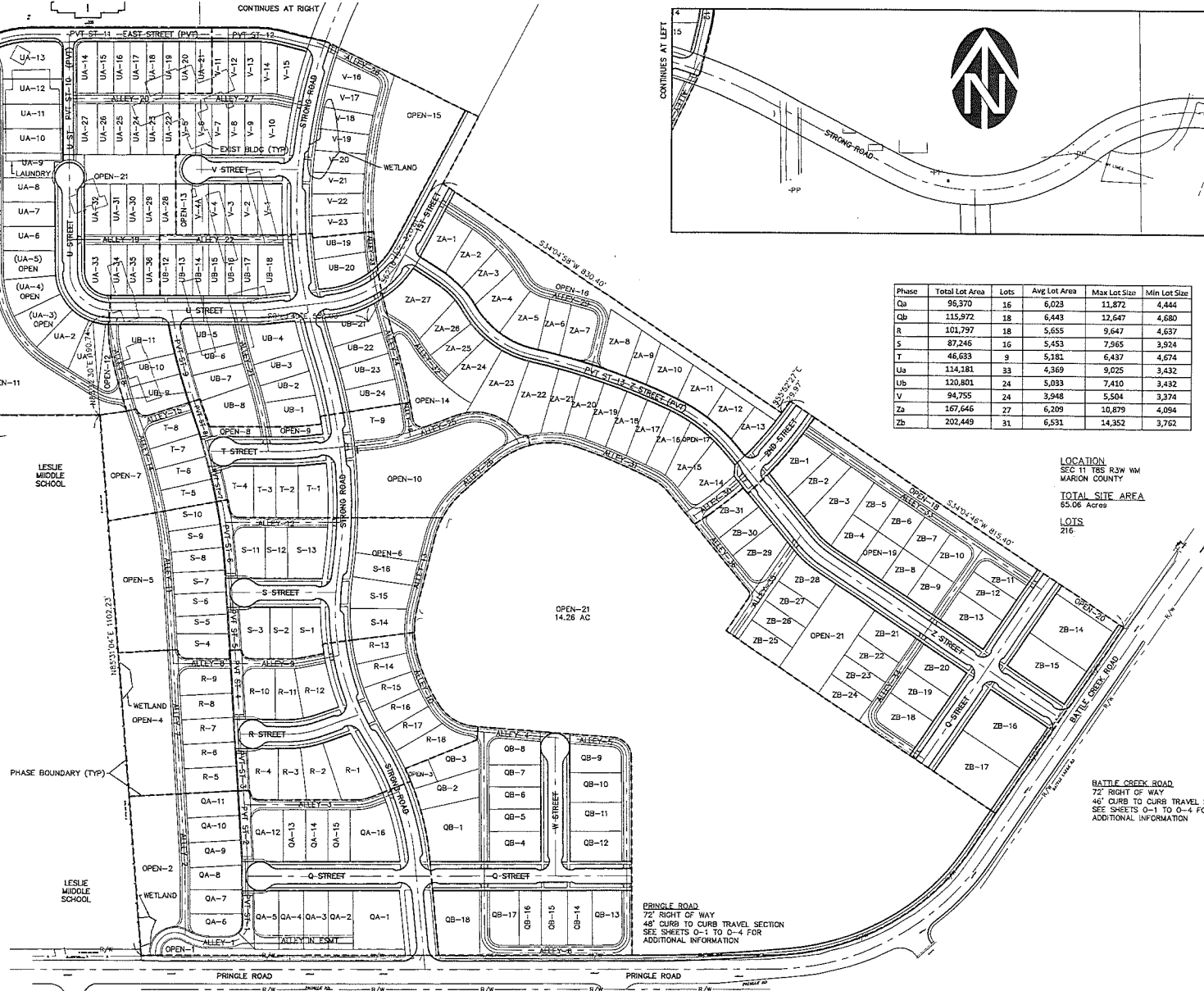
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CABLE TV
 503-771-7777

GAS
 NP NATURAL
 503-771-7777



Phase	Total Lot Area	Lots	Avg Lot Area	Max Lot Size	Min Lot Size
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V	94,755	24	3,948	5,504	3,374
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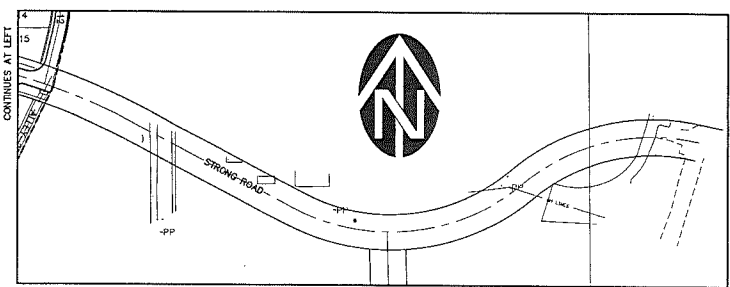
LOCATION
 SEC 11 T8S R3W W4
 MARION COUNTY

TOTAL SITE AREA
 85.06 Acres

LOTS
 216

BATTLE CREEK ROAD
 72' RIGHT OF WAY
 46' CURB TO CURB TRAVEL SECTION
 SEE SHEETS 0-1 TO 0-4 FOR
 ADDITIONAL INFORMATION

PRINGLE ROAD
 72' RIGHT OF WAY
 46' CURB TO CURB TRAVEL SECTION
 SEE SHEETS 0-1 TO 0-4 FOR
 ADDITIONAL INFORMATION



NO.	DATE	DESCRIPTION	BY
1	10/01/2014	ISSUED FOR PERMIT	ER
2	10/01/2014	REVISED TO ADD PERMIT COMMENTS	ER
3	10/01/2014	REVISED TO ADD PERMIT COMMENTS	ER
4	10/01/2014	REVISED TO ADD PERMIT COMMENTS	ER
5	10/01/2014	REVISED TO ADD PERMIT COMMENTS	ER

VERIFY SCALE
 AS SHOWN ON THIS PLAN
 ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED

WESTCOAST ENGINEERING, INC.
 ENGINEERS AND PLANNERS
 3841 PARKWAY INDUSTRIAL DR. SE
 SUITE 100
 SALEM, OREGON 97302
 PH: 503-565-2474
 FAX: 503-565-3856
 E-mail: rce@westcoast-eng.com

Olsen Design & Development Monmouth, Oregon


Fairview Site Subdivision
 Refinement Plan & Preliminary Plat


Overall Site Plan

DRAWING
 S-1

JOB NUMBER
 2834.0001.0

TO: Planning Commission

FROM: Lisa Anderson-Ogilvie,  Urban Planning Administrator

STAFF: Bryce Bishop, Planner II 

HEARING DATE: November 4, 2014

APPLICATION: Fairview Refinement Plan, Partition, & Phased Subdivision
Case No. FRP-PAR-SUB14-01

LOCATION: 4000-4200 Blocks of Pringle Road SE & 4300 Block of Battle Creek
Road SE

SIZE: Partition (*Approximately 65 acres – Attachment 1*)
Refinement Plan & Phased Subdivision (*Approximately 50.8 acres –
Attachment 2*)

REQUEST: A Partition to divide approximately 65 acres of the former Fairview
Training Center site into 3 parcels ranging in size from
approximately 14.2 acres to 29.9 acres in size, together with a:

- 1) Refinement Plan for two of the proposed parcels, totaling
approximately 50.8 acres in size, setting forth the requirements
for future development of the property consistent with the
provisions of the Fairview Mixed-Use Zone (SRC Chapter 530)
and the adopted Fairview Plan; and
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The property is zoned FMU (Fairview Mixed-Use) and is located in
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Battle Creek Road SE (Marion County Assessor Map and Tax Lot
Numbers: 083W11/200 & portions of 083W02/100 and 083W11/100).

APPLICANT: Eric Olsen, Olsen Design & Development

OWNER: SFA 2, LLC

APPROVAL CRITERIA: Refinement Plan: SRC 530.030(e)
Partition: SRC 205.005(d)
Phased Subdivision: SRC 205.015(d) & SRC 205.010(d)

RECOMMENDATION: APPROVE Fairview Refinement Plan, Partition, and Phased
Subdivision Case No. FRP-PAR-SUB14-01 subject to the following
conditions:

TENTATIVE PARTITION PLAN

Condition 1: Prior to final partition plat approval, property line adjustment PLA14-11 and
property line adjustment PLA14-12 shall be recorded.

Condition 2: Prior to final partition plat approval, convey land for dedication of right-of-way to equal a minimum half-width of 36 feet along Pringle/Battle Creek Road along the full frontage of the property from the north line of Parcel 1 to the south line of Parcel 3. The right-of-way shall be measured from the construction centerline as defined by the applicant's site plan and shall include slope easements as need to construct the required improvements.

Condition 3: Prior to final partition plat approval, construct a minimum 46-foot-wide improvement along Pringle/Battle Creek Road except where additional width is needed for turn lanes as specified in the Traffic Impact Analysis. The street improvement may be deferred per SRC 803.070 until final plat approval for a subdivision within the subject property. Based on the phasing plan as described in the refinement plan:

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FAIRVIEW REFIEMENT PLAN

Condition 1: The third paragraph of the refinement plan, under Section 4 (Typical Street Cross Section) on page 16, shall be amended to read as follows:

“Please refer to the following diagrams in Figure 4 for typical road cross sections. Note that subbase and drainage rock will vary according to specific site conditions. Final structural street sections are addressed by the Public Works Design Standards and will be determined at the time of final design.”

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TENTIVE PHASED SUBDIVISION PLAN

Condition 1: Construct a minimum 46-foot-wide street improvement along Pringle/Battle Creek Road except where additional widths are needed for turn lanes as specified in the Traffic Impact Analysis. Based on the phasing plan as described in the refinement plan:

- a. As a condition of final plat approval for Phase Qa or Qb, the applicant shall construct street improvements along the entire frontage of Phases Qa and Qb.
- b. As a condition of final plat approval for Phase Ua, Ub, or V, the applicant shall construct street improvements from the south line of Phase Qb to the south line of Phase Zb. Alternatively, the applicant may defer the improvement until construction of the intersection of Z Street and Battle Creek Road by providing a performance security as specified in SRC 110.100.
- c. As a condition of final plat approval for Phase Za or Zb, the applicant shall

construct street improvements from the south line of Phase Qb to the south line of Phase Zb, including the intersection of Z Street and Battle Creek Road. If Phase Za precedes Phase Zb, the Z Street improvement shall be constructed within Phase Zb, either as the ultimate improvement as specified in the refinement plan or as an interim improvement, as approved by the Public Works Director, until development of Phase Zb.

- Condition 2:** No more than 29 dwelling units will be permitted in construction of Phase Za prior to construction of an approved secondary emergency vehicle access.
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- Condition 4:** Design stormwater systems to serve all proposed lots. The stormwater systems shall be tentatively designed to accommodate future impervious surface. Construct stormwater facilities that are proposed in the public right-of-way, public storm easements, and/or in the proposed private streets.
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- Condition 8:** Prior to final subdivision plat approval for the first phase of the subdivision, the applicant shall submit a Homeowners Association Agreement and Covenants, Conditions, and Restrictions (CC&R) document for review and approval by the City Attorney for the perpetual maintenance and operation of all common properties and facilities within the development including, but not limited to: private streets, private utilities, open spaces, common facilities, and community areas.
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Condition 11: The tentative phased subdivision plan shall be modified to:

- a. **Realign the centerline of 1st Street to align with the 1st Street centerline in the adjacent Simpson Hills Refinement Plan.**
- b. **Show a minimum 24-foot curb-to-curb width along the entire length of Strong Road SE.**
- c. **Provide a pavement width at Strong Road SE between Q Street and Pringle Road SE sufficient to install a right turn lane to Pringle Road SE and a taper to 24 feet at Q Street.**
- d. **Provide a 50-foot centerline radius with a commercial driveway approach on Z Street at the intersection of Z Street and 2nd Street. An alternative design may be approved by the Public Works Director.**

Condition 12: All building construction must provide an approved fire sprinkler system or approved fire apparatus access complying with the Oregon Fire Code. Live/work units shall be provided with an approved fire sprinkler system in accordance with the Oregon Fire Code and Oregon Structural Specialty Code.

Condition 13: All streets shall have appropriate no parking signage reviewed and approved as a condition of public construction plan approval.

Condition 14: No parking shall be permitted in the cul-de-sac bulbs or hammerhead area along all private streets. In addition, the full height curb shown in the cul-de-sac bulb plan shall be redesigned to provide an approved mountable curb installed to provide fire apparatus access.

Condition 15: Oregon Fire Code requires 26 feet of clearance in front of a hydrant and 10 feet on either side. If this standard cannot be met on Z Street, between 1st Street and 2nd Street, and on East Street, all buildings will need to install an approved fire sprinkler system.

PROCEDURAL FINDINGS

On July 3, 2014, Eric Olsen of Olsen Design & Development filed a consolidated application for a Fairview Refinement Plan, Partition, and Phased Subdivision to develop a portion of the former Fairview Training Center site generally located in the 4000 to 4200 Blocks of Pringle Road SE and the 4300 block of Battle Creek Road SE.

The application was deemed complete for processing on October 3, 2014. Notice to surrounding property owners was mailed pursuant to SRC requirements on October 15, 2014. Notice was also posted on the subject property by the applicant pursuant to the requirements of SRC 300.620(b)(3).

The public hearing on the proposed refinement plan, partition, and phased subdivision is scheduled for November 4, 2014.

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 and 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 three refinements plans have been approved for the property:

- Pringle Creek Community (2005)
- Lindburg Green (2009)
- Simpson Hills (2012)

On July 3, 2014, Eric Olsen of Olsen Design & Development submitted an application for a new refinement plan, Fairview Addition West. The proposed refinement plan is consolidated with a partition to divide the subject property into three parcels and a phased subdivision to further divide two of the parcels within the partition into 216 lots.

1. Salem Area Comprehensive Plan (SACP)

Comprehensive Plan Map: The Salem Area Comprehensive Plan designates the subject property as "Mixed Use".

Relationship to Urban Service Area: The subject property lies outside the City's Urban Service Area. The Urban Service Area is that territory within City where all required public facilities (streets, water, sewer, storm water, and parks) necessary to serve development are already in place or fully committed to be extended.

Pursuant to the urban growth management requirements contained under SRC Chapter 200 (Urban Growth Management), properties located outside the Urban Service Area are required to obtain an Urban Growth Preliminary Declaration if development will proceed prior to the necessary public facilities being extended to the property and the Urban Service Area being expanded to incorporate the property.

Two UGA preliminary declarations have been approved for the Fairview property identifying the required linking public facilities for streets, water, sewer, storm water, and parks that are required to be extended to or provided on the site in order to adequately serve the property.

The first UGA preliminary declaration (Case No. UGA04-10) was approved on September 30, 2004, and applied to the 32.5 acres of the Fairview property included within the Pringle Creek Community Refinement Plan. The second UGA preliminary declaration (Case No. UGA04-08) was approved on November 15, 2004, and applied to the remainder of the Fairview property. On August 4, 2011, an amendment to UGA04-08 was approved to modifying the public facility requirements.

2. Zoning

The subject property is zoned Fairview Mixed Use (FMU). Zoning of surrounding properties includes:

North: PH (Public and Private Health Services); FMU (Fairview Mixed Use)
South: FMU (Fairview Mixed-Use); across Battle Creek Rd SE, RS (Single Family Residential)
East: FMU (Fairview Mixed-Use)
West: Across Pringle Road SE, RS (Single Family Residential) and RA (Residential Agriculture)

3. Neighborhood Association Comments

The subject property is located within the Morningside Neighborhood Association. The neighborhood association reviewed the proposal and provided comments that are included as **Attachment 3**.

In summary, the neighborhood association indicates that they have no comments on the refinement plan and development proposal. The neighborhood association explains that the applicant appeared before the neighborhood association and shared his plans and also his subdivision in Monmouth. The neighborhood association indicates that there has been no vote on the proposal and that the neighborhood association is very supportive of quality development at Fairview.

The neighborhood association explains that they appreciate the applicant briefing them on the proposed development and that board members seem to be very positive about the proposal, were impressed with the quality, and certainly no negative comments were made. The neighborhood association indicates that they are looking forward to seeing the project move ahead, in addition to the 38 acre Community Park that is being planned adjacent to this proposed development.

4. Public Comments

Notice of the proposal was mailed to property owners within 250 feet of the subject property on October 15, 2014. As of the date of completing this staff report, two comments from adjacent property owners have been received and are included as **Attachment 4**.

5. City Department Comments

- A. The Public Works Department reviewed the proposal and provided comments that are included as **Attachment 5**.
- B. The Salem Fire Department reviewed the proposal and provide comments that are included as **Attachment 6**.

6. Public and Private Service Provider Comments

- A. The Salem-Keizer School District reviewed the proposal and provided comments (**Attachment 7**). In summary, the School District indicates that the subject property is served by Morningside Elementary School, Leslie Middle School, and South Salem High School. Middle school students are within the walk zone of Leslie Middle School and will not be eligible for school transportation services. Elementary and high school students will be eligible for school transportation services to Morningside Elementary School and South Salem High School.

The School District estimates that the proposed development will result in the addition of approximately 173 new students for grades K through 12.

The School District explains that enrollment at Morningside Elementary School is estimated to be at 96 percent of capacity when the estimated cumulative impact of 2014-2014 land use actions are considered. Enrollment at Leslie Middle School is estimated to be at 86 percent of capacity when the estimated cumulative impact of 2013-2014 land use actions are considered. Enrollment at South Salem School is estimated to be at 100 percent of capacity when the estimated cumulative impact of 2013-2014 land use actions are considered.

The School District indicates that the developer should provide paved walking routes to allow pedestrian and bicycle access to schools from all residences within the development and should provide all improvements required by the City of Salem where new transportation routes are established or existing transportation routes change, such as school flashers, crosswalks, and signage.

Staff Response: The proposed development will include sidewalks along streets ensuring provision of paved walking routes from the subject property to schools.

According to the Public Works Department, marked crosswalks and school flashers are traffic control devices governed by the Manual on Uniform Traffic Control Devices as well as City policies and must meet warrants to be installed. A development may be required to install flashers and crosswalks if it is located within 700 feet of a school and the School District determines the location is a "safe route to school."

- B. Portland General Electric (PGE) reviewed the proposed and provided comments indicating that development costs will be determined per current tariff and service requirements and that a 10-foot public utility easement (PUE) is required on all front street lots. PGE also indicates that additional easements will be determined in the subdivision design.

PARTITION ANALYSIS

1. Site Analysis and Parcel Layout

The property subject to the proposed partition totals approximately 65 acres in size. The partition proposes to divide the 65 acres (**Attachment 1**) into three parcels ranging in size from approximately 14.2 acres to 29.9 acres. Two of the parcels, Parcel 1 (approximately 20.9 acres) and Parcel 3 (approximately 29.9 acres), are included within the Fairview Addition West refinement plan. The remaining parcel, Parcel 2, is approximately 14.2 acres in size and encompasses that portion of the Fairview site identified as "The Woods" in the Fairview Plan. Parcel 2 will be held under separate ownership from the rest of the property and is not included as part of the refinement plan.

In order to establish the 65 acres of land included in the proposed partition, two property line adjustment applications (Case Nos. PLA14-11 and PLA14-12) were also submitted separately from the consolidated refinement plan, partition, and phased subdivision application. The two property line adjustments relocate the common property lines between tax lot 083W11/200 (owned by SFA 2 LLC) and tax lots 083W02/100 and 083W11/100 (owned by Sustainable Fairview Associates LLC). Before the proposed partition plat can be recorded, the two property line adjustments must be recorded.

The tentative plan proposes to divide the subject property into three parcels (**Attachment 8**). Proposed Parcel 1 is approximately 20.9 acres in size. Proposed Parcel 2 is approximately 14.2 acres in size. Proposed Parcel 3 is approximately 29.9 acres in size.

Each of the proposed parcels has frontage on a Street. Proposed Parcel 1 has frontage on

Pringle Road SE. Proposed Parcel 2 has frontage on both Pringle Road SE and Battle Creek Road SE. Proposed Parcel 3 has frontage on Battle Creek Road SE as well as Village Center Drive SE, where it has been extended from Pringle Creek Community to the northern boundary of proposed Parcel 3 for future extension into the subject property.

2. PARTITION APPROVAL CRITERIA

Salem Revised Code (SRC) 205.005(d) sets forth the following criteria that must be met before approval can be granted to a tentative partition plan. The following subsections are organized with approval criteria shown in ***bold italic***, followed by findings evaluating the tentative partition plan for conformance with the criteria. Lack of compliance with the following land division standards is grounds for denial of the tentative plan or for the issuance of certain conditions necessary to more fully satisfy such standards.

A. SRC 205.005(d)(1): The tentative partition complies with all of the standards of this Chapter and with all applicable provisions of the UDC, including, but not limited to the following:

(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines.

(B) City infrastructure standards.

(C) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

Finding: The Unified Development Code (UDC) implements the Salem Area Comprehensive Plan land use goals and governs the development of property within the City limits. As conditioned, the proposed partition meets all applicable provisions of the UDC as detailed below.

SRC Chapter 205 (Land Division and Reconfiguration): The intent of SRC Chapter 205 is to provide for orderly development through the application of appropriate standards and regulations. The partitioning process reviews development for compliance with City standards and requirements contained in the UDC, Salem Transportation System Plan, and the Water, Sewer, and Storm Drain System Master Plans. The applicant has met all application submittal requirements necessary for adequate review of the proposed partitioning. The proposed partition, as conditioned, conforms to the applicable requirements of SRC Chapter 205. Compliance with the conditions of tentative partition plan approval is checked prior to City staff signing the final partition plat.

Lot Standards: The property subject to the proposed partition is approximately 65 acres in size. In order to create the 65 acres of land included within the proposed partition, two property line adjustment applications (Case Nos. PLA14-11 and PLA14-12) have been submitted separately from the consolidated refinement plan, partition, and phased subdivision application. The two property line adjustments relocate the common property lines between tax lot 083W11/200 (owned by SFA 2 LLC) and tax lots 083W02/100 and 083W11/100 (owned by Sustainable Fairview Associates LLC). In order to establish the 65 acre unit of land subject to the proposed partition, the following condition of approval shall apply:

Condition 1: Prior to final partition plat approval, property line adjustment PLA14-11 and property line adjustment PLA14-12 shall be recorded.

The subject property is located within the FMU zone. Pursuant to SRC 530.015, development within the FMU zone shall be undertaken pursuant to the Fairview Plan, a Refinement Plan, and the development standards set forth in SRC Chapter 530.

Within the FMU zone, standards for lot area, width, depth, frontage, designation of front and rear lot lines, setbacks, and other requirements of development are established in refinement plans.

The proposed partition creates three parcels. Proposed Parcels 1 and 3, totaling approximately 50.8 acres in size, are subject to a proposed refinement plan and phased subdivision that have been consolidated with this proposed partition request.

Proposed Parcel 2, totaling approximately 14.2 acres in size, is not included within the proposed refinement plan and will be held under separate ownership from the remaining 50.8 acres of the subject property once the proposed partition plat is recorded.

The proposed parcels included within the partition conform to the requirements of the FMU zone. Proposed parcels 1 and 3 will be further divided in conformance with the requirements included in the proposed refinement plan. Future development of Parcel 2 will require approval of a separate refinement plan.

City Infrastructure Standards: The Public Works Department reviewed the proposed partition and determined that the streets, water, sewer, and storm infrastructure is available and appears to be adequate to serve future development. Proposed conditions of approval related to City infrastructure detailed later in this report ensure that the proposed partition conforms to the requirements of SRC Chapter 802 (Public Improvements) and SRC Chapter 803 (Streets and Right-of-Way Improvements) with regards to provision of City infrastructure.

Special Development Standards: There are no mapped waterways located on the subject property. Pringle Creek is located to the north, but its flood plain does not extend onto the subject property. As such, the requirements of SRC Chapter 601 (Floodplain Overlay Zone) are not applicable to the proposed development.

SRC Chapter 810 (Landslide Hazards) establishes requirements for development within areas mapped for potential landslide hazard susceptibility. According to the City's adopted landslide hazard susceptibility maps, the subject property contains areas of 2-3 mapped landslide hazard susceptibility points. There are 2 activity points associated with partitions. The maximum cumulative total of 5 points indicates a moderate landslide hazard risk. Pursuant to SRC Chapter 810, a geologic assessment is therefore required for development of the subject property.

The applicant submitted the required geologic assessment for the proposed development. The geologic assessment is included as Appendix F of the refinement plan which is consolidated with the proposed partition application.

The subject property is located adjacent to Pringle Road SE and Battle Creek Road SE. Both of these streets are designated minor arterial streets with the City's Transportation System Plan (TSP). Minor arterial streets require a minimum right-of-way width of 72 feet. When the right-of-way adjacent to a property does not meet the minimum required width, a special setback applies to reserve the right-of-way for future dedication. Required setbacks under the UDC are measured from the special setback line.

Comments from the Public Works Department (**Attachment 5**) indicate that the right-of-way widths of Pringle Road SE and Battle Creek Road SE do not currently meet minimum right-of-way width requirements. As a condition of the proposed partition, right-of-way will be required to be dedicated along the Pringle Road and Battle Creek Road frontages of the proposed parcels to satisfy minimum right-of-way requirements. Because right-of-way will be required to be dedicated to meet minimum right-of-way requirements, there will be no special setbacks applicable to the proposed Parcels once the partition plat is recorded.

SRC Chapter 200 (Urban Growth Management): SRC Chapter 200 (Urban Growth Management) requires issuance of an Urban Growth Preliminary Declaration prior to development of property located outside the City's Urban Service Area.

Two UGA preliminary declarations have been approved for the Fairview property identifying the required linking public facilities for streets, water, sewer, storm water, and parks that are required to be extended to or provided on the site in order to adequately serve the property.

The first UGA preliminary declaration (Case No. UGA04-10) was approved on September 30, 2004, and applied to the 32.5 acres of the Fairview property included within the Pringle Creek Community Refinement Plan. The second UGA preliminary declaration (Case No. UGA04-08) was approved on November 15, 2004, and applied to the remainder of the Fairview property. On August 4, 2011, an amendment to UGA04-08 was approved to modifying the public facility requirements.

SRC Chapter 530 (Fairview Mixed-Use Zone): The subject property is zoned FMU (Fairview Mixed-Use). Pursuant to SRC 530.015, development within the FMU zone shall be undertaken pursuant to the Fairview Plan, a Refinement Plan, and the development standards set forth in SRC Chapter 530.

Two of the proposed parcels, Parcels 1 and 3, are subject to a proposed refinement plan and phased subdivision that have been consolidated with this proposed partition request. The proposed phased subdivision and any future development of the lots within the phased subdivision must be developed in conformance with the requirements of the approved refinement plan and the applicable requirements of the Salem Revised Code.

Proposed Parcel 2, totaling approximately 14.2 acres in size, is not included within the proposed refinement plan and will be held under separate ownership from the remaining 50.8 acres of the subject property once the proposed partition plat is recorded. Future development of Parcel 2 will require approval of a separate refinement plan.

SRC Chapter 808 (Preservation of Trees and Vegetation): SRC Chapter 808 (Preservation of Trees and Vegetation) requires tree conservation plans in conjunction with development proposals involving the creation of lots or parcels to be used for the construction of single family or duplex dwelling units, if the development proposal will result in the removal of trees. The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves."

Because no trees are proposed for removal in connection with the proposed partition, a tree conservation plan is not required. A tree conservation plan is, however, required for proposed Parcels 1 and 3 because they are proposed for further development through a refinement plan and phased subdivision.

SRC Chapter 809 (Wetlands): According to the Salem-Keizer Local Wetland Inventory (LWI), the Natural Resources Inventory included as part of the Fairview Plan, and as

explained in Section 8 (Wetland and Tree Inventory) of the refinement plan, there are three potential wetland areas located on the subject property. Two of the wetland areas (identified as Areas 8 and 9 on the original Fairview Plan Natural Resources Inventory) are located along the northern boundary of proposed Parcel 1. The third wetland area (identified as Area 5 on the original Fairview Plan Natural Resources Inventory) is located on the eastern side of proposed Parcel 3.

The easternmost wetland area (Area 8) located along the northern boundary proposed Parcel 1 is proposed to be preserved. The remaining two other wetland areas (Areas 5 and 9) are proposed for removal and mitigation in order to allow for emergency access and road construction.

As required under SRC Chapter 809, notice of the proposed development was submitted to the Oregon Department of State Lands (DSL). Compliance with DSL requirements will be coordinated between the applicant and DSL staff.

B. SRC 205.005(d)(2): The tentative partition plan does not impede the future use or development of the property or adjacent land.

Finding: The proposed partition divides the 65 acre property into 3 parcels. Each of the parcels has frontage on a street. Proposed Parcel 1 has frontage on Pringle Road, proposed Parcel 2 has frontage on both Pringle Road and Battle Creek Road where the two streets meet at the curve, and proposed Parcel 3 has frontage on Battle Creek Road. Village Center Drive, within Pringle Creek Community, also extends to the northern boundary of Parcel 3 for future extension into the property.

The purpose of the tentative partition plan is to establish separate ownership between the Parcels. Parcels 1 and 3 will be held under common ownership and further developed through a refinement plan and phased subdivision. Parcel 2 will be held under separate ownership. Further development of this parcel will require separate refinement plan approval.

As is evidenced in the associated refinement plan and phased subdivision applications, both Parcels 1 and 3 will be developed in a manner that provides connectivity to surrounding properties within the FMU zone to the north, east, and southwest. Connectivity to proposed Parcel 2 will be provided by the extension of proposed Q Street through the property, as well as a private alley that wraps around a significant portion of the proposed parcel.

The proposed partition will not impede the future use or development of the property. The proposed parcels are of a size and configuration to allow them to be further development consistent with the goals, policies, and vision established under the Fairview Plan and the FMU zone. This criterion is met.

C. SRC 205.005(d)(3): Development within the tentative partition plan can be adequately served by City infrastructure.

Finding: The Public Works Department reviewed the proposal and determined that water, sewer, and storm infrastructure are available along the perimeter of the site and appear to be adequate for future development. This criterion is met

D. SRC 205.005(d)(4): The street system in and adjacent to the tentative partition plan conforms to the Salem Transportation System Plan.

Finding: The subject property is located adjacent to Pringle Road SE and Battle Creek Road SE. Both of these streets are designated as minor arterial streets within the City's Transportation System Plan (TSP). There are no internal streets proposed with the partition. Internal streets within Parcels 1 and 3 are proposed as part of the refinement plan and phased subdivision.

In order to ensure that Pringle Road and Battle Creek Road conform to the TSP, thereby satisfying this approval criterion, the following conditions of approval shall apply:

Condition 2: Prior to final partition plat approval, convey land for dedication of right-of-way to equal a minimum half-width of 36 feet along Pringle/Battle Creek Road along the full frontage of the property from the north line of Parcel 1 to the south line of Parcel 3. The right-of-way shall be measured from the construction centerline as defined by the applicant's site plan and shall include slope easements as need to construct the required improvements.

Condition 3: Prior to final partition plat approval, construct a minimum 46-foot-wide improvement along Pringle/Battle Creek Road except where additional width is needed for turn lanes as specified in the Traffic Impact Analysis. The street improvement may be deferred per SRC 803.070 until final plat approval for a subdivision within the subject property. Based on the phasing plan as described in the refinement plan:

- a. The frontage of Parcel 1 shall be constructed as a condition of final plat approval for a subdivision or other development on Parcel 1.
- b. The frontage of Parcels 2 and 3 shall be constructed as a condition of final plat approval for a subdivision or other development on Parcel 2 or 3.

E. SRC 205.005(d)(5): The street system in and adjacent to the tentative partition plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the partition.

Finding: The subject property is located adjacent to Pringle Road SE and Battle Creek Road SE, which are designated as minor arterial streets within the TSP. In order to ensure that these streets will be developed in conformance with the TSP, conditions of approval are proposed requiring dedication of right-of-way and a 46-foot-wide improvement on these streets. The proposed 46-foot-wide improvement, which includes construction of sidewalks, will ensure the safe, orderly, and efficient circulation of traffic along the boundary of the proposed development for both vehicles and pedestrians.

Requirements for internal street improvements as part of the proposed refinement plan and phased subdivision will ensure the safe, orderly, and efficient circulation of traffic into, through, and out of the proposed development. This criterion is met.

F. SRC 205.005(d)(6): The tentative partition plan takes into account the topography and vegetation of the site so the need for variances is minimized to the greatest extent practicable.

Finding: The purpose of the proposed partition is to create individual parcels for separate ownership. Two of the proposed parcels, Parcels 1 and 3, will be held under common ownership and further developed through the proposed refinement plan and phased subdivision. Parcel 2 will be held under separate ownership. Further development of this

parcel will require separate refinement plan approval.

Property within the FMU zone requires a master planning process in order to facilitate sustainable mixed-use development. Required refinement plans must address how proposed development will address a number of principles of sustainability included in the Fairview Plan, including respecting the landscape by preserving the natural features and topography of a site to the maximum.

As is evidenced in the proposed refinement plan and phased subdivision for Parcels 1 and 3, the configuration of the proposed parcels is sufficient to allow their further development in a manner consistent with the goals, policies, and vision established under the Fairview Plan and the FMU zone.

The size and configuration of proposed Parcel 2 is also similarly suitable to allow for development in a manner consistent with the Fairview Plan and FMU zone. The conceptual site plan included within the Fairview Plan identifies the land within Parcel 2 as being generally located within an area designated as "The Woods." The woods area is shown as being undeveloped, but there is a possibility that it could be developed at some point in the future after going through the required refinement plan approval process. This criterion is met.

G. SRC 205.005(d)(7): The layout, size, and dimensions of the parcels within the tentative partition plan take into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will occur from the reasonable development of the parcels.

Finding: As is explained in the findings establishing conformance with SRC 205.005(d)(6) above, the layout, size, and dimensions of the proposed parcels are sufficient to accommodate their further development subject to the requirements of the FMU zone. Refinements plans established for the parcels will ensure their future development takes into account topography, vegetation, and natural features in order to minimize the amount of grading and site disturbance that is necessary.

H. SRC 205.005(d)(8): When the tentative partition plan is for property located more than 300 feet from an available sewer main, and the property will not connect to City water and sewer:

- (A) The property is zoned residential;**
- (B) The property has received a favorable site evaluation from the county sanitarian for the installation of an on-site sewage disposal system; and**
- (C) The proposed parcels are at least 5 acres in size and, except for flag lots, have no dimensions less than 100 feet.**

Finding: The site is served by available sewer and water. This criterion is not applicable.

REFINEMENT PLAN ANALYSIS

SRC Chapter 530 establishes the general requirements, standards, and review process development within the Fairview Mixed-Use zone must follow.

Pursuant to SRC 530.030(d), refinement plans are required to contain the following elements:

- (1) An Illustrative site plan;

- (2) An identification of those land uses allowed under SRC 530.040 that are proposed to be allowed in the Refinement Plan area;
- (3) A general allocation and identification of major proposed land uses, including residential by density range, non-residential, open space, and recreational land uses;
- (4) The name, location, and width of existing streets located within the Refinement Plan area;
- (5) The name, location, and width of proposed streets located within the Refinement Plan area;
- (6) Typical street cross-sections;
- (7) Detailed standards governing development within the Refinement Plan area, such as performance standards and standards for development densities, building and accessory structure height, floor area and FAR, open space, lot area and lot coverage, parking, landscaping, and other site improvements;
- (8) Standards for the conservation, development, or utilization of natural resources, including surface water, soils, vegetation, and wildlife;
- (9) An identification and inventory of all wetland and riparian resources and all intermittent and perennial waterways;
- (10) An identification and inventory of all trees regulated under SRC Chapter 808;
- (11) Where applicable, the proposed methods of protection or conservation of natural features, historic structures, and view sheds;
- (12) Proposed method for the perpetual maintenance of any common open space and common facilities;
- (13) Standards and responsibilities for maintenance of infrastructure and whether the infrastructure is to be public or private;
- (14) Standards for phasing and construction of streets proposed within the Refinement Plan area, or needed for servicing the area, as identified in the required studies submitted with the Refinement Plan;
- (15) Location and extent of proposed provision for sewage disposal, effluent use, stormwater drainage, and utilities;
- (16) Standards for the phasing and construction of sewage disposal, effluent use, stormwater drainage, solid waste disposal, and public utilities, as identified in the required studies submitted with the Refinement Plan;
- (17) A phasing plan for the following, as applicable:
 - (A) The preservation of site features established by the Fairview Plan;
 - (B) The development of the Refinement Plan area; and
 - (C) The construction, dedication, and provision of infrastructure and public services;
- (18) A draft form of financial assurances to be recorded prior to Refinement Plan approval;
- (19) A detailed explanation of how and to what extent the Refinement Plan is to supplement or supersede City standards;
- (20) Standards for the interpretation of the Refinement Plan regulations and requirements;
- (21) Development design guidelines and applicable approval process;
- (22) General landscape plan;
- (23) General drainage plan;
- (24) An update to the traffic impact analysis (TIA) approved for the Fairview Plan 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;
- (25) Impacts on existing structures and other development;
- (26) Impacts on existing infrastructure and public services; and
- (27) Location of any buildings, structures, sites, objects, or known archeological sites identified in the Fairview Plan inventory of buildings, structures, sites, objects, or known archeological sites which possess the criteria for historic resource designation under SRC Chapter 230, or which have been designated as "historically significant" in the Fairview Plan inventory pursuant to SRC 530.020(c)(5)(M).

The applicant's proposed refinement plan, Fairview Addition West, is included as **Attachment 9**. The portion of the subject property included within the proposed refinement plan is approximately

is approximately 50.8 acres in size and has frontage on Pringle Road SE and Battle Creek Road SE (**Attachment 2**). Leslie Middle School and Pringle Creek Community abut the property to the north. The Fairview Hills refinement abuts the property to the southeast. Property owned by Sustainable Fairview Associates LLC, which has not yet been subject to a refinement plan approval, is located to the east.

1. Overlay Areas (SRC 530.010)

SRC 530.010 establishes the following four overlay areas that are applied to the Fairview site and generally intended to control development within the FMU zone:

- **Low-Intensity Residential (LI):** The Low-Intensity Residential area comprises Single Family activities in detached housing types sited on separate lots with private yards and street and/or alley access. Non-residential uses, except for a few limited exceptions, are prohibited.
- **Mixed-Intensity (MI):** The Mixed-Intensity area comprises primarily residential uses, along with a mix of small-scale neighborhood commercial, employment, and public services uses. Buildings will be a mix of one-story to three-story detached, attached, or stacked housing types sited on smaller individually-owned lots with private yards and street and/or alley access, or larger lots under multiple or separate ownership with shared street and/or alley access. Townhouse development is appropriate at the higher density range.
- **Adaptive Use (AU):** The Adaptive Use area is intended to comprise the highest concentration of existing buildings and historic development patterns. Residential and non-residential development within this area may occur within existing structures that have been rehabilitated or within new structures.
- **Village Center (VC):** The Village Center area comprises the most intense and pedestrian-oriented residential, commercial, employment, and public services uses. Residential uses will have densities of no less than 16 dwelling units per net acre. Non-residential uses include a mix of large and small scale commercial establishments, which cumulatively will be limited to not more than approximately 80,000 square feet of pedestrian-oriented retail. Office uses are encouraged.

A breakdown, by acreage, of the amount of land included within the refinement plan from each of the overlay areas established in the FMU zone is included in the table below.

Overlay Area	Total Acreage	Percentage of Total Refinement Plan Area
Mixed Intensity (MI)	41.5	81.7%
Low Intensity (LI)	5.5	10.8%
Village Center (VC)	2.3	4.5%
Adaptive Use (AU)	1.5	3%

2. Uses (SRC 530.040)

SRC 530.040 establishes a master list of uses that may be allowed in the four different overlay areas of the FMU zone. SRC 530.030(d)(2) requires refinement plans to identify those land uses allowed under SRC 530.040 that are proposed to be allowed in the refinement plan area.

The land uses proposed to be allowed within the refinement plan are identified under Section 5 (Permitted Land Uses) of the plan. Within the MI area, the area which constitutes the majority

of the land within refinement plan, the refinement plan indicates that uses will generally include single family dwellings and single family dwellings with accessory dwelling units (ADUs). More intensive residential and live-work uses will also be allowed, along with micro-housing with a maximum footprint of 450 square feet. Micro-housing will be located exclusively in open space areas with a density of no greater than 1 unit per 15,000 square feet of open space. Micro-housing is intended to function as an alternative affordable housing option, a green home option, and/or caretaker units for the surrounding agriculture and neighborhood at large.

Within the VC area, the refinement plan indicates that uses will generally include higher density single family, two family, three family, and four family uses, as well as more urban live-work housing and open spaces.

Within the AU area, the refinement plan indicates that uses will generally include the same uses allowed in the VC area, as well as the potential for reuse of the existing laundry building for commercial or multi-family uses.

Within the LI area, the refinement plan indicates that uses will generally include single family residential with and without ADUs, open spaces, and community agriculture.

3. Development Standards for Uses and Activities Falling Under Household Living (SRC 530.050)

SRC 530.050 requires that when uses and activities falling under the Household Living use category are proposed within a refinement plan, such uses and activities shall be subject to either the development standards set forth in this section or the development standards established in the refinement plan.

The proposed refinement plan includes uses and activities falling under the Household Living use category. Pursuant to SRC 530.050, the refinement plan proposes to establish its own standards for Household Living uses, rather than utilizing those established under SRC 530.050.

Development standards for the proposed refinement plan are included in Section 6 (Development Standards) of the plan.

4. Public School Siting (SRC 530.055)

SRC 530.055 establishes requirements for coordination in the planning and siting of potential new schools within the FMU zone. Notice is required to be provided to the School District and if a school is proposed for the property its location must address the school siting factors included under SRC 530.055(b).

The Salem-Keizer School District was notified of the proposed refinement plan. Comments were received from the School District, but no indications were made regarding a requirement to site a school within the proposed refinement plan area.

5. Historic Preservation (SRC 530.060)

SRC 530.060 requires any structure existing on December 24, 2003, identified for demolition shall, prior to issuance of a demolition permit, be documented according to the survey and inventory practices set forth by the Oregon State Historical Preservation Office.

All of the remaining existing structures within the refinement plan area were identified on the Fairview Plan building reuse plan as, "Deconstruction: Primarily for Deconstruction with the

Option for Reuse.” In addition, none of these existing structures were listed in the Fairview Training Center Historic Analysis and Inventory as potential historic contributing structures to a potential historic district.

Because the structures within the refinement plan area existed on December 24, 2003, they are subject to the documentation requirements of SRC 530.060 prior to demolition. In 2009, the required documentation of these and other structures on the Fairview Site was completed and submitted to the City and the State Historic Preservation Office (SHPO) as required under SRC 530.060.

Though the existing structures within the refinement plan area may be removed, the refinement plan proposes the potential preservation of one of the existing buildings, the Laundry Building (Building No. F4 on the Fairview Plan Building Reuse Plan).

The refinement plan indicates an intention to find an end user to purchase the Laundry Building and repurpose it for commercial or multiple family use complimentary to the refinement plan. It is explained that reuse of this structure would generate an additional amenity, provide jobs, and increase livability for the entire Fairview community. It is explained that the building’s clear span roof structure offers many reuse possibilities.

6. Natural Resource Guidelines (SRC 530.065)

The FMU Zone recognizes the importance of the presence of natural resources on the site and how those resources help to define the special character of the property. As such, SRC Chapter 530.065 establishes natural resource guidelines to address their preservation. The Fairview Plan, any subsequent refinement plan, and any development within the FMU Zone shall identify how existing natural resources will be protected and how natural hazards will be mitigated through compliance with the following:

- (1) SRC Chapter 808 (Preservation of Trees and Vegetation)
- (2) SRC Chapter 809 (Wetlands)
- (3) SRC Chapter 810 (Landslide Hazards)

Trees: Section 8 (Wetland and Tree Inventory) of the refinement plan establishes the applicant’s proposed tree preservation strategy for the development. An inventory of the existing trees on the subject property is included in Appendix A of the plan.

The majority of trees on the property are located on Parcel 2 of the proposed partition, the portion of the Fairview site shown as “The Woods” on the Fairview Plan. While this portion of the property is included within the partition, it is not included within the proposed refinement plan and phased subdivision. There is a stand of trees located in the northwest portion of the property, and a stand of fir trees located in the northeast portion of the property next to Pringle Creek Community. In the southern portion of the property, south of proposed Parcel 2, there is a stand of Oregon White Oaks, including some which are significant.

The City’s tree preservation ordinance (SRC Chapter 808) regulates the removal of trees within the city. The tree preservation ordinance defines “tree” as, “any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves.”

Under the City’s tree preservation ordinance, tree conservation plans are required to preserve all heritage trees, significant trees, trees and native vegetation within riparian corridors, and a minimum of 25 percent of the remaining trees on the property. If less than 25 percent of the existing trees on the property are proposed for preservation, the applicant must show that only

those trees reasonably necessary to accommodate the development are designated for removal. If significant trees and trees within a riparian corridor are proposed for removal, the applicant must show that there are no reasonable design alternatives to enable preservation of those trees.

The applicant has submitted a tree conservation plan in conjunction with the proposed refinement plan and phased subdivision identifying a total of 209 trees on the property, 12 of which are significant oaks. There are no heritage trees or riparian corridor trees and vegetation on the property. Because the tree conservation plan applies to the proposed refinement plan and phased subdivision, none of the trees on proposed Parcel 2 of the partition are included within the tree conservation plan.

Of the 209 total trees existing on the property, the proposed tree conservation plan identifies 100 trees for preservation and 109 trees for removal. Of the 109 trees proposed for removal, two are significant oaks located in the proposed alignment of Z Street in proximity to where it connects to Battle Creek Road. It is explained under Section 8 of the refinement plan that the removal of these two oaks is necessary because there is little latitude for Z Street to be relocated due to sight distance requirements that must be maintained where the street intersects Battle Creek Road.

The proposed tree conservation plan preserves 47.8 percent of the existing trees on the property. The tree conservation plan is being reviewed by staff and, if approved, will be binding on the lots until final occupancy.

Section 8 of the refinement plan identifies the possibility that an additional 13 trees may need to be selectively removed from the property, therefore reducing the number of trees preserved from 100 to 87. It is explained that no significant oaks would be included in the additional trees that may be removed.

Any proposed future changes to the approved tree conservation plan will require approval of a separate tree conservation plan adjustment. The removal of 13 additional trees from the property would result in 41.6 percent of the trees being preserved, which still maintains conformance with the preservation requirements of SRC Chapter 808.

Wetlands: According to the Salem-Keizer Local Wetland Inventory (LWI), the Natural Resources Inventory included as part of the Fairview Plan, and as explained in Section 8 (Wetland and Tree Inventory) of the refinement plan, there are three potential wetland areas located within the proposed refinement plan. Two of the wetland areas (identified as Areas 8 and 9 on the original Fairview Plan Natural Resources Inventory) are located along the northern boundary of the property. The third wetland area (identified as Area 5 on the original Fairview Plan Natural Resources Inventory) is centrally located on the eastern side of the property.

The refinement plan preserves the easternmost wetland located along the northern boundary of the property (Area 8) and proposes removal and mitigation of the remaining two wetlands (Areas 5 and 9) in order to allow for emergency access and road construction.

As part of the Fairview Plan approval process, a wetland delineation report, *Delineation of Wetlands and Other Waters of the United States for Sustainable Fairview Site*, was prepared for the site and dated March 28, 2003. The report was filed with the Oregon Department of State Lands (DSL) for their review and jurisdictional determination. The LWI is general in nature. Removal-fill activities within waters of the state are regulated by DSL and the U.S. Army Corps of Engineers. SRC Chapter 809 (Wetlands) requires the City to send a Wetland Land Use Notification to the Oregon Department of State Lands (DSL). A Wetland Land Use

Notification (WLUN) was submitted to DSL on October 15, 2014.

According to the applicant a wetland delineation has been completed for the property and submitted to the DSL. A copy of the wetland delineation is included at the end of Appendix B of the refinement plan. The wetland delineation concludes that only one of the previously identified potential wetland areas (Area 8) meets the criteria for classification as a jurisdictional wetland of the State. The delineation explains that the other two potential wetland areas (Areas 5 and 9) have dried up since the original wetland delineation report was submitted to DSL in 2003 and no longer meet wetland criteria.

The refinement plan proposes to preserve and integrate wetland Area 8 into the open space along the northern boundary of the subject property. Compliance with DSL requirements will be coordinated between the applicant and DSL staff.

Landslide Susceptibility: The topography of the site generally rises upward from the east, north, and west to form two hill tops located approximately in the center of the site, and the southwest portion of the site near Battle Creek Road.

SRC Chapter 810 (Landslide Hazards) establishes mitigation requirements for the development of land within areas of identified landslide hazard susceptibility. This is done primarily through establishing the sum of landslide hazard points (a combination of the mapped landslide hazard points and those points associated with the type of proposed development) in order to determine what mitigation, if any, is required to ensure safe development.

According to the City's adopted landslide hazard susceptibility maps, the subject property is mapped with areas of 2 to 3 landslide hazard susceptibility points. There are 3 activity points associated with the proposed phased subdivision. The cumulative total of 5 to 6 points indicates a moderate landslide hazard risk. Pursuant to SRC Chapter 810, a geologic assessment is therefore required for development of the subject property.

The applicant submitted a geologic assessment for the proposed development that is included as Appendix F of the refinement plan.

Pursuant to SRC 530.065(b), refinement plans shall also consider the following:

- (1) The preservation of natural drainage patterns of the site;
- (2) The existence and use of native plant species, where appropriate;
- (3) The integrity of mature stands of trees that are in good health;
- (4) The minimization of the amount of impervious surfaces near all waterways; and
- (5) Significant wildlife habitat.

In order to address these additional guidelines, the proposed refinement plan includes a number of elements that identify, inventory, and set goals and policies pertaining to the above identified resources that can be found on pages 28-35 and 41-45 of the plan. The applicant has made substantial efforts to minimize impacts from the development on the natural site features identified in the Fairview Plan through substantial preservation of existing trees, distribution of open space throughout the development, and sensitively arranging the proposed development in a manner that will work with the surrounding ecosystems by preserving natural sites for recreational use, wildlife habitats, and stormwater drainage.

7. Transportation Planning

SRC 530.070 requires refinement plans to identify whether the plan significantly affects a transportation facility by:

- (1) Changing the level of service of an existing or planned transportation facility;
- (2) Changing standards implementing the street classification system;
- (3) Allowing types or levels of land uses which would result in levels of travel or access which are inconsistent with the level of service of a transportation facility; or
- (4) Reducing the level of service of the facility below the minimum acceptable level identified in the City of Salem Transportation System Plan.

The proposed development will not significantly affect a transportation facility. As required under SRC 530.020(c)(4), a Traffic Impact Analysis (TIA) was submitted to, and approved by, the Public Works Department with the approval of the Fairview Plan. The TIA identifies traffic impacts and necessary mitigation measures to accommodate the proposed development of the entire Fairview site and ensure that existing transportation facilities are not significantly affected.

SRC 530.030(d)(24) requires refinements plans include an update to the TIA approved for the Fairview Plan. The required TIA update has been submitted to the Public Works Department. The updated TIA is included as Appendix D of the refinement plan.

The TIA update submitted with the refinement plan predicts that approximately 3,214 net new average daily vehicle trips will be generated by an anticipated 350 dwelling units and approximately 18,000 square feet of commercial space. These trips, together with the predicated number of trips generated from previous phases of the development, result in a total of 10,170 trips for the entire Fairview site thus far.

The original Fairview Plan TIA predicted a total of approximately 17,070 net new average daily vehicle trips when all 275 acres of the site are developed. The TIA update submitted with the refinement plan shows that the anticipated traffic from the proposed development fits into the framework set by the Fairview Plan and associated Infrastructure agreement.

8. REFINEMENT PLAN APPROVAL CRITERIA

SRC Chapter 530.030(e) establishes the following approval criteria which must be met in order for a refinement plan to be approved. The following subsections are organized with the approval criteria shown in ***bold italic***, followed by findings evaluating the refinement plan's conformance with the criteria.

(1) The Refinement Plan is consistent with the Fairview Plan.

Finding: The Fairview Plan establishes the following principles for development within the FMU zone:

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.*

Finding: The proposed refinement plan is consistent with the principle by promoting the integration of populations with diverse economic and social standards. This is achieved by allowing a variety of housing types that vary in cost, size, and lot coverage in order to establish a neighborhood for many demographics. The proposed refinement

plan includes flex houses, accessory dwelling units, three and four family dwellings, and micro-housing which provide housing options for the elderly, individuals, and rental opportunities for low wage families. A variety of home designs are also available for people of means and cottage housing clusters will provide a location for communities of interest. The proposed refinement plan is consistent this principle.

- 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 will also be the place with the most dramatic green spaces. Several "central parks" will include manicured play fields that are surrounded by naturalized zones to collect, mitigate and celebrate occasional rainwater flows from the upper portions of the community.*

Finding: The new 'Center' envisioned in the Fairview Plan consists of the Village Center (VC) area of the FMU zone. The western portion of the VC area is included as part of this proposed refinement plan.

As indicated in the refinement plan, the proposed design adheres to the urban transect where the intensity of development increases and becomes more urban as the development reaches the core Village Center area. As such homes on the eastern side of the development close to the VC area will cater to more urban and intensive live-work options with greater population density supportive of the Village Center Area. The proposed refinement plan is consistent with this principle.

- 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 reused 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.*

Finding: The refinement plan area does not include any of the buildings identified as priority candidates for potential re-use in the 'crescent.' There are, however, several buildings in the refinement plan area that were identified on the Fairview Plan Building Reuse Plan as, "Deconstruction: Primarily for Deconstruction with the Option for Reuse." Since the approval of the Fairview Plan in 2005 many of those buildings have been removed. The proposed refinement plan indicates an intention to reuse one of those existing buildings, the Laundry Building (Building No. F4 on the Fairview Building Reuse Plan), for potential commercial or multiple family use if an end user can be found to purchase and rehabilitate the building. If the building cannot be reused, it will be removed and that portion of the property developed as lots instead.

The refinement plan does not indicate the presence of any viable existing infrastructure for reuse. The proposed refinement plan is consistent with this principle.

- 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 FTGR, but many may. Combined with home occupations, allowed by right, these employment opportunities will reduce off-site transportation impacts.*

Finding: The greatest concentration of existing buildings envisioned for conversion to business and light industrial uses are located in the AU (Adaptive Use) and VC (Village Center) areas of the site. While small portions of the proposed refinement plan area are located within the AU and VC areas, there are few buildings within these areas of the site that were envisioned to be reused for business and light industrial uses. The refinement plan does propose the reuse of one building, the Laundry Building, for potential commercial use if a buyer for the building can be found.

Because the majority of the refinement plan area is located within the MI (Mixed-Intensity) area, the focus of development in this area is primarily residential uses, along with a mix of small-scale neighborhood commercial, employment, and public services uses. The proposed refinement plan, which allows for home occupations and live-work units, is consistent with the vision for small-scale neighborhood commercial uses in the MI area and will help to contribute to the creation of local employment. The proposed refinement plan is consistent with this principle.

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.*

Finding: The refinement plan indicates that construction of innovative green buildings will be achieved through satisfying the following fundamentals of sustainability: good environmental and aesthetic design, walkability, reduction of building square footage, and maximizing building occupancy.

Examples of how this will be achieved in the proposed refinement include:

Flex House Design: The applicant indicates that the flex house design is specifically intended to accommodate housing needs through the many phases of our lives. It is explained that flex houses are an economically feasible option to extend the period of time an owner can remain in a residency by making it easy to maintain full occupancy of the entire structure. The applicant indicates that within the flex house configuration, the home can simultaneously fulfill multiple functions including a primary residence of varying sizes, an income property, accommodations for elderly parents, multi-generations living, and a place for a caregiver. The applicant explains that by keeping a home fully utilized, the overall density increases and reduces the impact on the environment.

Micro Houses: The applicant indicates that allowing micro houses in the refinement plan will help further promote sustainability and affordable housing. Micro houses will be limited to a maximum of 450 square feet and allowed in some open space areas within the development.

Green Addition: The applicant indicates that another way the proposed refinement plan will promote innovative green buildings is through their proposed Green Addition program which requires each home constructed within the development to include an additional investment beyond normal City requirements of one percent of the total cost of the structure for one of the following areas of green building:

- Energy efficiency (e.g. insulation, LED light, energy efficient appliances)
- Water quality (e.g. rain gardens, rooftop gardens, gray water reuse)
- Green energy sources (e.g. Renewable Energy Certificates (RECs), carbon offsets, solar panels)

- Improved water conservation (e.g. gray water reuse, low flow fixtures, drought tolerant landscaping)
- Automobile charging stations
- Other experimental green building methods (e.g. new technologies not yet in the marketplace)

Through fostering good environmental and aesthetic design, walkability, reduction of building square footage, and maximizing building occupancy, the proposed refinement plan will promote opportunities for green building innovation. The proposed refinement plan is consistent with this principle.

SUSTAINABLE ECOLOGICAL SYSTEMS PRINCIPLES OF THE PLAN

6. **Respect the Landscape.** *The FTGR 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 the social heart of the community. Large existing wetlands and forest blocks are preserved, and, will be expanded over time.*

Finding: The proposed refinement plan respects the landscape consistent with this principle through preservation of natural sites for recreational use, wildlife habitats, and stormwater drainage; preservation of a significant number of existing trees on the property; and provision of three major open space areas to encourage a thriving ecosystem and promote outdoor activities.

The layout of streets within the refinement plan are also designed to respect the natural landscape by taking into consideration the topography of the site so as to minimize significant site grading, as well as to promote construction of passive solar homes by aligning streets in a north-south orientation. The proposed refinement plan is consistent with this principle.

7. **Zero Impact to the Regional Watershed.** *The FTGR plan works with the natural capacities of the site, particularly in respects to water flow. Low cost and reduced cost infrastructure for parcels, road, 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.*

Finding: In an effort to work with the natural capacities of the site, the refinement plan will incorporate low-impact, rainwater detention mechanisms to maintain a more natural drainage rate and filtrate toxins from rainwater. Bio swales, stormwater planters, and pervious asphalts will ensure a system that works with the natural capabilities of the site and allow for improvement, not degradation of the watershed. The proposed refinement plan is consistent with this principle.

8. **Layer the Systems.** *FTGR is designed to integrate systems at all levels and across all 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 a district heat and potentially distributed ecological sanitary systems.*

Finding: Both residential and commercial land uses are included in the proposed refinement plan to contribute toward development of the FMU zone as a 'complete' community consistent with this principle. In addition, the refinement integrates

stormwater management strategies into the proposed streets and open space/recreation areas in order to promote maximum synergy. The proposed refinement plan is consistent with the principle.

9. ***Close the Cycle of Energy and Material Flows.*** *The systems described above will tighten the cycle of resources 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.*

Finding: As discussed previously, the open space areas on the site, together with the proposed stormwater drainage systems, will allow for water to infiltrate natural aquifers as envisioned in the Fairview Plan. Community agriculture zones within the open space areas of the refinement plan will incorporate composting and recycling facilities. The proposed refinement plan is consistent with this principle.

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 FTCR. 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.*

Finding: The applicant indicates that the proposed refinement plan includes four primary green corridors. The first corridor is located along the northern border of the site adjacent to Leslie Middle School and Pringle Creek Community. The second corridor encompasses an area running from the proposed 14.2 acre property identified as "The Woods" in the Fairview Plan through the amphitheater to the southwest portion of Pringle Creek Community via a narrow greenway. The third corridor is located along the southeastern border of the property along the swale between the Simpson Hills refinement plan and Fairview Addition West. The fourth corridor encompasses the open space area which runs easterly from the amphitheater to the eastern portion of the property north of proposed First Street and south of Strong Road.

The proposed green corridors will be easily accessible by residents and will serve multiple functions as natural habitat areas, drainage ways, community agriculture sites for local organic food production, and recreational spaces. The proposed refinement plan is consistent with this principle.

11. ***Transit Close at Hand.*** *SFA is committed to the value of public transit as a fundamental 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 6-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 region.*

Finding: The applicant indicates that a guiding principle of the proposed refinement plan is to offer a realistic alternative to the personal automobile, which starts with walkability. The applicant explains that the aesthetics of a walk is fundamental in enhancing and encouraging pedestrian activities. In order to encourage walkability and promote the aesthetics of the walk, the proposed refinement plan includes houses with front porches along streets, and garages located off alleys in the back.

The Salem-Keizer Transit District currently provides regular transit service to the site via Route 6 along Pringle Creek Road and Battle Creek Road. A majority of the properties included within the proposed refinement will be located within one-quarter of this transit line, which ensures a reasonable walking distance to the facility. If transit services are eventually extended into the property via 'Main Street' as envisioned in the Fairview Plan, transit service to the site will be greatly enhanced.

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 ensures 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 toward "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.*

Finding: The proposed refinement plan provides an interconnected system of streets, both public and private, and alleys. Strong Road, a collector street, provides principle east-west connectivity through the proposed refinement plan. The proposed refinement plan also provides connectivity to the Simpsons Hills refinement plan to the southeast and Pringle Creek Community to the north. Access to individual dwellings will be provided by a network of alleys located to the rear of the lots, thereby minimizing the presence of driveways intersecting streets and emphasizing the streets as more of a place for living.

The proposed streets within the refinement plan that appear to be cul-de-sacs allow for flow through traffic to the network of private streets and alleys they are located adjacent to, thereby ensuring connectivity without overburdening the adjacent street system with traffic congestion. The proposed refinement plan is consistent with this principle.

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 all residents, they will enjoy robust health and an improved quality of life.*

Finding: The proposed refinement plan is designed to promote many walking options, including street sidewalks, alleys, woonerfs (Northview Street), open spaces and designated paths. This promotes easy access to neighborhood recreational areas, to work/school, to commercial areas, and to mass transit systems as available. The walkability of the neighborhood will promote a healthy lifestyle for residents and nonresidents alike. The proposed refinement plan is consistent with this principle.

As indicated in the findings above, the proposed refinement plan is consistent with the goals, policies, and development objectives of the Fairview Plan. The proposed refinement

plan calls for the site to be developed as a pedestrian and transit friendly mixed-use community characterized by a variety of housing options, services, and recreational opportunities. The refinement plan strives to preserve natural features of the site through the preservation of a significant portion of the existing trees on the property, the distribution of open space throughout the development, and sensitively locating roads and buildings in a manner that responds to the natural topography of the site. This criterion is met.

(2) *The Refinement Plan conforms with the applicable provisions of the Salem Area Comprehensive Plan.*

Finding: The proposed refinement plan conforms to the applicable provisions of the Salem Area Comprehensive Plan (SACP) as follows:

Mixed Use Intent and Purpose Statements (SACP – Page 8): *The Mixed-Use designation encompasses the opportunity for a variety of housing opportunities, including but not limited to, single-family detached, single-family attached, garden apartment, apartment, communal living, and rowhouses. The location, density, and style of housing is governed by the zoning code. What differentiates this classification from Single-Family and Multi-Family Residential categories is an expansion of the types of uses deemed compatible with residential development. In addition to non-residential uses (such as schools and other educational facilities, parks, open space, and religious organizations), this classification permits the mixing of shopping and services, convenience stores, commercial office (including live-work units) 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.*

The proposed refinement 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 pedestrian-friendly development with a mix of residential and neighborhood-scale commercial/live-work development providing a range of housing options, significant open space and natural resource protections, connections with existing transit and integration with future development in the vicinity of the site.

Mixed Use Development Goal (SACP – Page 35): *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.*

The plan calls for a complementary mix of residential and non-residential uses and seeks to create a comfortable and attractive environment and promote walkability by providing units with front porches facing streets, rather than garages and driveways.

The refinement plan provides a high degree of economic flexibility and potential for entrepreneurship by allowing a variety of uses as identified under Section 5 (Permitted Land Uses) of the plan.

The refinement plan provides for a variety of residential housing types ranging from single family, and single family with accessory dwelling units, to increased multiple family residential housing types in the areas of the site located within the AU (Adaptive Use) and VC (Village Centers) areas. The variety of housing types will attract tenants of varied income levels, living styles and family types. The proposed refinement plan conforms to this comprehensive plan goal.

Mixed Use Development Policy 1 (Development)(SACP – Page 35): 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)(SACP – Page 35): Encourage development that preserves open space.

The residential densities within the proposed refinement plan in some instances, as identified in the comparison table below, are lower than the residential densities identified in the FMU zone under SRC 530.050(b).

Overlay Area	FMU Zone Densities	Fairview Addition West Densities
Low Intensity (LI)	5 to 8 du/acre	5 to 6 du/acre
Mixed Intensity (MI)	7 to 35 du/acre	6 to 7 du/acre
Adaptive Use (AU)	6 to 30 du/acre	0 to 20 du/acre (Laundry Building Reuse Option) 6 to 20 du/acre
Village Center (VC)	16 to 35 du/acre	13 to 25 du/acre

The residential densities included under SRC 530.050(b) were established, along with other standards for minimum lot area and dimensions, setbacks, lot coverage, height, etc., in order to provide clear and objective standards for residential development within the FMU zone. It is not the intent of the FMU zone that the standards of SRC 530.050 apply to all refinement plans that include residential uses. Pursuant to SRC 530.050:

“When uses and activities falling under Household living are proposed within a Refinement Plan, such uses and activities shall be subject to either the development standards set forth in this section or the development standards established in the Refinement Plan. If development standards for uses and activities falling under Household Living are established in a Refinement Plan, approval of such standards shall be reviewed and approved as “alternative approval criteria” under ORS 197.307. Such standards shall apply in lieu of the standards set forth in this section and shall govern all development of uses and activities falling under Household Living within the Refinement Plan area.”

Because the proposed refinement plan establishes its own standards for residential development, those standards apply in lieu of the standards established in 530.050.

Though the residential densities within the refinement plan are lower than those identified in the FMU zone, the plan still promotes the efficient use of land consistent with this policy by

allowing smaller lots sizes and a variety of housing types including single family, single family with accessory dwelling units, two family, three family, four family, multiple family, micro housing, and live-work.

The amount of land needed to accommodate automobile parking is also minimized under the proposed refinement plan consistent with this policy. The minimum off-street parking requirement for residential uses within the refinement plan is generally 1 space per dwelling unit, which is less than the minimum 2 spaces per dwelling unit required for single family dwellings, duplexes, and triplexes, and the minimum 1.5 spaces per dwelling unit required for multiple family developments of four or more units. The amount of land needed to accommodate off-street parking is also minimized within the refinement plan in the sense that parking areas for residential uses will be located to the rear of the lot and served by alleys. Locating parking to the rear of lots eliminates the need for garages and driveways facing streets and helps to minimize the appearance of the automobile within the development.

The proposed refinement plan preserves open space consistent with this policy by reserving approximately 8.37 acres of land within the refinement plan for open space/recreation areas.

The refinement plan will also meet or exceed the City's provisions for protecting trees and vegetation, addressing landslide hazards, and preserving wetlands. According the Tree Conservation Plan submitted by the applicant, the proposal preserves 47.8 percent of the existing trees on the site,

The proposed refinement plan preserves open space and significant natural features identified in the Fairview Plan and is consistent with these policies of the Comprehensive Plan.

Mixed Use Development Policy 3 (Priorities for Mobility and Access)(SACP – Page 35): *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)(SACP – Page 35): *Reinforce streets as public places that encourage pedestrian and bicycle travel.*

Mixed Use Development Policy 5 (Priorities for Mobility and Access)(SACP – Page 35): *Provide roadway and pedestrian connections to residential areas.*

The proposed refinement 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. The proposed development is located within a walkable distance of existing transit service provided along Pringle Road and Battle Creek Road.

Streets within the proposed refinement plan are reinforced as public places that encourage pedestrian and bicycle travel. Proposed streets are designed to achieve traffic calming by incorporating curb extensions to slow traffic at intersections and cross walks. Trees will also be lined by trees in order to create spatial separation between automobiles and pedestrians, further reinforcing streets as public places. The proposed refinement plan conforms with these Comprehensive Plan Policies.

Mixed Use Development Policy 6 (Design)(SACP – Page 35): *Develop commercial and mixed-use areas that are safe, comfortable and attractive to pedestrians.*

Mixed Use Development Policy 7 (Design)(SACP – Page 35): Provide flexibility in the siting and design of new developments, facilities, and redevelopment to respond to changes in the marketplace and infrastructure systems.

In keeping with the principles and vision of the Fairview Plan, the proposed refinement plan seeks to promote walkability by siting higher density residential uses within close proximity to the commercial and mixed-use development contemplated in the 'Village Center' to the east of the refinement plan area. The proposed refinement plan maintains a high degree of flexibility and potential for market responsiveness by allowing a variety of different uses and housing types.

The proposed refinement plan maintains flexibility in infrastructure requirements for future development in the FMU zone by layering stormwater systems within open space and streets, thus minimizing impacts of future system upgrades, maintenance, and design modifications on the built environment. The proposed refinement plan conforms to these Comprehensive Plan policies.

Mixed Use Development Policy 8 (Design)(SACP – Page 35): Provide appropriate transitions between mixed-use areas and adjacent single-use neighborhoods.

There are existing single use neighborhoods located to the west and southwest of the property across Pringle Road SE and Battle Creek Road SE respectively. These neighborhoods are zoned RS (Single Family Residential). In order to provide a transition from development occurring within the FMU zone to adjacent RS zoned properties, the LI (Low Intensity) area was established within the FMU zone and applied to western perimeter of the site along Pringle Road and Battle Creek Road, as well as along a portion of northern boundary of the site within Pringle Creek Community.

Development within the LI area is intended to include Single Family activities in detached housing types sited on separate lots with private yards and street and/or alley access.

The refinement plan proposes single family dwellings, with and without accessory dwelling units, agriculture, and open space. The uses anticipated within the LI area of the proposed refinement plan will be consistent with those of the residential neighborhoods to the west and southwest. The proposed refinement plan conforms to this Comprehensive Plan policy.

(3) The Refinement Plan is compatible with adjoining land uses.

Finding: Existing land uses adjacent to the refinement plan area include a middle school, single family residential uses, and Pringle Creek Community to the north. The refinement plan is also adjacent to other land within the FMU zone that has either been approved for development pursuant to an approved refinement plan, or that has yet to receive refinement plan approval.

The proposed uses and development pattern envisioned in the proposed refinement plan will be compatible with adjoining land uses. Proposed development near the western portion of the property adjacent to Pringle Road and Battle Creek Road will include single family dwellings, with or without accessory dwelling units, agriculture, and open space. This area of the subject property is also located within the LI (Low Intensity) area established in the FMU zone. The proposed refinement plan limits dwellings in the LI area to a maximum height of 35 feet in height and calls for a dwelling unit density of 5-6 dwelling unit per acre. The proposed scale and density of the residential uses in this area is consistent with the single family residential neighborhoods to the west and will therefore be compatible in use and intensity to these areas.

The proposed mix of residential uses within the development will be compatible with Leslie Middle School to the north, which will serve middle school students living within the proposed refinement plan area.

The proposed refinement plan will also be compatible with the other approved refinement plans for the Fairview site which all embody the same core principles that guide development within the zone set forth in the Fairview Plan.

The proposed refinement plan conforms to this approval criterion.

(4) *The Refinement Plan is physically feasible, given consideration of existing or proposed infrastructure and public services.*

Finding: The proposed development will be required to provide new infrastructure including sewer, water, storm drainage, and a transportation facilities to meet the needs of the development. The Public Works Department has reviewed the proposal and indicates all such infrastructure can be provided to serve the proposed development. The proposed refinement plan conforms to this criterion.

(5) *The Refinement Plan conforms to all applicable standards of the UDC, except where alternative standards are proposed.*

Finding: Pursuant to SRC 530.030, refinement plans may establish alternative development standards and processes that supersede the standards and processes of the UDC and shall be used as review criteria for any specific development proposal within the area covered by the refinement plan.

The proposed refinement plan includes alternative development standards geared toward creating a development pattern consistent with that envisioned in the Fairview Plan.

Under Section 16 and Section 17 of the proposed refinement on page 40, the relationship between the standards of the refinement plan and the standards of the Unified Development Code (UDC) are discussed. These sections explain that development within the refinement plan will be in compliance with the Salem Revised Code and the standards presented in the refinement plan. It is further explained where the refinement plan differs from the provisions of the Unified Development Code (UDC), the refinement plan shall govern. Because the proposed refinement plan will be in compliance with the SRC, which included the UDC, except where there is a conflict with the refinement plan, the proposed refinement plan conforms to this criterion.

On pages 16 and 17 of the proposed refinement plan, typical cross sections for the streets included in the plan are identified. The street cross sections identify specific depths of pavement and crushed rock and sub-grade dimensions. Because the structural cross section of the proposed streets will vary based on site specific conditions, and because the final design of the structural cross sections must conform to the Public Works Design Standards, the following conditions of approval shall apply to clarify the relationship between the cross sections shown in the refinement plan and the requirements of the Public Works Design Standards:

Condition 1: The third paragraph of the refinement plan, under Section 4 (Typical Street Cross Section) on page 16, shall be amended to read as follows:

“Please refer to the following diagrams in Figure 4 for typical road cross sections. Note that subbase and drainage rock will vary according to specific site conditions. Final structural street sections are addressed by the Public Works Design Standards and will be determined at the time of final

design."

Condition 2: The refinement plan shall be amended to remove pavement, crushed rock, and other sub-grade dimensions from the street cross sections included under Section 4 (Typical Street Cross Sections).

(6) The Refinement Plan conforms to the following goals:

- (A) Encourage mixed-use development, improved protection of open spaces and natural features, and greater housing and transportation options;**
- (B) Encourage the innovative integration of park and school uses;**
- (C) Encourage the principles of sustainable development and sustainable business practices;**
- (D) Support affordable housing options and mixed-income neighborhoods;**
- (E) Facilitate the resourceful use of land through the efficient arrangement of land uses, buildings, circulation systems, open space and infrastructure;**
- (F) Encourage economic opportunities that comply with and support business practices;**
- (G) Recognize the historic significance of buildings, structures and sites, including archeological sites, through appropriate means, including, but not limited to, obtaining official historic resource designation; and**
- (H) Encourage energy conservation and improved air and water quality.**

Finding: The proposed refinement plan conforms with the goals identified under SRC 530.030(e)(6) as follows:

- (A) Encourage mixed-use development, improved protection of open spaces and natural features, and greater housing and transportation options.**

Finding: The refinement plan calls for a mix of residential and non-residential uses characterized by a variety of housing options, neighborhood-scale commercial development and recreational opportunities. The plan preserves significant natural features on the site as identified in the Fairview Plan through the layering of natural, infrastructure, pedestrian, and recreational systems, protection of open space, urban design which enhances the public realm by framing streets with trees and front porches, and integration with surrounding and planned future development consistent with the Fairview Plan. The proposed refinement plan conforms to this goal.

- (B) Encourage the innovative integration of park and school uses;**

Finding: The Salem Keizer School District has reviewed the proposal and did not indicate the need for a new school in this location.

Under UGA permit No. 04-8 the City's Parks and Transportation Division indicated that a 5 acre neighborhood park is needed within the Fairview site because it is underserved. The City's Parks master plan also identifies the need for a community park in this general area of the City. However, due to its topography and configuration, a community park would be difficult to site within the proposed refinement plan area. There are other areas of the Fairview site whose topography and location would be better suited to accommodate a park as is envisioned by this goal.

Because the refinement plan area has not been identified by the Salem-Keizer School District and the City of Salem Parks and Transportation Division as a

desired location for a new school or public park, the goal of encouraging the innovative integration of park and school uses is not applicable in this case.

(C) *Encourage the principles of sustainable development and sustainable business practices;*

Finding: The proposed refinement plan encourages the principles of sustainable development and sustainable business practices by preserving open space and natural features (wetlands, trees, and drainage ways), promoting energy-efficient compact development, and utilizing innovative 'layering' approaches to the management of stormwater and open spaces. The proposed refinement plan conforms to this goal.

(D) *Support affordable housing options and mixed-income neighborhoods;*

Finding: The proposed plan calls for a variety of housing types intended to serve a diverse population and a variety of income levels. The proposed refinement plan includes flex houses, accessory dwelling units, three and four family residences, and micro housing. The diversity of housing included within the plan provides housing options for families, single households, and the elderly at a variety of income levels. The proposed refinement plan conforms to this goal.

(E) *Facilitate the resourceful use of land through the efficient arrangement of land uses, buildings, circulation systems, open space and infrastructure;*

Finding: The proposed plan calls for a compact mix of residential and non-residential uses characterized by a variety of housing options, neighborhood-scale commercial development and recreational opportunities. The proposed refinement plan also fosters efficient land use and utility infrastructure design through the layering of open space, stormwater management infrastructure, pedestrian facilities and recreational systems. The proposed refinement plan facilitates the resourceful use of land through the efficient arrangement of land uses, buildings, circulation systems, open space and infrastructure, therefore conforming to this goal.

(F) *Encourage economic opportunities that comply with and support business practices;*

Finding: The proposed refinement plan encourages economic opportunities by allowing for neighborhood-scale commercial uses in the form of live-work units where a portion of a dwelling may be devoted to work space. The existing laundry building is also proposed for potential reuse for commercial purposes if a buyer for the building can be found. The proposed refinement plan conforms to this goal.

(G) *Recognize the historic significance of buildings, structures and sites, including archeological sites, through appropriate means, including, but not limited to, obtaining official historic resource designation; and*

Finding: The proposed refinement plan includes documentation and standards for above and below-ground historic and archaeological resources on the property.

The proposed refinement plan area contains several existing structures. All of the remaining structures within the refinement plan area were identified on the Fairview Plan building reuse plan as, "Deconstruction: Primarily for Deconstruction with the Option for Reuse." In addition, none of the structures were listed in the

Fairview Training Center Historic Analysis and Inventory as potential historic contributing structures to a potential historic district.

Because the structures within the refinement plan area existed on December 24, 2003, they are subject to the documentation requirements of SRC 530.060 prior to demolition. In 2009, the required documentation of these and other structures on the Fairview Site was completed and submitted to the City and the State Historic Preservation Office (SHPO) as required under SRC 530.060.

Though the remaining structures within the refinement plan area may be removed, the refinement plan proposes the potential preservation of one of the buildings, the Laundry Building (Building No. F4 on the Fairview Plan Building Reuse Plan).

The refinement plan indicates an intention to find an end user to purchase the Laundry Building and repurpose it for commercial or multiple family use complimentary to the refinement plan. It is explained that reuse of this structure would generate an additional amenity, provide jobs, and increase livability for the entire Fairview community. It is explained that the building's clear span roof structure offers many reuse possibilities.

The archeological and cultural resource inventory and assessment conducted for the Fairview site as part of the Fairview Plan identifies one boulder approximately 240 cm long, 120 cm wide, and 75 cm tall near the refinement plan area. The archeological assessment indicates that the site is considered to be in good condition and eligible for listing on the National Register of Historic Places as it potentially possesses rare rock art from the Willamette Valley. The refinement plan explains that further research has shown the site as being located outside of the proposed refinement plan area and will therefore not be damaged during construction of the development.

In the event that archeological resources are discovered within the refinement plan area during development, the refinement plan includes an inadvertent discovery plan, located in Appendix I, identifying the appropriate authorities to notify and the procedures to be followed to protect the resource from further disturbance and damage.

Compliance with State Historic Preservation Office (SHPO) requirements will be coordinated between the applicant and SHPO staff. The proposed refinement plan conforms to this goal.

(H) *Encourage energy conservation and improved air and water quality.*

Finding: The proposed refinement plan encourages energy conservation and improved air and water quality by requiring each project to exceed minimum code requirements in order to improve water quality, energy efficiency, and a reduced carbon footprint.

The proposed development provides for housing, services, and recreational opportunities for the residents of the development thus reducing the need for travel in terms of energy consumption.

Stormwater will be managed through on-site infiltration the extent possible given soil capacity constraints on the site. The proposed plan provides for energy-efficient development and designates open space and preserves the

environmental quality of the property by protecting natural features on the site. The proposed refinement plan conforms to this goal.

ANALYSIS OF PHASED SUBDIVISION

1. Site Analysis and Lot Layout

The property subject to the proposed phased subdivision totals approximately 50.8 acres in size. The phased subdivision proposes to divide the 50.8 acres into 216 lots ranging in size from approximately 3,374 square feet to 14,352 square feet, with approximately 8.37 acres of open space areas distributed throughout (**Attachment 10**).

The phased subdivision includes 10 phases, the sequencing of which is identified under Section 13 of the refinement plan on pages 38 and 39.

The phased subdivision has frontage on Pringle Road SE and Battle Creek Road SE. Village Center Drive SE, within Pringle Creek Community, is extended to the northern boundary of the subject property for future extension into the subdivision.

There are several existing buildings on the subject property. All of these buildings, with the exception of the Laundry Building (building No. F4 on the Fairview Plan Building Reuse Plan), are proposed to be removed. The Laundry building is located on proposed Lots UA-9 through UA-13. The refinement plan identifies the Laundry building for potential reuse for commercial or multiple-family development if a user can be found. If a user is found and the building is reused, Lots UA-9 through UA-13 will be platted as one lot. If a user cannot be found and the building is removed, Lots UA-9 through UA-13 will be platted as individual lots.

The phased subdivision includes approximately 8.37 acres of open space/recreation areas distributed throughout the development that serve multiple functions ranging from management of stormwater to preservation of habitat and recreation.

The proposed subdivision is served by an interconnected web of streets (both public and private) and private alleys. The majority of the streets within subdivision will be public. Northview Street, East Street, and portions of U Street and Z Street will be private.

Strong Road SE, one of the principle collector streets required within the FMU zone, crosses east-west through the subject property providing a connection between undeveloped portions of the Fairview site to the east and Pringle Road.

Northview Street, located generally north of and parallel to Strong Road, is designed to ultimately function as a woonerf street where pedestrians, bikes, and vehicles are safely integrated. However, due to a requirement to provide two points of access for emergency vehicles into the subdivision, the street will serve the initial function of providing secondary emergency access until such time a separate secondary access point is available into the subdivision and the street can then convert to functioning as a woonerf.

The design of East Street, located on the eastern boundary of the subject property, remains variable due to uncertainty regarding what will be developed on the abutting property to the east. The subdivision currently shows East Street as being a private street. However, the refinement plan indicates that if the property to the east of the subdivision is developed as a City Park, the proposed private 30-foot-wide street section could be modified to a one-half width public street improvement whereby the other half would be the responsibility of the adjacent property owner.

Vehicular access to individual proposed lots within the subdivision will be provided by a

network of private alleys. Locating alleys along the rear of the proposed lots allows parking areas to be served off the alley and preserves the fronts of the lots for dwellings with front porches built close to the front property line in a manner that frames the public right-of-way and makes the streets more attractive and inviting to pedestrians.

Lots within the subdivision are provided in a range of sizes and in a variety of configurations in order to accommodate the variety of housing types called for in the refinement plan. Lots are generally larger on the western side of the development where it is closest to the existing single family developments to the west across Pringle Road and Battle Creek Road. Lots on the eastern side of the development are smaller in order to accommodate higher density development consistent with what is required within the Village Center (VC) area of the FMU zone.

2. CRITERIA FOR GRANTING PHASED SUBDIVISION

Salem Revised Code (SRC) 205.015(d) sets forth the following criteria that must be met before approval can be granted to a tentative phased subdivision plan. The following subsections are organized with approval criteria shown in **bold italic**, followed by findings evaluating the tentative phased subdivision plan for conformance with the criteria. Lack of compliance with the following land division standards is grounds for denial of the tentative plan or for the issuance of certain conditions necessary to more fully satisfy such standards.

A. SRC 205.015(d)(1): *The tentative phased subdivision plan meets all of the criteria for tentative subdivision plan approval set forth in SRC 205.010(d).*

Finding: Specific findings addressing the phased subdivision’s conformance with the subdivision division approval criteria of SRC 205.010(d) are addressed later in this section.

B. SRC 205.015(d)(2): *Connectivity for streets and City utilities between each phase ensures the orderly and efficient construction of required public improvements among all phases.*

Finding: The following phasing schedule for development within the refinement plan is established under Section 13 of the refinement plan on pages 38 and 39:

Phase	Required Predecessor Phase(s)
Qa	None
Qb	Qa
R	Qa, Qb
S	R, Qa, Qb
T	R, S, Qa, Qb
Ub	T, R, S, Qa, Qb
Ua	Ub, T, R, S, Qa, Qb
V	Ub, T, R, S, Qa, Qb
Za	Ub, T, R, S, Qa, Qb
Zb	Za, Ub, T, R, S, Qa, Qb

The proposed phasing schedule ensures that as development of the subdivision progresses, utilities and streets will be extended to serve each phase in a manner that provides connectivity with previous phases and efficient construction of required improvements. This criterion is satisfied.

C. SRC 205.015(d)(3): Each phase is substantially and functionally self-contained and self-sustaining with regard to required public improvements.

Finding: The phasing schedule included within the refinement plan allows each phase of the proposed subdivision to be self-contained and include necessary access and public infrastructure to allow development of the proposed lots within that phase. This criterion is met.

D. SRC 205.015(d)(4): Each phase is designed in such a manner that all phases support the infrastructure requirements for the phased subdivision as a whole.

Finding: The phasing schedule included within the refinement plan is sequenced in a way to ensure that as each new phase of the proposed subdivision is developed, the improvements from previously constructed phase(s) will support the infrastructure needs of the new phase.

In order to ensure that street improvements on the boundary of the subject property along Pringle Road and Battle Creek Road are provided in manner that supports the transportation needs of the proposed subdivision as a whole, the following of approval shall apply:

Condition 1: Construct a minimum 46-foot-wide street improvement along Pringle/Battle Creek Road except where additional widths are needed for turn lanes as specified in the Traffic Impact Analysis. Based on the phasing plan as described in the refinement plan:

- a. As a condition of final plat approval for Phase Qa or Qb, the applicant shall construct street improvements along the entire frontage of Phases Qa and Qb.
- b. As a condition of final plat approval for Phase Ua, Ub, or V, the applicant shall construct street improvements from the south line of Phase Qb to the south line of Phase Zb. Alternatively, the applicant may defer the improvement until construction of the intersection of Z Street and Battle Creek Road by providing a performance security as specified in SRC 110.100.
- c. As a condition of final plat approval for Phase Za or Zb, the applicant shall construct street improvements from the south line of Phase Qb to the south line of Phase Zb, including the intersection of Z Street and Battle Creek Road. If Phase Za precedes Phase Zb, the Z Street improvement shall be constructed within Phase Zb, either as the ultimate improvement as specified in the refinement plan or as an interim improvement, as approved by the Public Works Director, until development of Phase Zb.

In order to ensure that adequate fire department access is provided to each individual phase, and to the entire subdivision a whole, the following condition of approval shall apply:

Condition 2: No more than 29 dwelling units will be permitted in construction of Phase Za prior to construction of an approved secondary emergency vehicle access.

The proposed phasing plan, together with the above condition of approval, ensures that each phase of the subdivision is designed in a manner to support the infrastructure

requirements for the entire subdivision as a whole. This criterion is satisfied.

Salem Revised Code (SRC) 205.010(d) sets forth the following criteria that must be met before approval can be granted to a tentative subdivision plan:

A. 205.010(d)(1): The tentative subdivision plan complies with the standards of this Chapter and with all applicable provisions of the UDC, including, but not limited to, the following:

(A) Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage and designation of front and rear lot lines.

(B) City infrastructure standards.

(C) Any special development standards, including, but not limited to, floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

Finding: The Unified Development Code (UDC) implements the Salem Area Comprehensive Plan land use goals and governs the development of property within the City limits. As conditioned, the proposed phased subdivision meets all applicable provisions of the UDC as detailed below.

SRC Chapter 205 (Land Division and Reconfiguration): The intent of SRC Chapter 205 is to provide for orderly development through the application of appropriate standards and regulations. The subdivision process reviews development for compliance with City standards and requirements contained in the UDC, Salem Transportation System Plan, and the Water, Sewer, and Storm Drain System Master Plans. The applicant has met all application submittal requirements necessary for adequate review of the proposed phased subdivision. The proposed phased subdivision, as conditioned, conforms to the applicable requirements of SRC Chapter 205. Compliance with the conditions of tentative plan approval is checked prior to City staff signing the final plat for each phase.

Lot Standards: The 50.8 acres of land included within the proposed subdivision consists of Parcel 1 and Parcel 3 of the proposed 65 acre partition being reviewed together with the proposed refinement plan and phased subdivision.

In order to legally establish the two parcels which are proposed to be further subdivided with the proposed phased subdivision, the following condition of approval shall apply:

Condition 3: Prior to final subdivision plat approval for the first phase of the subdivision, the final partition plat for FRP-PAR-SUB14-01 shall be recorded.

The subject property is located within the FMU zone. Pursuant to SRC 530.015, development within the FMU zone shall be undertaken pursuant to the Fairview Plan, a Refinement Plan, and the development standards set forth in SRC Chapter 530.

Within the FMU zone, standards for lot area, width, depth, frontage, designation of front and rear lot lines, setbacks, and other requirements of development are established in refinement plans.

The refinement plan establishes the following minimum lot area and dimension requirements:

Lot Standards	Standard	Limitations and Qualifications
Lot Area		
Residential	Min. 1,000 sq. ft.	Applicable In AU, VC, & MI
	Min. 3,000 sq. ft.	Applicable in LI
Non-Residential	Min. 1,000 sq. ft.	
Lot Width		
Residential	Min. 20 ft.	
Non-Residential	Min. 20 ft.	
Lot Depth		
Residential	Min. 40 ft.	
Non-Residential	Min. 40 ft.	
Street Frontage or Alley Frontage		
Residential	Min. 20 ft.	
Non-Residential	None Required	

Proposed lot sizes within the phased subdivision range from approximately 3,374 square feet to approximately 14,352 square feet, therefore exceeding minimum lot area standards. All of the proposed lots also exceed minimum lot dimension and street/alley frontage requirements.

City Infrastructure Standards: The Public Works Department reviewed the proposed phased subdivision and determined that the streets, water, sewer, and storm infrastructure are all available and appear to be adequate to serve future development (**Attachment 5**). The Fire Department also reviewed the proposal and provided comments addressing requirements of the Oregon Fire Code as they apply to the proposed development (**Attachment 6**).

In order to insure that infrastructure is provided to serve the proposed development consistent with the requirements of the Unified Development Code and the Oregon Fire Code the following conditions of approval shall apply:

- Condition 4:** Design stormwater systems to serve all proposed lots. The stormwater systems shall be tentatively designed to accommodate future impervious surface. Construct stormwater facilities that are proposed in the public right-of-way, public storm easements, and/or in the proposed private streets.
- Condition 5:** Show all necessary access and utility easements on the plat and provide appropriate documentation of infrastructure maintenance agreements as approved by the Public Works Director and required by SRC 802.040.
- Condition 6:** Fire hydrant locations shall conform to the Oregon Fire Code and Public Works Design Standards related to construction and location. General location consideration requirements may include:
 - a. Adjacent to alleys on local streets.
 - b. Opposite cul-de-sacs on Strong Road SE.
 - c. Opposite cul-de-sacs on Northview Street, located on the far side of the private streets to allow for 26-foot-wide fire apparatus access.

Special Development Standards: There are no mapped waterways located on the subject property. Pringle Creek is located to the north, but its flood plain does not extend onto the subject property. As such, the requirements of SRC Chapter 601 (Floodplain Overlay Zone) are not applicable to the proposed development.

SRC Chapter 810 (Landslide Hazards) establishes requirements for development within areas mapped for potential landslide hazard susceptibility. According to the City's adopted landslide hazard susceptibility maps, the subject property contains areas of 2-3 mapped landslide hazard susceptibility points. There are 3 activity points associated with subdivisions. The maximum cumulative total of 6 points indicates a moderate landslide hazard risk. Pursuant to SRC Chapter 810, a geologic assessment is therefore required for development of the subject property.

The applicant submitted the required geologic assessment for the proposed development. The geologic assessment is included as Appendix F of the refinement plan which is consolidated with the proposed partition application. In order to ensure conformance with the requirements of SRC Chapter 810, the following condition of approval shall apply:

Condition 7: Prior to final acceptance of public infrastructure construction, the developer shall provide a final geotechnical report from a qualified geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.

SRC Chapter 530 (Fairview Mixed-Use Zone): The subject property is zoned FMU (Fairview Mixed-Use). Pursuant to SRC 530.015, development within the FMU zone shall be undertaken pursuant to the Fairview Plan, a Refinement Plan, and the development standards set forth in SRC Chapter 530.

The proposed phased subdivision, and any future development within, it is subject to the standards include in the proposed Fairview Addition West Refinement Plan with is being reviewed together with the proposed phased subdivision.

The proposed phased subdivision has been reviewed for conformance with the standards in the proposed refinement plan. As previously discussed, the proposed lots within the subdivision exceed the standards set forth in the refinement plan. Future development of individual lots within the refinement plan will be reviewed for conformance with the refinement plan standards at the time of site plan review and/or building permit approval.

SRC 530.030(d)(12) requires refinement plans to identify the proposed method for the perpetual maintenance of any common open space and common facilities. The proposed subdivision will included common open space and common facilities. Under Section 10 of the refinement plan on Page 36, it is explained that private streets, utilities, open spaces, common facilities, and community areas will be maintained by covenants, conditions, and restrictions established by the Fairview Addition Homeowners Association. In order to ensure the perpetual maintenance of open space and common facilities within the development as required under SRC 530.030(d)(12), the following condition of approval shall apply:

Condition 8: Prior to final subdivision plat approval for the first phase of the subdivision, the applicant shall submit a Homeowners Association Agreement and Covenants, Conditions, and Restrictions (CC&R) document for review and approval by the City Attorney for the perpetual maintenance and operation of all common properties and facilities within the development including, but not

limited to: private streets, private utilities, open spaces, common facilities, and community areas.

In order to ensure that at the time of platting for individual phases of the subdivision there will be no buildings located over new lot lines, the following condition of approval shall apply:

Condition 9: Prior to final subdivision plat approval for any phase within the subdivision where the platting of that phase will result in an existing building(s) being located over a lot line, the existing building(s) shall be removed.

SRC Chapter 808 (Preservation of Trees and Vegetation): SRC Chapter 808 (Preservation of Trees and Vegetation) requires tree conservation plans in conjunction with development proposals involving the creation of lots or parcels to be used for the construction of single family or duplex dwelling units, if the development proposal will result in the removal of trees. The tree preservation ordinance defines "tree" as, "any living woody plant that grows to 15 feet or more in height, typically with one main stem called a trunk, which is 10 inches or more dbh, and possesses an upright arrangement of branches and leaves."

Under the City's tree preservation ordinance, tree conservation plans are required to preserve all heritage trees, significant trees, trees and native vegetation within riparian corridors, and a minimum of 25 percent of the remaining trees on the property. If less than 25 percent of the existing trees on the property are proposed for preservation, the applicant must show that only those trees reasonably necessary to accommodate the development are designated for removal. If significant trees and trees within a riparian corridor are proposed for removal, the applicant must show that there are no reasonable design alternatives to enable preservation of those trees.

The applicant has submitted a tree conservation plan in conjunction with the proposed refinement plan and phased subdivision identifying a total of 209 trees on the property, 12 of which are significant oaks. There are no heritage trees or riparian corridor trees and vegetation on the property.

Of the 209 total trees existing on the property, the proposed tree conservation plan identifies 100 trees for preservation and 109 trees for removal. Of the 109 trees proposed for removal, two are significant oaks located in the proposed alignment of Z Street in proximity to where it connects to Battle Creek Road. It is explained under Section 8 of the refinement plan that the removal of these two oaks is necessary because there is little latitude for Z Street to be relocated due to sight distance requirements that must be maintained where the street intersects Battle Creek Road.

The proposed tree conservation plan preserves 47.8 percent of the existing trees on the property. The tree conservation plan is being reviewed by staff and, if approved, will be binding on the lots until final occupancy.

Section 8 of the refinement plan identifies the possibility that an additional 13 trees may need to be selectively removed from the property, therefore reducing the number of trees preserved from 100 to 87. It is explained that no significant oaks would be included in the additional trees that may be removed.

Any proposed future changes to the approved tree conservation plan will require approval of a separate tree conservation plan adjustment. The removal of 13 additional trees from the property would result in 41.6 percent of the trees being preserved, which still maintains conformance with the preservation requirements of SRC Chapter 808.

SRC Chapter 809 (Wetlands): According to the Salem-Keizer Local Wetland Inventory (LWI), the Natural Resources Inventory included as part of the Fairview Plan, and as explained in Section 8 (Wetland and Tree Inventory) of the refinement plan, there are three potential wetland areas located on the subject property. Two of the wetland areas (identified as Areas 8 and 9 on the original Fairview Plan Natural Resources Inventory) are located along the northern boundary of the property. The third wetland area (identified as Area 5 on the original Fairview Plan Natural Resources Inventory) is located on the eastern side of the property.

The easternmost wetland area (Area 8) located along the northern boundary of the property is proposed to be preserved. The remaining two other wetland areas (Areas 5 and 9) are proposed for removal and mitigation in order to allow for emergency access and road construction.

As required under SRC Chapter 809, notice of the proposed development was submitted to the Oregon Department of State Lands (DSL). Compliance with DSL requirements will be coordinated between the applicant and DSL staff.

B. 205.010(d)(2): *The tentative subdivision plan does not impede the future use or development of the property or adjacent land.*

Finding: The proposed subdivision divides the 50.8 acre property into 216 lots. Access to the proposed phased subdivision is provided by an interconnected network of streets (both public and private) and private alleys.

The proposed phased subdivision provides both internal connectivity as well as external connectivity to abutting properties to the north, east, and southwest through the proposed extension of streets.

Connectivity to proposed Parcel 2 will be provided by the extension of proposed Q Street, a public street, through the property, as well as a private alley that wraps around a significant portion of the proposed parcel. In order to ensure access and connectivity to proposed Parcel 2 is maintained through this alley, the following condition of approval shall apply:

Condition 10: An easement shall be provided over the alley abutting the perimeter of Parcel 2 of Partition FRP-PAR-SUB14-01 in order to provide for additional access and connectivity to that Parcel.

The proposed phased subdivision will not impede the future use or development of the property. The proposed lots are of a size and configuration to allow them to be developed consistent with the requirements of the proposed refinement plan. This criterion is met.

C. 205.010(d)(3): *Development within the tentative subdivision plan can be adequately served by City infrastructure.*

Finding: The Public Works Department reviewed the proposal and determined that water, sewer, and storm infrastructure are available and appear to be adequate to serve the lots within the proposed subdivision (**Attachment 5**). This criterion is met

D. 205.010(d)(4): *The street system in and adjacent to the tentative subdivision plan conforms to the Salem Transportation System Plan.*

Finding: The subject property is located adjacent to Pringle Road SE and Battle Creek

Road SE. Both of these streets are designated as minor arterial streets within the City's Transportation System Plan (TSP). In order to ensure that these streets are developed in conformance with the TSP, a condition of approval has been established requiring boundary street improvements in conformance with the TSP.

The majority of streets within the development will be public and developed in conformance with the TSP. As allowed under the FMU zone, some streets within the proposed development will be private and developed according to alternative street standards identified in the proposed refinement plan.

In order to ensure that the proposed streets within the phased subdivision conform to the TSP, the following condition of approval shall apply:

Condition 11: The tentative phased subdivision plan shall be modified to:

- a. Realign the centerline of 1st Street to align with the 1st Street centerline in the adjacent Simpson Hills Refinement Plan.
- b. Show a minimum 24-foot curb-to-curb width along the entire length of Strong Road SE.
- c. Provide a pavement width at Strong Road SE between Q Street and Pringle Road SE sufficient to install a right turn lane to Pringle Road SE and a taper to 24 feet at Q Street.
- d. Provide a 50-foot centerline radius with a commercial driveway approach on Z Street at the intersection of Z Street and 2nd Street. An alternative design may be approved by the Public Works Director.

E. 205.010(d)(5): *The street system in and adjacent to the tentative subdivision plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.*

Finding: The subject property is located adjacent to Pringle Road SE and Battle Creek Road SE, which are designated as minor arterial streets within the TSP. In order to ensure that these streets will be developed in conformance with the TSP, a condition of approval is proposed requiring dedication of right-of-way and a 46-foot-wide improvement on these streets. The proposed 46-foot-wide improvement will ensure the safe, orderly, and efficient circulation of traffic along the boundary of the proposed development.

The phased subdivision will be served by an interconnected network of streets and alleys that will ensure orderly and efficient circulation of traffic into, through, and out of the subdivision. In order to ensure that the proposed streets within the phased subdivision are designed to provide safe and sufficient fire department access, the following conditions of approval shall apply:

Condition 12: All building construction must provide an approved fire sprinkler system or approved fire apparatus access complying with the Oregon Fire Code. Live/work units shall be provided with an approved fire sprinkler system in accordance with the Oregon Fire Code and Oregon Structural Specialty Code.

Condition 13: All streets shall have appropriate no parking signage reviewed and approved as a condition of public construction plan approval.

Condition 14: No parking shall be permitted in the cul-de-sac bulbs or hammerhead area along all private streets. In addition, the full height curb shown in the cul-

de-sac bulb plan shall be redesigned to provide an approved mountable curb installed to provide fire apparatus access.

Condition 15: Oregon Fire Code requires 26 feet of clearance in front of a hydrant and 10 feet on either side. If this standard cannot be met on Z Street, between 1st Street and 2nd Street, and on East Street, all buildings will need to install an approved fire sprinkler system.

F. 205.010(d)(6): *The tentative subdivision plan provides safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. For purposes of this criterion, neighborhood activity centers include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers.*

Finding: The subject property is located adjacent to Pringle Road SE and Battle Creek Road SE, which are designated as minor arterial streets within the TSP. In order to ensure that these streets will be developed in conformance with the TSP, a condition of approval is proposed requiring a 46-foot-wide improvement on these streets. The proposed 46-foot-wide improvement, which includes construction of sidewalks, will ensure the safe, orderly, and efficient circulation of traffic along the boundary of the proposed development for both vehicles and pedestrians.

Proposed internal streets within the subdivision will also include sidewalks in order to provide for safe and convenient bicycle and pedestrian access from within the subdivision to surrounding properties and transit on Pringle Road and Battle Creek Road. This criterion is met.

G. 205.010(d)(7): *The tentative subdivision plan mitigates impacts to the transportation system consistent with the approved Traffic Impact Analysis, where applicable.*

Finding: A Traffic Impact Analysis (TIA) was submitted to, and approved by, the Public Works Department with the approval of the Fairview Plan in 2005. The TIA identifies traffic impacts and necessary mitigation measures to accommodate the proposed development of the entire Fairview site and ensure that existing transportation facilities are not significantly affected.

A TIA update, included as Appendix D of the refinement plan, was conducted for the proposed development as required pursuant to SRC 530.030(d)(24). The TIA update predicts that approximately 3,214 net new average daily vehicle trips will be generated by an anticipated 350 dwelling units and approximately 18,000 square feet of commercial space. These trips, together with the predicated number of trips generated from previous phases of the development, result in a total of 10,170 trips for the entire Fairview site thus far.

The original Fairview Plan TIA predicted a total of approximately 17,070 net new average daily vehicle trips when all 275 acres of the site are developed. The TIA update submitted with the refinement plan shows that the anticipated traffic from the proposed development fits into the framework set by the Fairview Plan and associated Infrastructure agreement.

Mitigation of traffic impacts is provided through construction of frontage improvements along Pringle Road and Battle Creek Road. Other off-site transportation impact mitigation is provided through the Fairview Development District.

H. 205.010(d)(8): The tentative subdivision plan takes into account the topography and vegetation of the site so the need for variances is minimized to the greatest extent practicable.

Finding: Property within the FMU zone requires a master planning process in order to facilitate sustainable mixed-use development. Required refinement plans must address how proposed development will address a number of principles of sustainability included in the Fairview Plan, including respecting the landscape by preserving the natural features and topography of a site to the maximum.

The streets and lots within the proposed phased subdivision have been arranged to preserve the natural topography and vegetation of the site to the maximum extent possible, as is required under the FMU zone, while accommodating a compact mixed-use development offering a variety of housing types. This criterion is met.

I. 205.010(d)(9): The tentative subdivision plan takes into account the topography and vegetation of the site, such that the least disruption of the site, topography, and vegetation will result from the reasonable development of the lots.

Finding: As is explained in the findings establishing conformance with SRC 205.010(d)(8) above, the layout of the proposed phased subdivision takes into account the topography and vegetation of the site in order to minimize the amount of grading and vegetation removal that will be necessary for the proposed development. All of the lots within the phased subdivision are of sufficient size to accommodate development of the variety of housing types envisioned for the property in the refinement plan. This criterion is satisfied.

J. 205.010(d)(10): When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC Chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will occur, and, if off-site improvements are required in the Urban Growth Preliminary Declaration, construction of any off-site improvements is assured.

Finding: The property is subject to an approved UGA preliminary declaration (UGA04-08) that was approved for in 2004 and subsequently amended in 2011. The proposed subdivision is consistent with the requirements for on-site and off-site infrastructure improvements established in the UGA preliminary declaration as they are implemented through the Fairview Development District.

CONCLUSION

Based on the facts and findings presented herein, staff concludes that the proposed Tentative Partition, Fairview Refinement Plan, and Tentative Phased Subdivision, as conditioned, satisfy the applicable criteria contained under SRC 205.005(d), SRC 530.030(e), and SRC 205.015(d) for approval.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the facts and findings of the staff report and **APPROVE** the following action for the subject property located the 4000 to 4200 Blocks of Pringle Road SE and the 4300 Block of Battle Creek Road SE (Marion County Assessor Map and Tax Lot Numbers: 083W11/200 & portions of 083W02/100 and 083W11/100):

- A. That the proposed tentative partition plan, to divide approximately 65 acres of the former Fairview Training Center site into 3 parcels ranging in size from approximately 14.2 acres to 29.9 acres in size, be **APPROVED**, subject to the following conditions:

Condition 1: Prior to final partition plat approval, property line adjustment PLA14-11 and property line adjustment PLA14-12 shall be recorded.

Condition 2: Prior to final partition plat approval, convey land for dedication of right-of-way to equal a minimum half-width of 36 feet along Pringle/Battle Creek Road along the full frontage of the property from the north line of Parcel 1 to the south line of Parcel 3. The right-of-way shall be measured from the construction centerline as defined by the applicant's site plan and shall include slope easements as need to construct the required improvements.

Condition 3: Prior to final partition plat approval, construct a minimum 46-foot-wide improvement along Pringle/Battle Creek Road except where additional width is needed for turn lanes as specified in the Traffic Impact Analysis. The street improvement may be deferred per SRC 803.070 until final plat approval for a subdivision within the subject property. Based on the phasing plan as described in the refinement plan:

c. The frontage of Parcel 1 shall be constructed as a condition of final plat approval for a subdivision or other development on Parcel 1.

d. The frontage of Parcels 2 and 3 shall be constructed as a condition of final plat approval for a subdivision or other development on Parcel 2 or 3.

- B. That the proposed Fairview Addition West Refinement Plan, a refinement plan for a portion of the Fairview Training Center property approximately 50.8 acres in size, be **APPROVED**, subject to the following conditions:

Condition 1: The third paragraph of the refinement plan, under Section 4 (Typical Street Cross Section) on page 16, shall be amended to read as follows:

"Please refer to the following diagrams in Figure 4 for typical road cross sections. Note that subbase and drainage rock will vary according to specific site conditions. Final structural street sections are addressed by the Public Works Design Standards and will be determined at the time of final design."

Condition 2: The refinement plan shall be amended to remove pavement, crushed rock, and other sub-grade dimensions from the street cross sections included under Section 4 (Typical Street Cross Sections).

- C. That the proposed tentative phased subdivision plan, to divide approximately 50.8 acres of land included within the Fairview Addition West Refinement Plan into 216 lots ranging in size from approximately 3,374 square feet to 14,352 square feet in size, be **APPROVED**, subject to the following conditions:

Condition 1: Construct a minimum 46-foot-wide street improvement along Pringle/Battle Creek Road except where additional widths are needed for turn lanes as specified in the Traffic Impact Analysis. Based on the phasing plan as described in the refinement plan:

- d. As a condition of final plat approval for Phase Qa or Qb, the applicant shall construct street improvements along the entire frontage of Phases Qa and Qb.
- e. As a condition of final plat approval for Phase Ua, Ub, or V, the applicant shall construct street improvements from the south line of Phase Qb to the south line of Phase Zb. Alternatively, the applicant may defer the improvement until construction of the intersection of Z Street and Battle Creek Road by providing a performance security as specified in SRC 110.100.
- f. As a condition of final plat approval for Phase Za or Zb, the applicant shall construct street improvements from the south line of Phase Qb to the south line of Phase Zb, including the intersection of Z Street and Battle Creek Road. If Phase Za precedes Phase Zb, the Z Street improvement shall be constructed within Phase Zb, either as the ultimate improvement as specified in the refinement plan or as an interim improvement, as approved by the Public Works Director, until development of Phase Zb.

Condition 2: No more than 29 dwelling units will be permitted in construction of Phase Za prior to construction of an approved secondary emergency vehicle access.

Condition 3: Prior to final subdivision plat approval for the first phase of the subdivision, the final partition plat for FRP-PAR-SUB14-01 shall be recorded.

Condition 4: Design stormwater systems to serve all proposed lots. The stormwater systems shall be tentatively designed to accommodate future impervious surface. Construct stormwater facilities that are proposed in the public right-of-way, public storm easements, and/or in the proposed private streets.

Condition 5: Show all necessary access and utility easements on the plat and provide appropriate documentation of infrastructure maintenance agreements as approved by the Public Works Director and required by SRC 802.040.

Condition 6: Fire hydrant locations shall conform to the Oregon Fire Code and Public Works Design Standards related to construction and location. General location consideration requirements may include:

- d. Adjacent to alleys on local streets.
- e. Opposite cul-de-sacs on Strong Road SE.
- f. Opposite cul-de-sacs on Northview Street, located on the far side of the private streets to allow for 26-foot-wide fire apparatus access.

Condition 7: Prior to final acceptance of public infrastructure construction, the developer shall provide a final geotechnical report from a qualified geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.

Condition 8: Prior to final subdivision plat approval for the first phase of the subdivision, the applicant shall submit a Homeowners Association Agreement and

Covenants, Conditions, and Restrictions (CC&R) document for review and approval by the City Attorney for the perpetual maintenance and operation of all common properties and facilities within the development including, but not limited to: private streets, private utilities, open spaces, common facilities, and community areas.

Condition 9: Prior to final subdivision plat approval for any phase within the subdivision where the platting of that phase will result in an existing building(s) being located over a lot line, the existing building(s) shall be removed.

Condition 10: An easement shall be provided over the alley abutting the perimeter of Parcel 2 of Partition FRP-PAR-SUB14-01 in order to provide for additional access and connectivity to that Parcel.

Condition 11: The tentative phased subdivision plan shall be modified to:

- e. Realign the centerline of 1st Street to align with the 1st Street centerline in the adjacent Simpson Hills Refinement Plan.
- f. Show a minimum 24-foot curb-to-curb width along the entire length of Strong Road SE.
- g. Provide a pavement width at Strong Road SE between Q Street and Pringle Road SE sufficient to install a right turn lane to Pringle Road SE and a taper to 24 feet at Q Street.
- h. Provide a 50-foot centerline radius with a commercial driveway approach on Z Street at the intersection of Z Street and 2nd Street. An alternative design may be approved by the Public Works Director.

Condition 12: All building construction must provide an approved fire sprinkler system or approved fire apparatus access complying with the Oregon Fire Code. Live/work units shall be provided with an approved fire sprinkler system in accordance with the Oregon Fire Code and Oregon Structural Specialty Code.

Condition 13: All streets shall have appropriate no parking signage reviewed and approved as a condition of public construction plan approval.

Condition 14: No parking shall be permitted in the cul-de-sac bulbs or hammerhead area along all private streets. In addition, the full height curb shown in the cul-de-sac bulb plan shall be redesigned to provide an approved mountable curb installed to provide fire apparatus access.

Condition 15: Oregon Fire Code requires 26 feet of clearance in front of a hydrant and 10 feet on either side. If this standard cannot be met on Z Street, between 1st Street and 2nd Street, and on East Street, all buildings will need to install an approved fire sprinkler system.

- Attachments:**
1. Vicinity Map for Partition
 2. Vicinity Map for Refinement Plan and Phased Subdivision
 3. Comments from Morningside Neighborhood Association
 4. Comments from Neighboring Property Owners
 5. Public Works Department Comments
 6. Fire Department Comments
 7. Salem-Keizer School District Comments

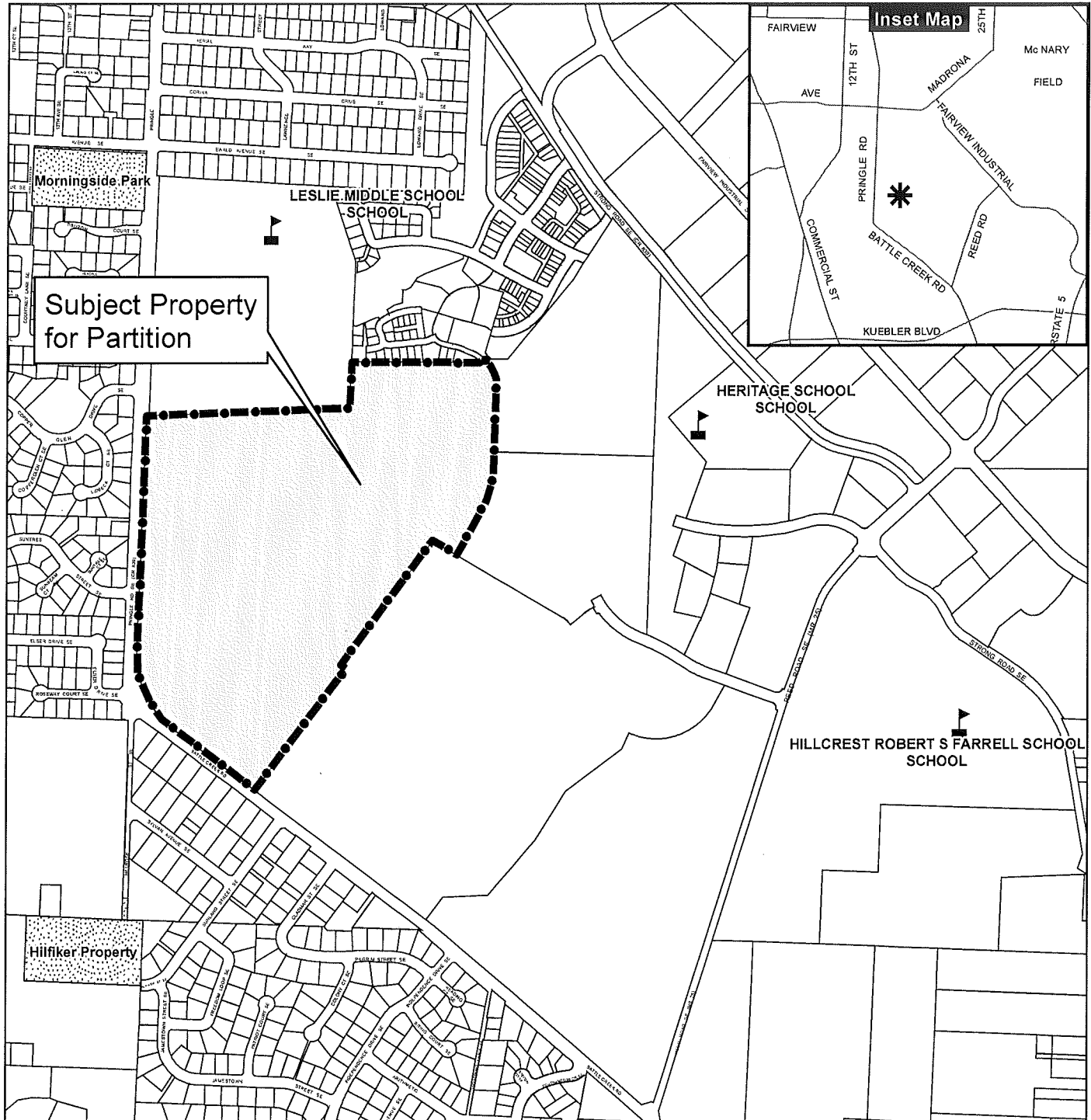
8. Tentative Partition Plan
9. Fairview Addition West Refinement Plan (appendices available online at:
<http://www.cityofsalem.net/fairviewadditionwest>)
10. Tentative Phased Subdivision Plan

Prepared by Bryce Bishop, Planner II

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Vicinity Map

4000 to 4200 Blocks of Pringle Road SE / 4300 Block of Battle Creek Road SE



Legend

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



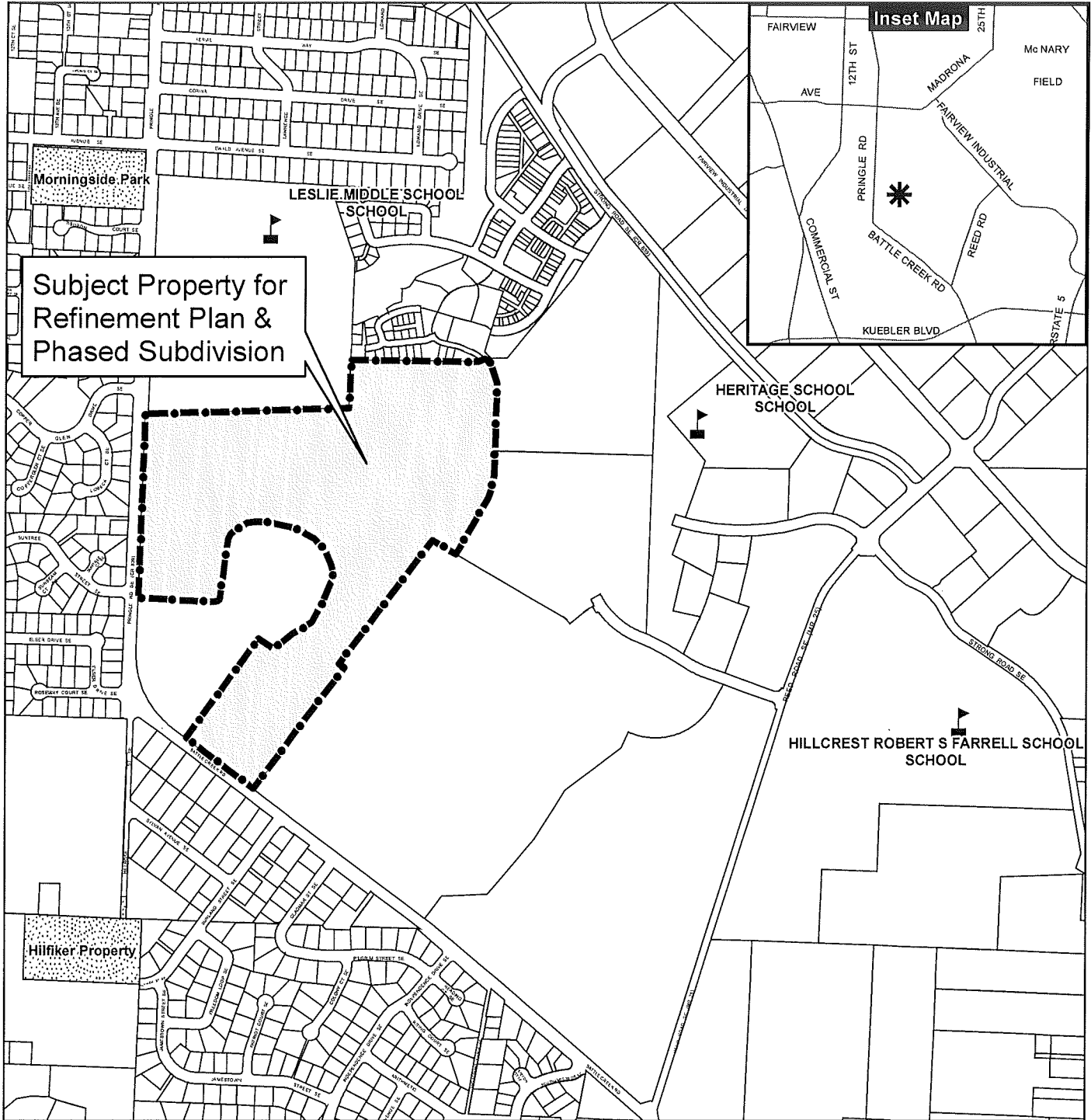
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
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Vicinity Map

4000 to 4100 Blocks of Pringle Road SE / 4300 Block of Battle Creek Road SE



Legend

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



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0 100 200 400 Feet



Bryce Bishop - FAIRVIEW REFINEMENT PLAN FOR 50 ACRE OLSON SUBDIVISION

From: "Geoffrey James" <geoffreyjames@comcast.net>
To: BBishop@cityofsalem.net
Date: 10/23/2014 12:33 PM
Subject: FAIRVIEW REFINEMENT PLAN FOR 50 ACRE OLSON SUBDIVISION
CC: sidrakdragon@live.com

Bryce Bishop
City of Salem

Re. FAIRVIEW REFINEMENT PLAN FOR 50 ACRE OLSON SUBDIVISION: MORNINGSIDE NEIGHBORHOOD ASSOCIATION

Fairview Refinement Plan/Partition/phased Subdivision No. FRP-PAR-SUB14-01 for 4000-4200 Blks Pringle Rd SE & 4300 Blk Battle Ck Rd SE, Salem

Morningside Neighborhood Association has no comments on this Refinement Plan and development proposal. Eric Olson appeared before MNA and showed the association his plans and also his subdivision in Monmouth. There has been no vote, either for or against. Generally MNA are very supportive of quality development at Fairview.

The staff report was distributed to all board members and comments were requested. This is the last day for us to make comments, per your hearing deadline. There was no feedback except Pringle Community representatives said they may comment. MNA appreciates the developer coming to the neighborhood association and for briefing us on this proposed development. Board members seem to be very positive about the proposal, were impressed with the quality, and certainly no negative comments were made. Members are looking forward to seeing this move ahead, in addition to the 38 acre city Community Park that is being planned adjacent to this proposed development.

I apologize but it looks like I will miss your public hearing, because our Blue Ribbon Police Facility Task Force is the same day and time. Please add this written testimony to the hearing Record as the comment from Morningside Neighborhood Association.

Thank You.

Sincerely,

Geoffrey James

Geoffrey James A.I.A. Architect

503-931-4120

Land Use Chair: Morningside N.A.

(address on file)

October 23, 2014

Bryce Bishop
City of Salem Planning Division
555 Liberty Street SE, Room 305
Salem, OR 97301

RE: Fairview Refinement Plan/Partition/Subdivision Case No. FRP-PAR-SUB14-01

Dear Planning Commission and Staff:

We were the first family to build a residence in Pringle Creek Community and were drawn by the elements of the Fairview Master Plan that enhance livability and protect the natural resources. Hopefully the elements of that plan will continue to govern future development.

Overall we are pleased to have Eric Olsen's development join the Fairview community. We have had the opportunity to meet with Mr. Olsen and express some of our concerns. There has been some confusion about his response to our concerns; they seem to change frequently. We are hoping that this planning process can clarify some of the specifics of his plan. Many of the things that he discussed with us are not in the refinement plan under review. If he does intend to make some changes, which we highly support, those changes should be codified in this process.

The transitional borders between Pringle Creek and the Fairview Addition West have several situations that cause us concern. The main concern is the fir grove that sits on the northern edge of the property. Our land abuts the fir grove and it is a significant green space. It's our understanding that the Master Plan states that any development must:

"Preserve, to the greatest extent possible, the existing natural areas and open space, that may not otherwise be protected through conventional development." (Ch. 143C.010(h))

We do not know the current plans for the area. We have been told that Mr. Olsen offered to remove a couple of lots from the area, but then still continue with building both homes and an alley through the stand of trees. We believe that the denigration of this fir grove, even through selective tree removal, will affect the stability of the grove and ultimately its ability to survive. We urge that the planning group review that impact.

We also know that there has been some discussion about a contiguous green space with Pringle Creek green space, but some of the proposals we have heard would create an offset green space without flow between the two properties. We would welcome a green connection and believe that with minor modifications to the refinement plan Fairview Addition West can have a seamless green space adjacent to Pringle Creek. Again we hope that this process of review, in conjunction with the Fairview Master Plan, will address our concerns and clarify the refinement plan.

We also ask that the Planning staff closely review the issues related to drainage impacted by the new development. The drainage coming off the hill, particularly from an area without pervious pavement could have a significant impact on Pringle Creek and the surrounding property. We also have concerns that the denigration of the fir grove could significantly impact erosion in the area.

Thank you for considering our concerns. Please contact us if you have any questions or if we can provide more information.

Sincerely,

Alan and Susan Wilson
1892 Cousteau Loop SE
Salem, OR 97302

Jane Poznar, President, Sustainable Development, Inc.
3911 Village Center Dr. SE
Salem, OR 97302
503-315-1055

Bryce Bishop, Case Manager, City of Salem Planning Division
555 Liberty St SE, Room 305
Salem, OR 97301
503-540-2399

October 23, 2014

Dear Mr. Bishop,

This letter is in regard to: Case File FRP-PAR-SUB14-01, request for comments on proposed partition, refinement plan, and subdivision of portion of former Fairview Training Center site known as Fairview Addition West, Minor Partition Application, Olsen Design and Development, submitted September 2014.

Sustainable Development, Inc. (SDI) developed and manages Pringle Creek Community, the property to the northeast of the subject property. There are two items in the application we request the Planning Commission confirm are in accordance with the Fairview Master Plan (FMP): 1) the preservation of natural resources and 2) storm water management.

1) The FMP, on page 19 reads, "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)" The schematic identifies area A as the northeast edge of the subject property.

In meetings with SDI, Mr. Olsen agreed to change an early street layout, forming cul-de-sacs and open spaces that preserved many, but not all, trees in the grove. Those changes were made prior to submission of the application. Lot layout, particularly Lots UA 3 through UA 8 overlay a substantial portion of the fir grove. In meetings with SDI and Pringle Creek neighbors, Mr. Olsen verbally agreed to remove Lots UA 3, UA 4 and UA 5 and form an open space.

We respectfully request the Planning Commission confirms the following are consistent with the Natural Resources, FMP: the proposed streets, alleys, lots, building activity and proximity of planned homes do not expose remaining trees to jeopardy of windfall, soil compaction or root damage and confirms an ongoing plan that ensures the continued overall health of the fir grove.

2) An FMP Stormwater Management key element on page 13 reads, "street networks that reduce disruption of steep slopes and natural drainages." Pringle Creek Community is down slope from the applicant's northeast boundary. The northeast portion of the applicant's property and surrounding area have been typified as having extremely poor drainage, and storm water management of the area would require a 12 inch drain along the length of the north boundary. Furthermore, a widening of the drain to a 24 inch detention area is proposed near the west corner of the northeast boundary where Fairview Addition, Pringle Creek Community and Leslie Middle School properties meet. Additionally, SDI was told a 12 foot all weather access road would be required for maintenance.

The Fairview Addition, West application page 44, section iii calls for Pervious Pavement Alleys for the two northernmost alleys ... "Because of the steep terrain, swales or similar facilities are not feasible in this area. These pervious pavement alleys will be used to infiltrate runoff in these areas."

In a meeting with SDI, Mr. Olsen and Mr. Ward, the project engineer, stated a northern all weather alley would be required with access to manholes, the alley would have a down slope curb and not be pervious paving.

On the surface, there are inconsistencies in the Fairview Addition, West application and again we respectfully request the Planning Commission confirms the proposed plan for storm water management aligns with the FMP and is the best possible solution for the steep, poorly draining hillside on the north boundary of the property.

Thank you for your consideration.

Sincerely,

Jane Poznar
President, SDI



MEMO

TO: Bryce Bishop, Planner II
Community Development Department

FROM: *FD* Glenn Davis, P.E., C.F.M., Chief Development Engineer
Public Works Department

DATE: October 29, 2014

SUBJECT: PUBLIC WORKS RECOMMENDATIONS
FRP-PAR-SUB 14-01 (14-111667)
4000-4200 BLOCKS OF PRINGLE ROAD SE AND 4300 BLOCK OF
BATTLE CREEK ROAD SE

PROPOSAL

Request: A Partition to divide approximately 65 acres of the former Fairview Training Center site into 3 parcels ranging in size from approximately 14.2 acres to 29.9 acres in size, together with a:

1. Refinement Plan for two of the proposed parcels, totaling approximately 50.8 acres in size, setting forth the requirements for future development of the property consistent with the provisions of the Fairview Mixed-Use Zone (SRC Chapter 530) and the adopted Fairview Plan; and
2. Phased Subdivision to divide the 50.8 acre property included in the Refinement Plan into 216 lots ranging in size from approximately 3,374 square feet to 14,352 square feet in size.

The property is zoned Fairview Mixed-Use (FMU) and is located in the 4000-4200 blocks of Pringle Road SE (Pringle) and the 4300 block of Battle Creek Road SE (Battle Creek).

RECOMMENDED CONDITIONS OF FAIRVIEW REFINEMENT PLAN APPROVAL

Amend the refinement plan to eliminate the pavement, crushed rock, and subgrade dimensions from the typical street sections in Section 4. Final structural street sections are addressed by the PWDS and will be determined at the time of final design.

RECOMMENDED CONDITIONS OF PARTITION PLAT APPROVAL

1. Prior to final partition plat approval, construct a minimum 46-foot-wide improvement along Pringle/Battle Creek except where additional width is needed for turn lanes as specified in the Traffic Impact Analysis. The street improvement may be deferred per SRC 803.070 until final plat approval for a subdivision phases within the subject property. Based on the phasing plan as described in the refinement plan:
 - a. The frontage of Parcel 1 shall be constructed as a condition of final plat approval for a subdivision or other development on Parcel 1.
 - b. The frontage of Parcels 2 and 3 shall be constructed as a condition of final plat approval for a subdivision or other development on Parcel 2 or 3.
2. Prior to final partition plat approval, convey land for dedication of right-of-way to equal a minimum half-width of 36 feet along Pringle/Battle Creek along the full frontage of the property from the north line of Parcel 1 to the south line of Parcel 3. The right-of-way dedication shall be measured from the construction centerline defined by the Applicant's site plan and include slope easements as needed to construct the required improvements.

RECOMMENDED CONDITIONS OF SUBDIVISION PLAT APPROVAL

1. Construct a minimum 46-foot-wide street improvement along Pringle/Battle Creek except where additional widths are needed for turn lanes as specified in the Traffic Impact Analysis. Based on the phasing plan as described in the refinement plan:
 - a. As a condition of final plat approval for Phase Qa or Qb, the applicant shall construct street improvements along the entire frontage of Phases Qa and Qb.
 - b. As a condition of final plat approval for Phase Ua, Ub, or V, the applicant shall construct street improvements from the south line of Phase Qb to the south line of Phase Zb. Alternatively, the applicant may defer the improvement until construction of the intersection of "Z" Street and Battle Creek by providing a performance security as specified in SRC 110.100.
 - c. As a condition of Phase Za or Zb, the applicant shall construct street improvements from the south line of Phase Qb to the south line of Phase Zb, including the intersection of "Z" Street and Battle Creek Road. If Phase Za precedes Phase Zb, the "Z" Street improvement shall be constructed within Phase Zb, either as the ultimate improvement as specified in the refinement plan or as an interim improvement, as approved by the Public Works Director, until development of Phase Zb.
2. The phased subdivision plan shall be modified to:
 - a. Realign the centerline of 1st street to align with the 1st street centerline in the

- adjacent Simpson Hills phase.
- b. Show a minimum 24-foot curb to curb width along the entire length of Strong Road SE.
 - c. Provide a pavement width at Strong Road SE between 'Q' Street and Pringle sufficient to install a right turn lane to Pringle and a taper to 24-feet at 'Q' Street.
 - d. Provide a 50-foot centerline radius with a commercial driveway approach on 'Z' Street at the intersection of 'Z' Street and '2nd' Street. Alternative design may be approved by the Public Works Director.
3. Design stormwater systems to serve all proposed parcels. The stormwater systems shall be tentatively designed to accommodate future impervious surface. Construct stormwater facilities that are proposed in the public right-of-way, public storm easement, and/or in the proposed private streets.
 4. Show all necessary access and utility easements on the plat and provide appropriate documentation of infrastructure maintenance agreements as approved by the Public Works Director and required by SRC 802.040.
 5. Prior to final acceptance of public infrastructure construction, the developer shall provide a final geotechnical report from a qualified geotechnical engineer that describes construction monitoring activities for all site earthwork and addresses the geotechnical considerations for each individual building lot.

FACTS

Streets

1. Battle Creek Road SE
 - a. Standard—This street is designated as a minor arterial street in the Salem TSP. The standard for this street is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
 - b. Existing Conditions—There is an approximate 30-foot improvement within a 60-foot-wide right-of-way adjacent to the subject property.
2. Pringle Road SE
 - a. Standard—This street is designated as a minor arterial street in the Salem TSP. The standard for this street is a 46-foot-wide improvement within a 72-foot-wide right-of-way.
 - b. Existing Conditions—There is an approximate 50-foot improvement within a 70-foot-wide right-of-way adjacent to the subject property.

Storm Drainage

Existing Conditions—A public ditch is located along Battle Creek and Pringle, adjacent to the subject property.

Water

Existing Conditions

- a. The subject property is located within the S-1 and S-2 water service levels, with a majority of the property located in the S-1 service level.
- b. S-1 and S-2 water mains are located in Battle Creek and Pringle. These mains are sufficient to serve the proposal as specified in the Preliminary Declaration for UGA 04-8.

Sanitary Sewer

Existing Conditions—The nearest available sewer is an 8-inch sewer line located in Copper Glen Drive SE, approximately 160 feet north of the northwest property corner of the subject property.

CRITERIA AND FINDINGS

SRC 205.005(d) and 205.010(d) indicate the criteria that must be found to exist before an affirmative decision may be made. The applicable criteria and the corresponding findings are as follows:

SRC 205.005(d)(1)—The tentative partition plan complies with the standards of this Chapter and with all applicable provisions of the Unified Development Code, including, but not limited to the following:

- a. Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines;
- b. City infrastructure standards; and
- c. Any special development standards, including, but not limited to floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

Findings—The applicant's refinement plan identifies natural resources and hazards within the subject property, and the proposed partition does not have a significant impact on City infrastructure or natural resources.

SRC 205.005(d)(3)—Development within the tentative partition plan can be adequately served by City infrastructure.

Findings—The proposed partition has limited impact on City infrastructure and can be served adequately as specified in the applicant's refinement plan.

SRC 205.005(d)(4) and SRC 205.005(d)(5)—The street system in and adjacent to the tentative partition plan conforms to the *Salem Transportation System Plan*. The street system in and adjacent to the tentative partition plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

Finding—The subject property abuts Pringle/Battle Creek, an underimproved minor arterial street. Other street connections are available to the subject property from other phases of the Fairview Development District. Each parcel has a distinct responsibility for constructing portions of the street frontage. The conditions of approval specify the responsibility for street improvements by phase.

SRC 205.010(d)(1)—The tentative subdivision plan complies with the standards of this Chapter and with all applicable provisions of the Unified Development Code, including, but not limited to the following:

- a. Lot standards, including, but not limited to, standards for lot area, lot width and depth, lot frontage, and designation of front and rear lot lines;
- b. City infrastructure standards; and
- c. Any special development standards, including, but not limited to floodplain development, special setbacks, geological or geotechnical analysis, and vision clearance.

Findings—The applicant's refinement plan identifies natural resources and hazards within the subject property, and the proposed subdivision does not have a significant impact on City infrastructure or natural resources. Alternative standards for City infrastructure shall be approved through the Design Exception process within the PWDS. A preliminary review by Public Works staff has determined the design exceptions noted in Attachment 1 are approved.

The applicant shall provide the required field survey and subdivision plat per Statute and Code requirements outlined in the *Oregon Revised Statutes (ORS)* and SRC. If said documents do not comply with the requirements outlined in ORS and SRC, and as per SRC Chapter 205, the approval of the subdivision plat by the City Surveyor may be delayed or denied based on the non-compliant violation. It is recommended the applicant request a pre-plat review meeting between the City Surveyor and the applicant's project surveyor to ensure compliance with ORS 672.005(2)(g)&(h), 672.007(2)(b), 672.045(2), 672.060(4), *Oregon Administrative Rules* 850-020-0015(4)&(10), 820-020-0020(2), and 820-020-0045(5).

SRC 205.010(d)(3)—Development within the tentative subdivision plan can be adequately served by City infrastructure.

Findings—The proposed subdivision can be served adequately as specified in the applicant's refinement plan. The Fairview Development District provides for mitigation of development impacts through construction of major off-site improvements.

The proposed development is subject to SRC Chapter 71 and the revised PWDS as adopted in Administrative Rule 109, Division 004. The proposed refinement plans indicates the design will meet or exceed the PWDS. To demonstrate the proposed parcels can meet the PWDS, the applicant shall submit a tentative stormwater design prior to final plat approval that includes findings demonstrating how the proposed subdivision will comply with PWDS Appendix 4E related to green stormwater infrastructure. As identified in the conditions of approval, the applicant shall construct stormwater facilities that are proposed in the public right-of-way, public storm easement, and/or in the proposed private streets.

All public and private City infrastructure proposed to be located in the public right-of-way shall be constructed or secured per SRC 803.035(c)(6)(B) prior to final plat approval. Any easements needed to serve the proposed parcels with City infrastructure shall be shown on the final plat.

SRC 205.010(d)(4) and SRC 205.010(d)(5)—The street system in and adjacent to the tentative subdivision plan conforms to the *Salem Transportation System Plan*. The street system in and adjacent to the tentative subdivision plan is designed so as to provide for the safe, orderly, and efficient circulation of traffic into, through, and out of the subdivision.

Finding—The subject property abuts Pringle/Battle Creek, an underimproved minor arterial street. Other street connections are available to the subject property from other phases of the Fairview Development District.

As shown on Drawing 0-0, titled Pringle-Battle Creek Proposed Improvements, the applicant proposed to fund street improvements with Development District Fees (DDFs). The applicant is advised that the use of DDFs cannot be committed through the subdivision process, but instead through a separate process as part of the Fairview Development District.

SRC 205.010(d)(6)—The tentative subdivision plan provides safe and convenient bicycle and pedestrian access from within the subdivision to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. For purposes of this criterion, neighborhood activity centers include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers.

Findings—The applicant's refinement plan sufficiently addresses pedestrian and bicycle connections throughout the proposed development.

SRC 205.010(d)(7)—The tentative subdivision plan mitigates impacts to the transportation system consistent with the approved Traffic Impact Analysis, where applicable.

Findings—Mitigation of traffic impacts is provided through construction of frontage improvements along Pringle/Battle Creek. Other off-site mitigation is provided through the Fairview Development District.

SRC 205.010(d)(10)—When the tentative subdivision plan requires an Urban Growth Preliminary Declaration under SRC Chapter 200, the tentative subdivision plan is designed in a manner that ensures that the conditions requiring the construction of on-site infrastructure in the Urban Growth Preliminary Declaration will occur, and, if off-site improvements are required in the Urban Growth Preliminary Declaration, construction of any off-site improvements is assured.

Findings—The proposed subdivision is consistent with the Urban Growth Preliminary Declaration as implemented through the Fairview Development District.

Attachment: Design Exception Summary

Prepared by: Robin Dalke, C.F.M., Administrative Analyst III
cc: File

Off-Site Improvements, Pringle Road SE and Battle Creek Road SE

	Requested Design Exception	Comments/Justification
1	Maximum street grade of $\pm 9.6\%$	The existing street is fully improved including curb and sidewalk on the west side of the street between Copper Glen Drive and Hillrose Street. Major excavations and a full street improvement would be required in order to conform to the City's Design Standards. Additionally right of way from multiple property owners in the Copper Glen subdivision would be required.
2	± 33 MPH vertical curve design speed for the existing vertical curve on Pringle Road with the crest at the proposed Strong Road intersection (High Point = STA 17+76 \pm).	The existing street is fully improved including curb and sidewalk on the west side of the street between Copper Glen Drive and Hillrose Street. . Major excavations and a full street improvement would be required in order to conform to the City's Design Standards. Additionally, right of way from multiple property owners in the Copper Glen subdivision would be required. This verticle curve is just south of a the Leslie Middle School where the speed is posted for 30 MPH.
3	40 MPH horizontal curve design speed for the horizontal curve near Hillrose Street (Begin STA 6+43 \pm , End STA 11+08 \pm).	The Pringle-Battle Creek roadway is entering a significantly more developed urban environment when traveled from south to north. Pringle Road is currently posted for 30 MPH at STA 21+20 \pm northbound and there is a school speed zone sign for 20 MPH when flashing at STA 24+10 \pm . Item 5 below addresses a vertical curve just to the south of this location with a proposed 40 MPH design speed. With this horizontal curve farther north as you progress into the more developed urban environment

		the 40 MPH design speed is considered appropriate. In order to achieve the 40 MPH design speed, additional right of way, over and above what City Standards require is required to be dedicated.
4	5% superelevation cross slope for the horizontal curve near Hillrose Street (Begin STA 6+43±, End STA 11+08±).	In conjunction with the proposed 519' centerline radius this meets the 40 MPH horizontal curve design speed listed in Item 3 above. This is not considered design exception. However, it does differ from the design standards requirement of 3% maximum roadway cross slope for crowned sections and thus is listed to ensure the City is aware of this issue.

Off-Site Improvements, Pringle Road SE and Battle Creek Road SE (Continued)

	Requested Design Exception	Comments/Justification
5	40 MPH vertical curve for the design speed for the improved roadway vertical curve crest at the proposed Z Street intersection (High Point = STA 2+70±).	The Pringle-Battle Creek roadway is entering a significantly more developed urban environment when traveled from south to north. Pringle Road is currently posted for 30 MPH at STA 21+20± northbound and there is a school speed zone sign for 20 MPH when flashing at STA 24+10±. In conjunction with these circumstances, roadway and utility lowering will be required to increase the design speed. To achieve the proposed 40 MPH design speed the existing roadway will need to be lowered by approximately 5 feet. To achieve a 45 MPH design speed the existing roadway would need to be lowered by approximately 9 feet which would result in significantly greater costs and impacts to the area. Additional right of way from properties across the Given the circumstances the 40 MPH is proposed as the

		appropriate balance for this location.
6	Curblin sidewalk on the southwest side of Pringle Road (STA 1+00± to Hillrose Street).	Some of the existing homes in this area are relatively close to the street and a curblin walk will reduce the impact to these homes.

Onsite Improvements

	Requested Design Exception	Comments/Justification
1	20' curb radius for Collector to Local street intersections	Reduced curb radii are commonly used as part of traffic calming practices, and are proposed here for that purpose.
2	Non-Standard Cul-de-Sacs	The original design concept presented to City Staff was for these streets to function with a hammerhead design, with the private streets or alleys serving the hammerhead function. City Staff was concerned about this being problematic for street sweeping operations. While the hammerhead function has been retained, the reduced radius cul-de-sacs have been added to facilitate street sweeping.
3	Strong Road Typical Section 24 ft curb to curb in non-parking areas 29 ft curb to curb for parking one side 5 ft property line sidewalk on the south ROW line 10 ft multi-use path on the north ROW line	The use of the proposed 10 ft wide multi-use path in lieu of bike lanes is consistent with the Transportation Master Plan and the plans for Strong Road to the east in the Sustainable Fairview project. As such, this is not considered a design exception request. This is being included here to ensure the City is aware of this issue.

MEMORANDUM

SALEM FIRE DEPARTMENT

TO: BRYCE BISHOP
FROM: SALEM FIRE DEPARTMENT
DATE: OCTOBER 27, 2014
SUBJECT: REFINEMENT PLAN, PARTITION, PHASED SUBDIVISION CASE NO. FRP-PAR-SUB14-01

Fire Department Requirements for Fairview Addition West

1. All building construction must provide an approved fire sprinkler system or approved fire apparatus access complying with the Oregon Fire Code. Live/work units shall be provided with an approved fire sprinkler system in accordance with the Oregon Fire Code and Oregon Structural Specialty Code.
2. All streets shall have appropriate no parking signage reviewed and approved as a condition of public construction plan approval.
3. No parking is permitted in the cul-de-sac bulbs or hammerhead area along all private streets. In addition, the full height curb shown in the cul-de-sac bulb plan shall be redesigned to provide an approved mountable curb installed to provide fire apparatus access.
4. Fire hydrant locations shall conform to the Oregon Fire Code and Public Works Design Standards related to construction and location. General location considerations requirements may include:
 - a. Adjacent to alleys on local streets
 - b. Opposite cul-de-sacs on Strong Road SE.
 - c. Opposite cul-de-sacs on Northview Street, located on the far side of the private streets to allow for a 26-foot fire apparatus access.
5. Oregon Fire Code requires 26-feet of clearance in front of a hydrant and 10-feet on either side. If this standard cannot be met on proposed Z Street between 1st and 2nd and proposed East Street, all buildings will need to install an approved fire sprinkler system.
6. No more than 29 dwelling units will be permitted in construction of Phase Za prior to construction of an approved secondary emergency vehicle access.



DAVID FRIDENMAKER, Manager
 Facility Rental, Planning, Property Services
 3630 State Street, Bldg. C ● Salem, Oregon 97301-5316
 503-399-3335 ● FAX: 503-375-7847

Christy Perry, Superintendent

October 22, 2014

Bryce Bishop, Planner
 Planning Division, City of Salem
 555 Liberty Street SE, Room 305
 Salem OR 97301

FAX No. 503-588-6005

RE: Land Use Activity
 Salem Case No. FRP-PAR-SUB14-01 4000-4200 Blocks of Pringle Rd. SE

SUMMARY OF COMMENTS

School Assignment: Subject property is currently with the school attendance area for Morningside Elementary, Leslie Middle and South Salem High Schools

School Capacity: Sufficient school capacity currently exists to serve the proposed development

School Transportation Services: Middle school students will be within the walk zone for Leslie Middle School and will not be eligible for school transportation services. Elementary and high school students will be eligible for school transportation services to Morningside Elem. and South Salem High Schools.

Below is data and the District's comments regarding the proposed land use activity identified above. If you have questions, please call at (503) 399-3335.

ELEMENTARY SCHOOL INFORMATION (GRADES K TO 5)

1. School Name: Morningside Elementary School
2. Estimated change in student enrollment due to proposed development: 87
3. Current school capacity: 491
4. Estimate of school enrollment including new development: 473
5. Ratio of estimated school enrollment to total capacity including new development: 96%.
6. Walk Zone Review: Eligible for transportation to Elementary School.
7. Estimate of additional students due to previous 2013 land use applications: 0
8. Estimate of additional students due to previous 2014 land use applications: 1
9. Estimated cumulative impact of 2013-14 land use actions on school capacity: 96% of capacity.

MIDDLE SCHOOL INFORMATION (GRADES 6 TO 8)

1. School Name: Leslie Middle School
2. Estimated change in student enrollment due to proposed development: 39
3. Current school capacity: 947
4. Estimate of school enrollment including new development: 806
5. Ratio of estimated school enrollment to total capacity including new development: 85%
6. Walk Zone Review: Within walk zone of Middle School.
7. Estimate of additional students due to previous 2013 land use applications: 4

8. Estimate of additional students due to previous 2014 land use applications: 0
9. Estimated cumulative impact of 2013-14 land use actions on school capacity: 86% of capacity.

HIGH SCHOOL INFORMATION (GRADES 9 TO 12)

1. School Name: South Salem High School
2. Estimated change in student enrollment due to proposed development: 47
3. Current school capacity: 1,981
4. Estimate of school enrollment including new development: 1,949
5. Ratio of estimated school enrollment to total capacity including new development: 98%
6. Walk Zone Review: Eligible for transportation to High School.
7. Estimate of additional students due to previous 2013 land use applications: 27
8. Estimate of additional students due to previous 2014 land use applications: 0
9. Estimated cumulative impact of 2013-14 land use actions on school capacity: 100% of capacity.

ESTIMATE SUMMARY (GRADES K TO 12):

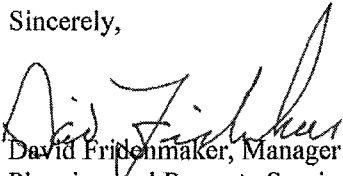
1. Total estimated change in student enrollment: 173
2. Total estimated student enrollment over capacity: 0
3. Estimated short-term cost to District for new facilities, beyond current facility capacity, due to change in student enrollment: \$ 0
4. Total estimated additional income to District for new facilities due to change in student enrollment: \$ 0

Developer should provide paved walk route(s) to allow pedestrian access and bicycle access to school(s) from all residences within the new development and should provide all improvements required by the City of Salem where new transportation routes are established or existing transportation routes change, such as school flashers, crosswalks, and signage. As per ORS 195.115, when the walk zone review indicates "eligible for transportation due to hazard" the District requests that the City initiate a planning process with the District to identify the barriers and hazards to children walking or bicycling to and from school, determine if the hazards can be eliminated by physical or policy changes and include the hazard elimination in the City's planning and budgeting process.

ASSUMPTIONS:

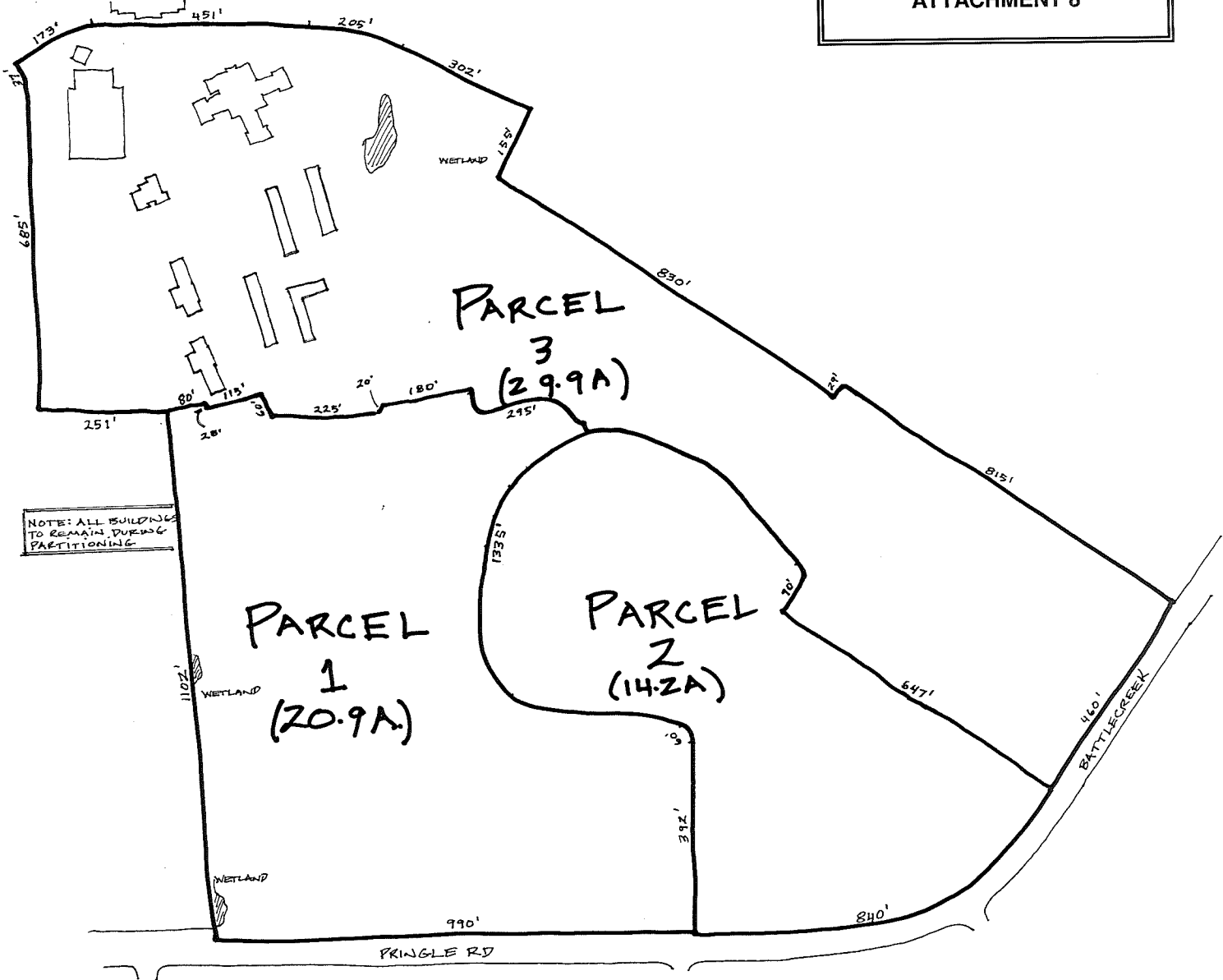
1. When land use request is granted, 254 sf & 124 mf new residence(s) will be built.
2. Estimates are computed using the Student Rate per Dwelling Method described in the District's Facility Study for years 2001-2020.
3. If current capacity exists at the schools currently serving the parcel then an estimate of zero cost, or no significant impact, is made.
4. If current capacity does not exist at the schools currently serving the parcel then an estimate of cost for one-time capital improvements is made.
5. Income from the proposed land use for capital improvement is assumed to be zero since capital improvement funds come from voter approved bond measures that can be an unpredictable and irregular source of income.
6. Income from a State School Facilities grant may be available depending on state funding. The grant amount ranges from 0% to 8% of the construction cost. Since the funding is unpredictable, it has not been included as income. The current 2011-13 biennium facilities grant funding for the District was \$5,450,719.
7. General Fund Budget Amount for the 2013-14 school year is \$9,241 per student (ADMw). The State School Fund Revenue for 2013-14 is estimated to be \$8,021 per student (ADMw). ADMw is "Average daily membership" as defined in ORS 327.006 (3).

Sincerely,



David Fridenmaker, Manager
Planning and Property Services

c: Mike Wolfe, Chief Operations Officer
Jim Jenney, Manager – Custodial and Property Services
William White, Manager - Risk Management
Michael Shields, Manager - Transportation

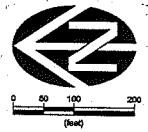


NOTE: ALL BUILDINGS TO REMAIN DURING PARTITIONING

TENTATIVE PARTITION
OWNERS: SF&Z, LLC.
SCALE 1" = 100'

EXISTING BUILDING NOTE:
ALL EXISTING BUILDINGS
TO BE REMOVED WITH
THE POSSIBLE EXCEPTION
OF THE LAUNDRY. IF THE
LAUNDRY BUILDING IS
PRESERVED, LOTS UA-6
TO UA-13 WILL NOT BE
DIVIDED INTO INDIVIDUAL
LOTS.

VILLAGE CENTER DRIVE
2' EASEMENT
18' CURB TO EP
TRAVEL SECTION



OWNER/APPLICANT
GLEN DESIGN & DEVELOPMENT
CONTACT: ERIC OLSEN
PO BOX 8
MONMOUTH, OR 97391
PH: 503-535-1500
FAX: 503-535-1230

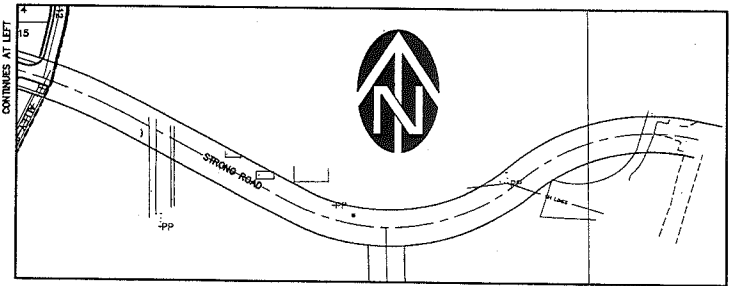
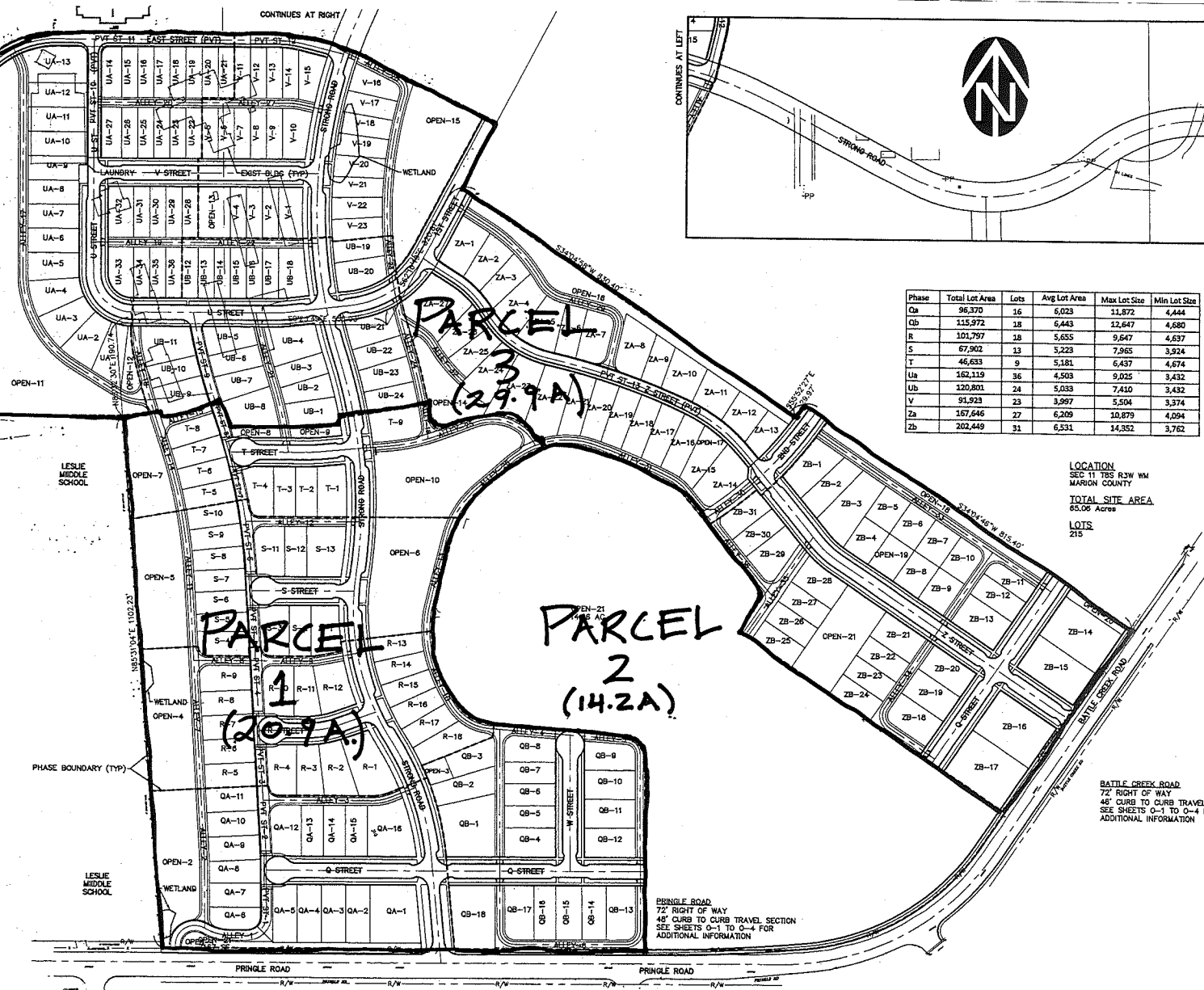
ENGINEER
MERRICK ENGINEERING
3841 FAIRVIEW INDUSTRIAL DR. SE
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SALMA, OREGON 97222
PH: 503-555-9174
FAX: 503-555-3386
CONTACT: RAYMOND C. ENGEL, P.E.

POWER
PZ
503-777-1777

TELEPHONE
CENTURY LINK
800-777-1777

CABLE TV
TIF
503-777-1777

GAS
NW NATURAL
503-777-1777



Phase	Total Lot Area	Lots	Avg Lot Area	Max Lot Size	Min Lot Size
Qa	96,370	16	6,023	11,872	4,444
Qb	115,972	18	6,443	12,647	4,680
R	101,797	18	5,655	9,647	4,637
S	67,902	13	5,223	7,965	3,924
T	46,633	9	5,181	6,437	4,674
Ua	162,119	36	4,503	9,025	3,432
Ub	120,821	24	5,033	7,410	3,432
V	91,923	23	3,997	5,504	3,374
Za	167,646	27	6,209	10,879	4,094
Zb	202,449	31	6,531	14,352	3,762

LOCATION
SEC 11 T8S R3W WM
MARION COUNTY

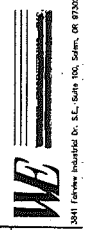
TOTAL SITE AREA
65.06 Acres

LOTS
215

BATTLE CREEK ROAD
72' RIGHT OF WAY
48' CURB TO CURB TRAVEL SECTION
SEE SHEETS Q-1 TO Q-4 FOR
ADDITIONAL INFORMATION

PRINGLE ROAD
72' RIGHT OF WAY
48' CURB TO CURB TRAVEL SECTION
SEE SHEETS Q-1 TO Q-4 FOR
ADDITIONAL INFORMATION

VERIFY SCALE
ON ALL SHEETS IN
THIS SET. SCALE
IS TO BE USED FOR
ALL DIMENSIONS.
USDA, NRCS



Glen Design & Development
Monmouth, Oregon
Fairview Site Subdivision
Refinement Plan & Preliminary Plat
Overall Site Plan

DRAWING
S-1
JOB NUMBER
2834.000

TENTATIVE PARTITION
OWNERS: SFAZ, LLC

FAIRVIEW ADDITION^{WEST}

Refinement Plan



OLSEN DESIGN AND DEVELOPMENT

September 2014

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APPENDICES

Appendix A: Tree Inventory from Surveyor (large prints)

Appendix B: Natural Resources Inventory

Appendix C: Historic Analysis and Inventory

Appendix D: Traffic Impact Analysis Update Letter

Appendix E: Archaeological Cultural Resources Inventory and Assessment

Appendix F: Geohazard/Geotechnical Report

Appendix G: Image Gallery

Appendix H: Stormwater Calculations

Appendix I: Inadvertent Discovery Plan

Included Large Prints

Fairview Site Subdivision Plan, Drawing U-1

PROJECT TEAM

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GENERAL INTRODUCTION

Approval Criteria: SRC 530.030(e)

The Fairview Addition West Refinement Plan (referred to in this plan as Refinement Plan) was developed to be consistent with the principles in the Fairview Master Plan and in conformity with the provisions of the Salem Area Comprehensive Plan and Fairview Mixed Use Zone. A general overview of those principles, permitted uses and densities as they relate to this specific Refinement Plan can be found in Sections 2 and 5.

Pringle Creek Community and Leslie Middle School neighbor Fairview Addition West (referred in this plan as Fairview Addition) on the north side and are buffered by open space. Land uses consisting of more intensive multifamily and single family housing neighbor the south side (Simpson Hills) and are also buffered with open space. A future Village Center (VC) is to the east. The Refinement Plan is compatible with the adjoining land uses and complementary by emphasizing a sustainable, residential and live-work community. While not part of this Refinement Plan, a tentative subdivision application for the entire 50.8 acres of property has been submitted as a simultaneous application. The subdivision plan shows the feasibility of the Refinement Plan as it relates to infrastructure, public services and buildability.

Tables 2 and 3 in Sections 5 and 6, respectively, describe in detail the Refinement Plan's conformity to the City of Salem UDC with proposed exceptions and alternative standards stated.

The Refinement Plan is based on the goals of the Fairview Master Plan. In addition to traditional single family homes, the Refinement Plan incorporates mixed-use and other housing options, such as live-work, micro-homes and multifamily, which create a mixed income neighborhood. There is potential reuse of the Fairview laundry building for multiple family or commercial use. Significant open spaces are designed to preserve the natural surroundings and to encourage community access, such as space designated for community agriculture,

community events and recreation. A network of paths, alleys and sidewalks provide convenient pedestrian use and encourages easier access to bus service on Battle Creek/Pringle Road, as well as future service through the larger Fairview neighborhood.

The Refinement Plan offers options for a long-term relationship with Leslie Middle School (and other local schools) through educational activities and local food programs similar to the Edible School Yard and similar local food mentoring programs.

The overall design within this Refinement Plan was motivated by preserving the natural topography of the site, while also providing the housing densities prescribed by the FMU zone. By eliminating most garages along the street, the neighborhood's pedestrian experience is greatly enhanced, as is safety and security as a result of "eyes on the street." By configuring the homes such that much of the public living space is oriented to the street, residents have a much greater ability to provide passive surveillance and deterrence of undesirable activities.

Offering residents the ability to live and work from their home is a critical component of this Refinement Plan's objectives and will provide both traditional home occupation as well as a more intensive and urban live-work arrangement. The live-work uses vary depending on proximity to the "Village Center" (see Fairview Master Plan for a description of the Village Center Area - VC). See Table 2 for allowed uses within the residence throughout the Refinement Plan Area. Live-work is an important sustainability tenet of design because it achieves the following: a) reduces automobile commuting, b) provides walkable amenities within a neighborhood for other residents, c) economizes space within the residence by utilizing residential space as work space, and d) reduces the need for commercial development elsewhere in the city.

Sustainability is further achieved through construction standards by requiring each project to exceed minimum code requirements in order to improve water quality, energy efficiency and a reduced carbon footprint.

Fairview Sustainable Land Use and Transportation Principles

Fairview Addition is a 50.8-acre project that emphasizes elements consistent with the principles of sustainability in the Fairview Master Plan. The following outlines how the Sustainable Land Use and Transportation Principles will be applied in the Fairview Addition development.

Build in Economic and Social Diversity

Fairview Addition promotes integration of populations with diverse economic and social standings. Our design precedent, as seen in our Edwards Addition in Monmouth, is to build communities with homes that vary significantly in cost, size and lot coverage in order to establish a neighborhood for many demographics. The Fairview Addition plan includes flex houses, ADUs, three and four family residences. These provide housing options for the elderly and singles as well as rental opportunities for low wage families. Many custom single family home designs are available for buyers of means and cottage clusters will provide a location for communities of interest.

Create a Center

The Fairview Addition design respects the “transect”-- whereby the general density/intensity-of-use increases (i.e. becomes more urban) with movement toward the core, specifically the Village Center (VC) area. This concept is outlined visually in Section 1: Illustrative Site Plan, Figure 1. Depending on market conditions, homes on the eastern side of the property close to and within the VC zone will cater to more urban and intensive live-work options with greater population density. While working from the home will be encouraged throughout the entire neighborhood except in LI areas, only in and around the VC area will the most urban live-work options be available for residents. Ground floor retail will only be allowed within 150 feet of the VC area.

Re-use, Retrofit

The intent is to find an end user to purchase the laundry building and repurpose the structure for multiple family or commercial use, complementary to this mostly residential area. This would generate an additional amenity, provide jobs and increase livability for the entire Fairview community as well as the greater Morningside neighborhood. Because of the laundry building's clear span roof structural system the building offers many reuse possibilities.

Create Local Employment

Live-work as an option for residential designs included in the Fairview Addition plan will create many opportunities to increase local employment, while reducing carbon dioxide emissions associated with transportation (i.e. commuting). Moreover, reuse of the laundry building for commercial purposes would also provide employment opportunities for community members. Furthermore, significant job creation comes from the actual building of homes (a National Association of Homebuilders study indicates that construction of a typical new home creates between 3 and 4 full time jobs for 1 year. This translates to 150 to 200 jobs per year assuming a 5-year build-out).

Build Innovative Green Buildings

The Fairview Addition housing types are aimed broadly at satisfying the following fundamentals of sustainability: good environmental and aesthetic design, walkability, reduction of building square footage and maximizing building occupancy. Neighborhoods designed for livability generate long-term social fabric and promote reinvestment, therefore creating the foundation for a sustainable community. Our innovative flex houses are specifically designed to accommodate housing needs through the many phases of our lives. They are an economically feasible option to extend the period of time an owner can remain in a residence by making it easy to maintain full occupancy of the entire structure. Within the flex house configuration, the home can simultaneously fulfill multiple functions including: primary residence of varying sizes, income property, accommodations for elderly parents, multigenerational living and a place for a caregiver. By keeping a home fully utilized, the

overall density increases and reduces the impact on the environment. See Appendix G for a typical flex house design.

Introduction of a micro-house model further promotes sustainability and affordable housing within the neighborhood. Broad criteria of these homes will be a limitation of the building footprint to 450 square feet and additional restrictions as indicated in allowed uses and development standards (see Sections 5 and 6).

Part of the encouragement of innovation in sustainability derives from our “Green Addition,” which is an additional homebuyer investment in sustainable development. All homes constructed will be obligated to include an additional investment (beyond normal City requirements) of one percent of the total cost of the structure for one of the following areas of green building:

1. Energy efficiency (e.g. insulation, LED lighting, energy efficient appliances)
2. Water quality (e.g. rain gardens, rooftop gardens, gray water reuse)
3. Green energy sources (e.g. Renewable Energy Certificates (RECs), carbon offsets, solar panels)
4. Improved water conservation (e.g. gray water reuse, low flow fixtures, drought tolerant landscaping)
5. Automobile charging stations
6. Other experimental green building methods (e.g. new technologies not yet in the marketplace)

This will be monitored and enforced by the Fairview Addition Homeowners Association.

Green Corridors for People and Other Living Things

Our Refinement Plan includes four primary green corridors consisting first of the entire northern border. The second is an area running from the 14.2 acres shown as “woods” in the Fairview Master Plan through the amphitheater to the southwest portion of Pringle Creek Community via a narrow greenway. The third is a corridor along the swale between the Simpson Hills development and Fairview Addition. Fourth is the open space which runs easterly from the amphitheater to the lower part of our property north of First Street and south of Strong Road. These green areas are very important to the Fairview Addition design

as they include natural habitat areas, drainage ways, community agriculture sites for local organic food production, and recreational spaces.

An Interconnected Street System

Pedestrian and automobile connectivity is a major part of our development design, as is indicated in our street-phasing plan. For more information on the Fairview Addition street connectivity, see Section 3: Name, Location and Extent of Existing or Proposed Major Streets and Section 11: Construction Phasing of Streets.

Walk Every Day

Fairview Addition is designed to promote many walking options, including street sidewalks, alleys, woonerfs (see Northview Street), open spaces and designated paths. This promotes easy access to neighborhood recreational areas, to work/school, to commercial areas, and to mass transit systems as available. Food carts, both temporary and longer term, will be allowed in all areas except LI, providing additional amenities for the greater community. The particularly walkable neighborhood will promote a healthy lifestyle for residents and non-residents alike.

Transit Close at Hand

A guiding principle of Fairview Addition is to offer a realistic alternative to the personal automobile. As mentioned above, this starts with walkability. The aesthetics of a walk is fundamental in enhancing and encouraging pedestrian activities, especially when a 5-10 minute walk is required to access public transportation. Front porches and garages in the back are key to achieving this end. On the west side of Fairview Addition (on Battle Creek and Pringle Road), Route 6 of Salem-Keizer Area Public Transit currently offers regular bus service, which fits within the threshold of keeping neighborhood amenities within a 5-10 minute walk in order to reasonably expect use. As is emphasized in the Fairview Master Plan, there is an expectation that public transportation will eventually service a “main street” within the Village Center in order to further incentivize an alternative to the automobile.

SECTION 1: ILLUSTRATIVE SITE PLAN



Figure 1: Illustrative Site Plan of Fairview Addition West

SECTION 2: GENERAL ALLOCATION AND IDENTIFICATION OF MAJOR PROPOSED LAND USES

The Fairview Addition model generally follows the Mixed-Use Overlay Plan outlined in Chapter 530 of the SRC: FMU Fairview Mixed-Use Zone unless stated herein. Four of the indicated overlay zones are included in the Refinement Plan:

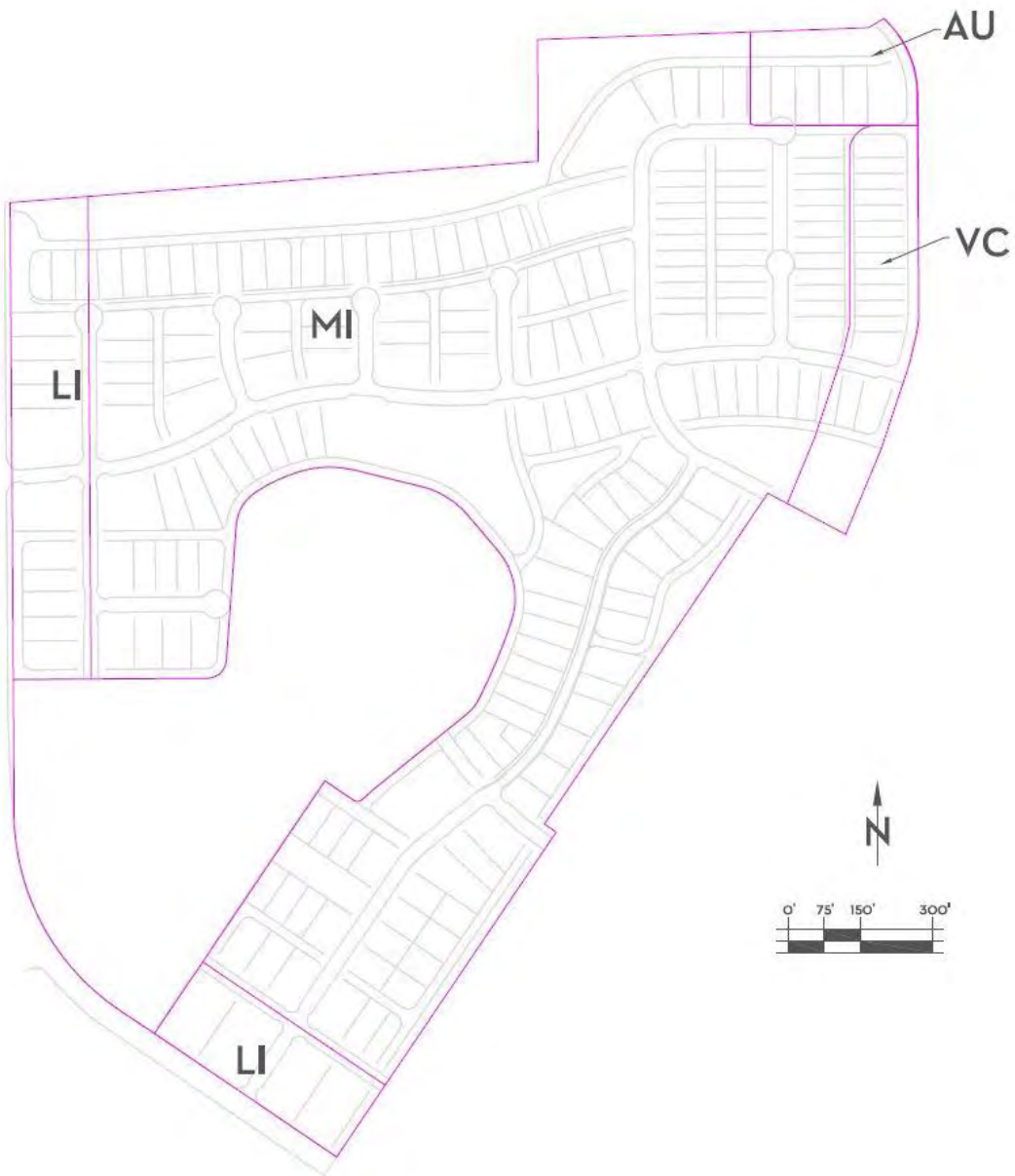


Figure 2: Mixed Use Overlay Plan

- Low Intensity, LI
 - 5.5 Acres
 - DU/Acre: 5-8 allowed per Fairview Master Plan
 - DU Total: 28-44 allowed per Fairview Master Plan
 - DU/Acre: 5-6 proposed
 - DU Total: 28-33 proposed
 - Single family, single family with ADUs, agriculture and agricultural structures, open spaces (see Section 5 for details)*

- Mixed Intensity, MI
 - 41.5 Acres
 - DU/Acre: 7-35 allowed per Fairview Master Plan
 - DU Total: 290-1452 allowed per Fairview Master Plan
 - DU/Acre: 6-7 proposed
 - DU Total: 249-290 proposed
 - Single family, single family with ADUs, live-work single family, two family, three family and four family homes, multifamily as micro-homes on open space, commercial, agriculture and agricultural structures, open spaces, education services (see Section 5 for details)*

- Adaptive Use, AU (Preferred Option of Building Reuse)
 - 1.5 Acres
 - DU/Acre: 6-30 allowed per Fairview Master Plan
 - DU Total: 9-45 allowed per Fairview Master Plan
 - DU/Acre: 0-20 proposed
 - DU Total: 0-30 proposed
 - Multi-family, commercial re-use, agriculture and agricultural structures, retail, manufacturing, group living, lodging, retail sales and service, business and professional services, recreation and entertainment, health services, open spaces, education services (see Section 5 for details)*

- Adaptive Use, AU (Less Preferred Option—No Building Reuse)

1.5 Acres

DU/Acre: 6-30 allowed per Fairview Master Plan

DU Total: 9-45 allowed per Fairview Master Plan

DU/Acre: 6-20 proposed

DU Total: 9-30 proposed

Single family, single family with ADUs, live-work single family, two family, three family and four family homes, agriculture and open spaces (see Section 5 for details)

- Village Center, VC

2.3 Acres

DU/Acre: 16-35 allowed per Fairview Master Plan

DU Total: 37-81 allowed per Fairview Master Plan

DU/Acre: 13-25 proposed

DU Total: 30-57 proposed

Single family, single family with ADUs, live-work single family, two family, three family and four family homes, multifamily as micro-homes on open space, commercial, open spaces, education services, and retail (see Section 5 for details)

Table 1: Total Dwelling Units per Acre by Zone

	LI		MI		AU		VC		Totals	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Fairview Master Plan	28	44	290	1452	9	45	37	81	364	1602
Fairview Addition Proposed	28	33	249	290	0	30	30	57	307	410

SECTION 3: NAME, LOCATION AND EXTENT OF EXISTING OR PROPOSED MAJOR STREETS



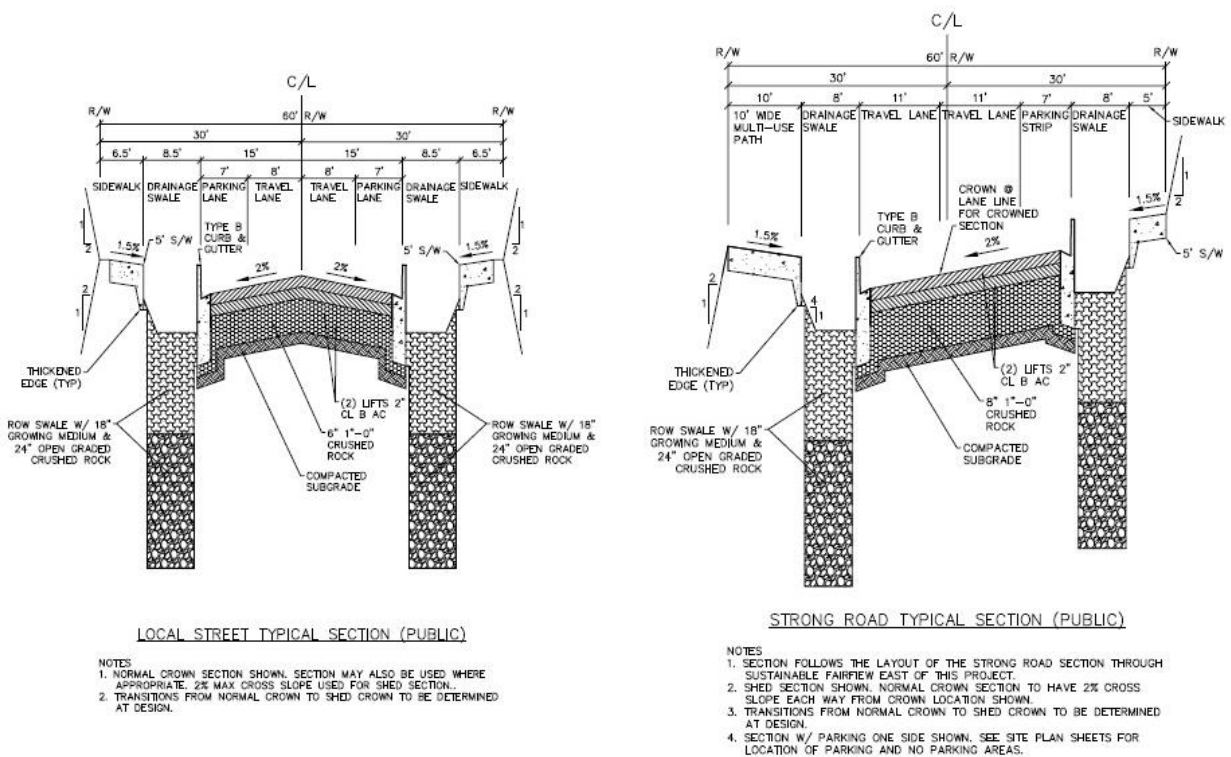
Figure 3: Street Names, Locations and Types

SECTION 4: TYPICAL STREET SECTIONS

Other than normal functions of a street network, like providing access “to and through” the neighborhood, emergency vehicle access and street/overflow parking, streets in Fairview Addition are designed to achieve the following: a) traffic calming by offering curb extensions to slow traffic at intersections and cross walks, b) tree lined streets in order to create a spatial separation between the automobile and pedestrian, c) a means for stormwater management with drainage swales consisting of plants which help with water quality and subsurface drainage mediums to maximize infiltration of runoff.

Alleys and private streets are designed to provide rear access to most of the homes as well as additional pedestrian/bicycle access throughout the neighborhood.

Please refer to the following diagrams in Figure 4 for typical road cross sections. Note that subbase and drainage rock will vary according to specific site conditions.



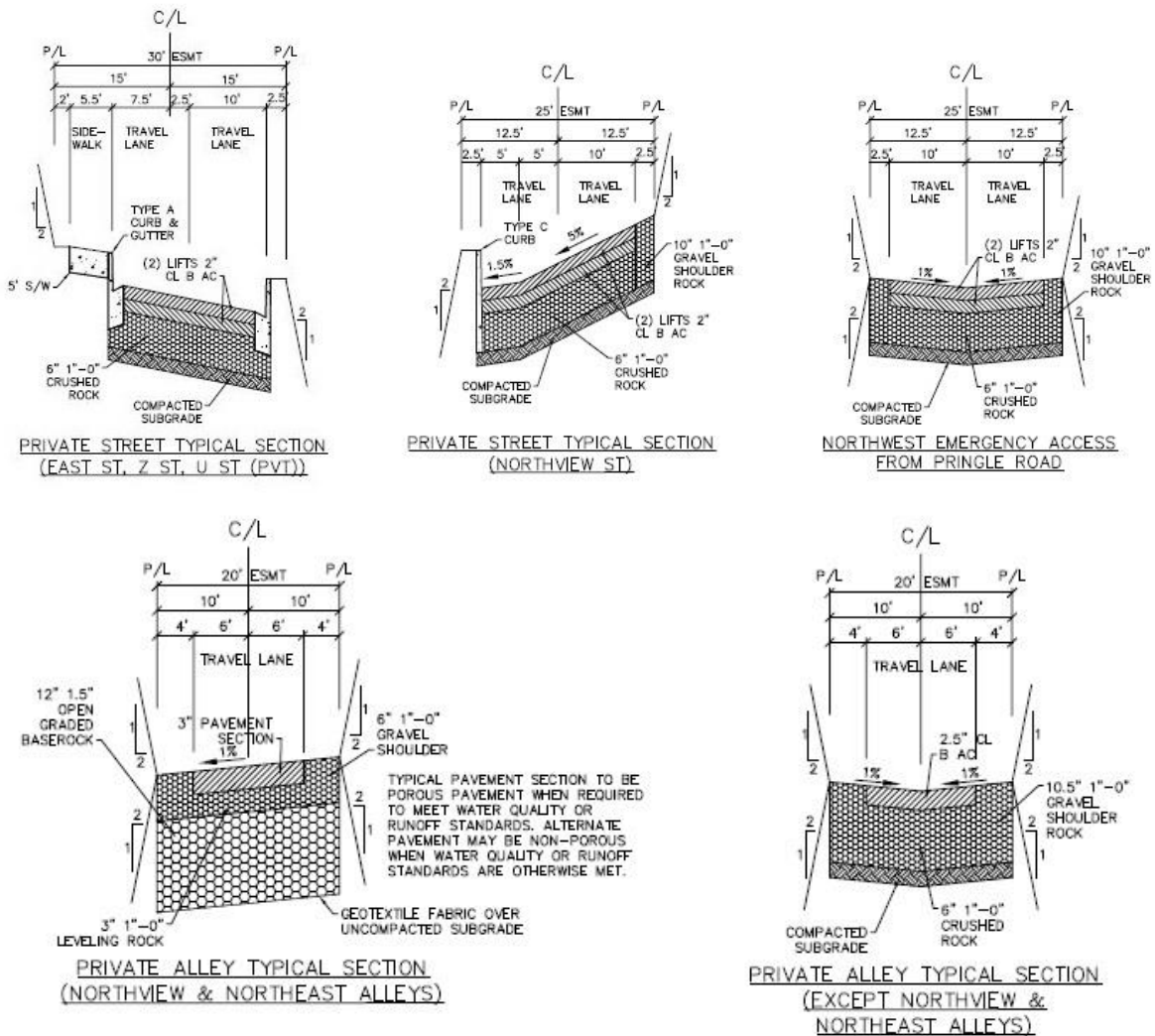


Figure 4: Typical Street Sections

East Street remains variable at the time this Refinement Plan is published. The owners of the property to the east of East Street will potentially propose a City Park on this property. In the event this occurs, Fairview Addition is prepared to modify the private 30 foot wide street section to a one-half public street improvement whereby the other half would be the responsibility of the adjacent property owner. This would result in a dedicated public street.

Vehicular, pedestrian and utility access has been provided to the 14.2 acre parcel (See Fig. 1, Illustrative Site Plan), which is not part of the proposed Refinement Plan area. The eventual

public street extension of Q Street is available as needed in the future. Furthermore, an access and utility easement over the short section of the alley (along 2nd Street alignment) between Z Street and the 14.2 Acres will provide potential for a private street providing vehicular and public utility access to the eastern section of the 14.2 Acres.

Z Street is currently described as a private street due to the topographical constraints that make the public street standard impractical. City of Salem may choose in the future to include this as a public street even though it does not meet those standards.

Street transitions to adjacent neighborhoods have been considered in the street design. Village Center Lane (from Pringle Creek Community) has 18 foot wide paving with a curb and sidewalk. East Street has 20 foot paving with curb and sidewalk on the same side as Village Center Lane and a curb on the opposite side. Thus a transition only requires a slight street widening and the addition of a curb. Strong Road in Lindburg Green and Fairview Addition only differ by the fact that Fairview Addition has traditional curbs versus asphalt draining directly into the drainage swales in Lindburg Green, as well as parking on one side in Fairview Addition versus two in Lindburg Green. Transitioning at time of construction will be quite simple. Simpson Hills' 1st Street is a bit less clear due to the fact that only 1/2 of the street improvement has been detailed and indicates that the ROW still requires approval from Public Works. Even though this is a bit nebulous, there is adequate space between Z-Street and Simpson Hills' 1st Street stub to make a satisfactory transition. Finally, 2nd Street in both Simpson Hills and Fairview Addition are similar sections and won't require any transitions.

SECTION 5: PERMITTED LAND USES

Overlay Area density and boundaries for Fairview Addition will generally follow those specified in the Fairview Mixed-Use Overlay Plan of the SRC (Figure 530-1 and Table 530-3), however, the boundaries are altered slightly from the original schematic due to the actual street locations of the development. A visual representation of revised overlay densities of

Fairview Addition can be found on the Mixed Use Overlay Plan, Figure 2. All permitted land uses will follow specifications outlined in Sections 2 and 5 of this plan. The Mixed-Intensity (MI) area constitutes a majority of the Refinement Plan area. Most of the homes will be single family or single family with ADU, while other more intensive residential and live-work will be permitted. The MI zone also allows micro-housing with a maximum footprint of 450 square feet located exclusively in open spaces with an overall density no greater than 1 unit per 15,000 square feet of open space. They will function as an alternative affordable housing option, a green home option and/or caretaker units for the surrounding agriculture and neighborhood at large.

A smaller section is classified as the Village Center (VC) area, which will contain higher density single family, two family, three family, four family and more urban live-work housing as well as open spaces. The Adaptive Use (AU) area will permit most uses described in VC above as well as potential reuse of the existing laundry structure for commercial or multifamily. Approximately 5 acres along Pringle Road and Battle Creek Road is designed as Low-Intensity (LI), permitting single family residential with ADU's and without, open spaces and community agriculture. The overall intent of this area is to provide a transition from the adjacent Morningside neighborhoods to Fairview Addition. Both temporary and longer term food carts will be permitted on open spaces in all zones except LI.

Open spaces throughout the neighborhood are permitted to be used for community parks, community agriculture, micro-homes, community gardens, walking paths/trails, community buildings, agricultural buildings, outdoor classrooms, parking, natural and man-made water quality/flow control, solar panels, farm stands, and food carts.

Table 2: Allowed Uses in Fairview Addition West

Allowed Uses (1)	LI	MI	AU	VC	Limitations & Qualifications
Utilities					
Basic Utilities	P	P	P	P	
Household Living					

Single Family	P	P	P	P	Single family detached dwelling with or without Accessory Dwelling Unit
	N	P	P	P	Townhouse
	N	P	P	P	Dwelling unit for caretaker on the premises being cared for
	P	P	P	P	Residential Home, as defined under ORS 197.660
Two Family	N	P	P	P	
Multifamily	N	P	P	P	Three and Four Family
	N	N	P	N	Greater than Four Family
	N	P	P	P	Micro-homes with total footprint of 450 sq. ft. or less per residence in open space only. The home/occupant will be one of the following: a) net zero home, b) occupant does not own an automobile, c) resident works in the neighborhood, d) resident is part of a cooperative automobile sharing program. No micro-homes will be permitted in open space between U St. Alley and Pringle Creek Community
Group Living					
Room and Board	N	P	P	P	Room and Board serving 5 or fewer persons
	N	N	N	N	All other Room and Board
Residential Care	N	P	P	P	Residential Facility, as defined under ORS 197.660
	N	N	N	N	All Other Residential Care
Nursing Care	N	P	P	P	
Lodging					
Short-Term Lodging	N	P	P	P	Bed and Breakfasts
	N	N	P	P	All other Short-Term Commercial Lodging
Long-Term Commercial Lodging	N	P	P	P	
Retail Sales and Service					
Eating and Drinking Establishments	N	P	P	P	Operated by resident family
	N	P	P	P	Food Cart, in Open Spaces Only
	N	N	P	P	

Retail Sales	N	P	P	P	Operated by a resident family within 150 feet of VC area
	N	P	P	P	Farmstand, in Open Spaces Only
	N	N	P	P	
Personal Services	N	P	P	P	Operated by resident family
	N	N	P	P	
Postal Services and Retail Financial Services	N	N	P	P	
Business and Professional Services					
Office	N	P	P	P	Operated by resident family
	N	N	P	P	
Audio/Visual Media Production	N	N	P	P	
Laboratory Research and Testing	N	N	P	P	
Recreation, Entertainment and Cultural Services and Facilities					
Commercial Entertainment-- Indoor	N	C	C	C	Nightclubs located within 200 feet of a residential Zone
	N	N	P	P	All other Commercial Entertainment
Commercial Entertainment-- Outdoor	N	P	P	P	In Open Spaces
Recreational and Cultural Community Services	N	P	P	P	
Parks and Open Space	P	P	P	P	
Non Profit Membership Assembly	N	P	P	P	
Religious Assembly	N	P	P	P	
Educational Services					
Daycare	N	P	P	P	Child and Adult Day Care home operated by the resident family
	N	N	P	P	All other Day Care
Basic Education	N	P	P	P	Education operated by resident family
Post-Secondary and Adult Education	N	N	P	P	
Civic Services					
Per table 530-1:Uses					
Public Safety					
Per table 530-1:Uses					
Funeral and Related Services					
Per table 530-1:Uses					
Construction Contracting, Repair, Maintenance and Industrial Services					
Per table 530-1:Uses					(Cleaning Plants not allowed in MI)

Whole Sales, Storage, and Distribution					
Per table 530-1:Uses					
Manufacturing					
Per table 530-1:Uses					
Aviation Facilities					
Per table 530-1:Uses					
Transportation Facilities					
Per table 530-1:Uses					
Farming, Forestry and Animal Services					
Per table 530-1:Uses					
Growing of Crops	P	P	P	P	Open Spaces
Keeping of Chickens	P	P	P	P	Per City of Salem 50.710
Agricultural Buildings	N	P	P	P	All building footprints shall be under 2500 sq. ft. on open space. Not permitted on open space between Pringle Creek Community and Fairview Addition
Other Uses					
Per table 530-1:Uses					
Notes					
(1) - All allowed uses may be further restricted by Fairview Addition Homeowners Association and will be enforced by the Fairview Addition Homeowners Association					

SECTION 6: DEVELOPMENT STANDARDS

Table 3 below provides standards for development within overlay areas. While this provides minimum standards for what will be incorporated into those areas, further restrictions may be implemented by the Fairview Addition Homeowners Association.

Table 3: Development Standards for Fairview Addition (1) (2)

Lot standards	Standard	Limitations and Qualifications
Lot Area		
Residential	Min. 1000 sq. ft.	Applicable in AU, VC, & MI areas
	Min. 3000 sq. ft.	Applicable in LI
Non-Residential	Min. 1000 sq. ft.	
Lot Width		
Residential	Min. 20 ft.	

Non-Residential	Min. 20 ft.	
Lot Depth		
Residential	Min. 40 ft.	
Non-Residential	Min. 40 ft.	
Street or Alley Frontage		
Residential	Min. 20 ft.	
Non-Residential	None Required	

Density	Standard	Limitations and Qualifications
Residential	Min. 5 du/acre Max. 8 du/acre	Applicable in LI area.
	Min. 7 du/acre Max. 35 du/acre	Applicable in MI area.
	Min. 6 du/acre Max. 30 du/acre	Applicable in AU area.
	Min. 16 du/acre Max. 35 du/acre	Applicable in VC area.
Non-Residential	None Required	

Setbacks	Standard	Limitations and Qualifications
Abutting FMU Zone District Boundary		
Buildings and Accessory Structures		
Residential	Min. 20 ft.	
Non-Residential	Min. 20 ft.	
Abutting street		
Buildings		
Residential	Min. 5 ft.	Applicable in LI & MI areas, includes porches.
	None Required	Applicable in AU & VC areas.
Non-Residential	None Required	
Accessory Structures		
Residential	Min. 5 ft.	Applicable in LI & MI areas.
	None Required	Applicable in AU & VC areas
Non-Residential	None Required	

Abutting Alleys		
Buildings		
Residential	Min. 3 ft.	Applicable in LI & MI areas.
	None Required	Applicable in AU & VC areas.
Non-Residential	None Required	
Accessory Structures		
Residential	Min. 3 ft.	Applicable in LI & MI areas.
	None Required	Applicable in AU & VC areas.
Non-Residential	None Required	
Interior Front		
Buildings		
Residential	None Required	
Non-Residential	None Required	
Accessory Structures		
Residential	Min. 3 ft.	Applicable in LI
	None Required	Applicable in MI, AU & VC
Non-Residential	None Required	
Interior Side		
Buildings		
Residential	None Required	
Non-Residential	None Required	
Accessory Structures		
Residential	Min. 3 ft.	Applicable in LI
	None Required	Applicable in MI, AU & VC
Non-Residential	None Required	
Interior Rear		
Buildings		
Residential	Min. 3 ft.	Applicable in LI
	None Required	Applicable in MI, AU & VC
Non-Residential	None Required	
Accessory Structures		
Residential	Min. 3 ft.	Applicable in LI
	None Required	Applicable in MI, AU & VC
Non-Residential	None Required	

Lot Coverage	Standard	Limitations and Qualifications
Buildings and Accessory Structures		
Residential	Max. 65%	Applicable in LI areas.
	No Max.	Applicable in all other areas.
Non-Residential	No Max.	

Height	Standard	Limitations and Qualifications
Buildings		
Residential	Max. 35 ft.	Applicable in LI area.
	Max. 45 ft.	Applicable in all other areas.
Non Residential	Max. 45 ft.	Existing structures in AU may exceed Max Height
Accessory Structures		
Residential	Max. 35 ft.	Applicable in LI area
	Max. 45 ft.	Applicable in all other areas
Non Residential	Max. 45 ft.	Existing structures in AU may exceed Max Height
Vegetation		
Trees	Max. 45 ft.	
All Other Vegetation	Max. 45 ft.	

Off-Street Parking & Loading (3)	Standard	Limitations and Qualifications
Vehicle Parking		
Residential	None Required	Applicable to Micro-House.
	Max. 1 per dwelling unit	
	Min. 1 per dwelling unit	Applicable to all other Residential, including Accessory Dwelling Units (ADU'S).
	Min. 1 Additional	For each boarder or room for rent
	Min. 1 Additional	For each 600 s.f. of resident family operated business

Non-Residential	None Required	Applicable to Agriculture.
	Min. 1 per 1000 s.f.	Applicable to all other Non-Residential.
Bicycle Parking		
Residential	None Required	
Non-Residential	Min 1 per 1000 s.f.	
Loading		
Residential	None Required	
Non-Residential	None Required	
Driveway Length		
Residential	Min. 20 ft.	Applicable to public street facing Garage
	None Required	All other
Non-Residential	None Required	
Driveway Width		
Residential	Per SRC Table 806.4	
Non-Residential	Per SRC Table 806.7	
Notes		
(3) Tandem parking for any single household is permitted for all residential uses and parking is permitted in open spaces		

Fencing/Buffers	Standard	Limitations and Qualifications
Fencing (4)		
Open Green Fencing	Max. height 12 ft.	Built structure occupies no more than 30 percent of vertical surface area.
	Max. height 7 ft.	For street abutting areas
Other fencing	Max. height 7 ft.	For non-street abutting areas
	Fencing may not extend past front facade of residence unless height is less than 4 ft.	For street abutting areas
Landscaping		
Residential	Per Fairview Addition Homeowners Association review	Applicable to all areas.
Non-Residential	Per Fairview Addition Homeowners Association review	Applicable to all areas.

Notes

(4) Height restrictions per SRC Chapter 805 will apply to all fencing that may obscure vision in abutting street areas

(1) - All development standards are also subject to additional architectural review and approval by Fairview Addition Homeowners Association

(2) All live-work is considered residential

AMENDMENTS, SUBTRACTIONS AND ADDITIONS TO SRC Chapter 530 FMU–Fairview Mixed-Use Zone

- A. Per section 530.050 (f), the Fairview Addition Homeowners Association shall provide architectural design review of all structures to be built in Fairview Addition. As for multifamily housing, guidelines for design review will be based on:
1. Access to open space and neighborhood amenities
 2. Architectural design to optimize massing, detailing and overall appearance relating to other homes in the neighborhood
 3. Provide a range of living unit sizes and affordability options throughout the neighborhood
 4. Sound and visual separation between attached units and adjacent properties
 5. Landscaping to maximize shading, wind protection and interior/exterior aesthetic
 6. Options for cooperative ownership of homes
 7. Green building practices

SRC 808.050 Tree Planting Requirements

Exception to SRC Table 808.1: If lot coverage maximums exceed 55%, tree planting requirements do not apply.

SECTION 7: STANDARDS FOR THE CONSERVATION, DEVELOPMENT OR UTILIZATION OF NATURAL RESOURCES

The standards for the conservation, development or utilization of natural resources for this Refinement Plan will be in accordance with the Sustainable Ecological Systems Principles of the Fairview Master Plan:

Respect the Landscape

Development of the Refinement Plan area will work with, not against, the surrounding ecosystems by preserving natural sites for recreational use, wildlife habitats, and stormwater drainage. The Fairview Addition plan includes three major preservation areas, or “Open Spaces,” to encourage a thriving ecosystem, promote outdoor activities, and provide maximum walkability within the community. More information on Open Spaces can be found in Section 18: General Landscaping Plan.

The local streets are generally oriented in a north-south orientation in order to allow for the long axis of the home to be in the east-west direction. This provides significant advantage for passive homes or homes that will incorporate solar panels. Furthermore, the general street alignment is designed to avoid significant site grading.

Zero Impact on the Regional Watershed

The Refinement Plan area will utilize low-impact, rainwater detention mechanisms to maintain a more natural drainage rate and filtrate toxins from rainwater. Bio swales, stormwater planters, and pervious asphalts will ensure a system that works with the natural capacities of the site and allow for improvement, not degradation, of the surrounding Pringle Creek habitats.

Layer the Systems

Systems across all levels and categories will be integrated into the Refinement Plan to promote maximum synergy. For example, streets will incorporate rainwater drainage systems,

community recreation areas will support ecosystem health and commercial activities will be layered with residential utility.

Close the Cycle of Energy/Material Flows

Construction and maintenance of the Refinement Plan area will aim to tighten the resource cycle within the development. Drainage systems will allow for water to infiltrate natural aquifers and community agriculture zones will incorporate composting and recycling facilities. Moreover, the re-use of the laundry building (the preferred alternative) would save further energy and reduce resource use during construction phases of the development.

In addition to adhering to the Sustainable Ecological Systems Principles of the Fairview Master Plan, the Fairview Addition Refinement Plan will meet or exceed all provisions written in the following SRC Chapters unless noted within this Plan:

- Chapter 808: Preservation of Trees and Vegetation
- Chapter 810: Landslide Hazards
- Chapter 809: Wetlands

SECTION 8: WETLAND AND TREE INVENTORY

Tree Inventory and Conservation Plan

The intent in preservation of existing trees is aimed at protecting larger trees whenever possible. Current calculations indicate that over 70 percent of the gross cross sectional area of all trees will be maintained as measured 4.5 feet from grade level. For example, a 12 inch diameter tree at 4.5 feet has one-quarter the cross sectional area of a 24 inch diameter tree. This is a very important component for reducing a carbon footprint because, as a rule, larger trees consume more carbon dioxide and provide more natural shading/cooling in the summer than smaller trees. This prioritization is consistent with the Fairview Master Plan Sustainability Principles.

Fairview Addition complies with SRC Chapter 808: Preservation of Trees and Vegetation. A professional surveyor was hired to conduct an inventory and evaluation of trees present in the Refinement Plan area (see Appendix A). The site contains approximately 209 trees, most of which are evergreen pines and firs and deciduous varieties, including oaks and walnuts. An arborist confirmed the presence of White Oaks, as indicated in Figure 5 (a larger version of the wetland and tree inventory is provided in Appendix A). The landscaping plan for the area currently designates preservation of 100 existing trees, but reserves the right to selectively reduce this number to 87 (White Oaks are not included), which still complies with preservation guidelines found in SRC 808. Significant White Oaks over twenty-four inches in diameter will be preserved, with one notable exception being two Significant White Oaks on the western side of the site (see Fig. 5, a larger version is included in the back of the Appendix). They will be removed for the construction of Z Street, which has little latitude to be relocated due to sight distances at the connection to Battle Creek. All provisions required under *SRC Chapter 808: Preservation of Trees and Vegetation* will be met or exceeded in the course of the removal of trees unless indicated within this refinement plan.

Table 4: Count of Trees on Site to be Removed and Count of Trees to be Preserved

Total Number of all Trees on Site	Number to be Removed	Number to be Saved	Percent Preserved
209	109	100	48% (1)
Total Number of Significant Oaks on Site	Number to be Removed	Number to be Saved	Number to be Saved
12	2	10	83%
(1) An additional 13 trees may be removed, changing the Percent Preserved to 42%. None of the additional 13 trees will be Significant Oaks nor Fir Trees 24 inch or greater in diameter			

Wetland Inventory

According to the Natural Resources Inventory conducted in 2003 for the Sustainable Fairview Associates, LLC (Appendix B), three wetland zones are located within the Refinement Plan. One is centrally located on the eastern side of the property, and two exist along the northern property line. The easternmost wetland along the northern side of the site (area 8) will be preserved. The wetlands located on the eastern side and northwest corner of the property (areas 5 and 9) may be mitigated to allow for emergency access and road construction, respectively. All mitigation efforts will be in compliance with the guidelines and requirements set in SRC 809: Wetlands. For a contextual map of the wetlands found in the Refinement Plan area, see the Wetland Inventory and Tree Preservation Plan, Figure 5. Larger prints of the site and each area with tree labels are also included with this plan in Appendix A.

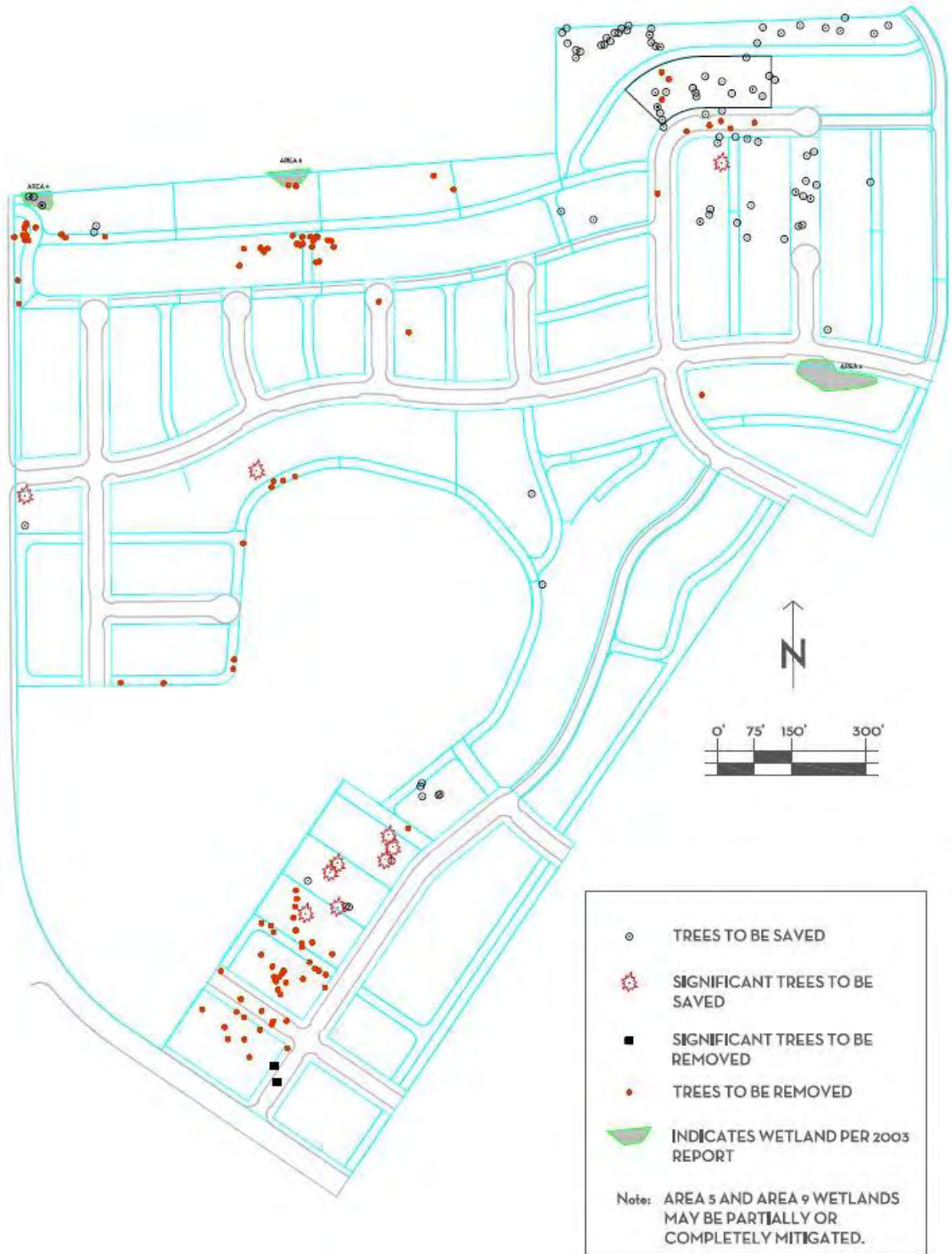


Figure 5: Wetland Inventory and Tree Conservation Plan

SECTION 9: METHODS OF PROTECTION OR CONSERVATION FOR NATURAL FEATURES, HISTORIC STRUCTURES AND VIEWSHEDS

Natural Features

The Fairview Addition development will preserve mature and significant trees where possible. Wetlands will be preserved unless mitigation is necessary for development of major roads or emergency vehicle access. The Plan will site homes to honor the natural topography of the land and minimize cuts and fills except in individual home sites. Moreover, Fairview Addition development plans orient many of the homes to maximize southern exposure of the long axis of the house, which optimizes roof area for solar panels and passive solar gain.

Trees

A tree inventory conducted by a professional surveyor shows approximately 209 trees on the Refinement Plan site, including some Significant Trees. All but two of the Significant Trees on the site will be preserved and further preservation efforts will be in compliance with SRC 808: Preservation of Trees and Vegetation. No heritage trees were identified.

Wetlands

Of the three wetland zones present in the Refinement Plan, one will be entirely preserved and two small wetlands will be partially or entirely mitigated as necessary. The wetland area located on the northern border of the Fairview Addition property (area 8 on the map) will be preserved to encourage wildlife habitats and promote recreational activities. The wetland on the northwest corner (area 9) may require mitigation in order to accommodate emergency vehicle access. According to the consultant that executed the 2003 wetland survey for the Fairview Master Plan, the wetland zone on the eastern side of the Refinement Plan area (area 5) is the product of a broken drainage pipe and is therefore appropriate for mitigation.

However, a recent visit by the same consultant yielded evidence that wetland areas 5 and 9 are no longer present and will not require mitigation. That report can be found in Appendix B and will be submitted to DSL prior to any construction near those areas.

Historic Structures

According to the evaluation in the Historic Analysis and Inventory conducted for the Sustainable Fairview Associates, LLC, no historic structures exist in the Refinement Plan area. Though there are no historic structures, the Refinement Plan proposes the potential reuse of the Fairview laundry building for multiple family or commercial use. Reuse of the building will depend on finding a suitable end user. For more information see Appendix C: Fairview Training Center Historic Analysis and Inventory. In the case of an inadvertent discovery, the developer will follow a specific plan to protect any potential discovery of cultural resources or human remains and to ensure compliance with State Law (the plan can be found in Appendix I).

View Sheds

Three main view sheds exist in the Refinement Plan area according to the Fairview Master Plan. The first is located at the northwest side of the property with views toward the Cascades and Mount Hood. The second is on the upper slope around the amphitheater with views to the north and east toward the Cascades. Lastly, local view sheds occur on the green space between Pringle Creek Community and Fairview Addition. These view sheds will be preserved by minimizing cuts and fills during construction, as Fairview Addition has been designed to honor the natural topography as much as possible. For a visual diagram of these view shed locations, see Figure 6: View Sheds.



Figure 6: View Sheds

SECTION 10: MAINTENANCE OF INFRASTRUCTURE

Construction of public infrastructure including streets and public utilities will comply with the City of Salem Public Works Standards unless amended herein. The City will be responsible for maintenance of City utilities, public streets and other improvements within the public right-of-way in the Refinement Plan area. The remaining private streets, utilities, open spaces, common facilities, and community areas will be maintained by covenants, conditions and restrictions established by the Fairview Addition Homeowners Association. More information on street phasing can be found in Section 11: Construction Phasing of Streets.

SECTION 11: CONSTRUCTION PHASING OF STREETS

In general, construction of streets will be phased in a manner to ensure the orderly and efficient extension of streets to service each phase of development and to ensure each phase is substantially and functionally self-contained (see Section 13).

Phasing of the construction of the streets in Fairview Addition will be according to market conditions and necessary connection/continuation of utilities. See Section 13: Phasing Schedule for further discussion.

One of the challenges of this site is providing for emergency vehicle access at two locations, as stipulated by the fire code for construction of homes that do not require sprinklers. In order to achieve this during the phasing of the project, Northview St. will not allow parking on either side until a second access to the subdivision is provided. See Figure 7 and notes for more information.



Figure 7: Emergency Vehicle Access

Notes for Figure 7

Before Z Street Connection to Battle Creek (or other approved second emergency vehicle access):

- a. Northview St: Two way traffic, no parking on either side
- b. Alley 1: Two way traffic, no parking on either side

After Z Street connection to Battle Creek (or other approved emergency vehicle access):

- a. Northview St: Queuing two way traffic, parking allowed on parts of south side of street
- b. Q Street, R Street, S Street, and T Street dead end with cul-de-sacs that provide space to act as a hammerhead for emergency vehicles

SECTION 12: STANDARDS FOR PHASING OF PUBLIC UTILITIES

Development of sewer, water drainage, power, traffic, and public utilities will be built in accordance with City standards and in anticipation of further phases outlined in the Fairview Addition Master Plan. In general, public utilities will be phased in a manner to ensure the orderly and efficient extension of utilities to service each phase of development and to ensure each phase is substantially and functionally self-contained (see Section 13 for expected phasing schedule).

SECTION 13: PHASING SCHEDULE

Depending on market conditions, development within the Refinement Plan area will proceed in ten stages. These phases do not necessarily indicate an order of property development. Figure 8: Subdivision Phasing Schedule summarizes how development could occur for the Refinement Plan area, but does not present a definitive plan for development execution.

The Plan depends on flexibility in phasing for a couple of reasons, the primary being the current uncertainty at the time of publication of this Refinement Plan as to the development plans for the property east of East Street. This may give cause for delay of construction in this vicinity. Current discussion includes a potential park option versus a more urban village center development. The ultimate resolution of this community decision clearly has an impact on appropriate housing types for these phases. That said, the current expectation is that the Phasing will be according to Table 5.

Table 5: Expected Order of Development Phasing

Phase	Required Predecessor Phase(s)
Qa	None
Qb	Qa
R	Qa, Qb
S	R, Qa, Qb
T	R, S, Qa, Qb
Ub	T, R, S, Qa, Qb
Ua	Ub, T, R, S, Qa, Qb
V	Ub, T, R, S, Qa, Qb
Za	Ub, T, R, S, Qa, Qb
Zb	Za, Ub, T, R, S, Qa, Qb

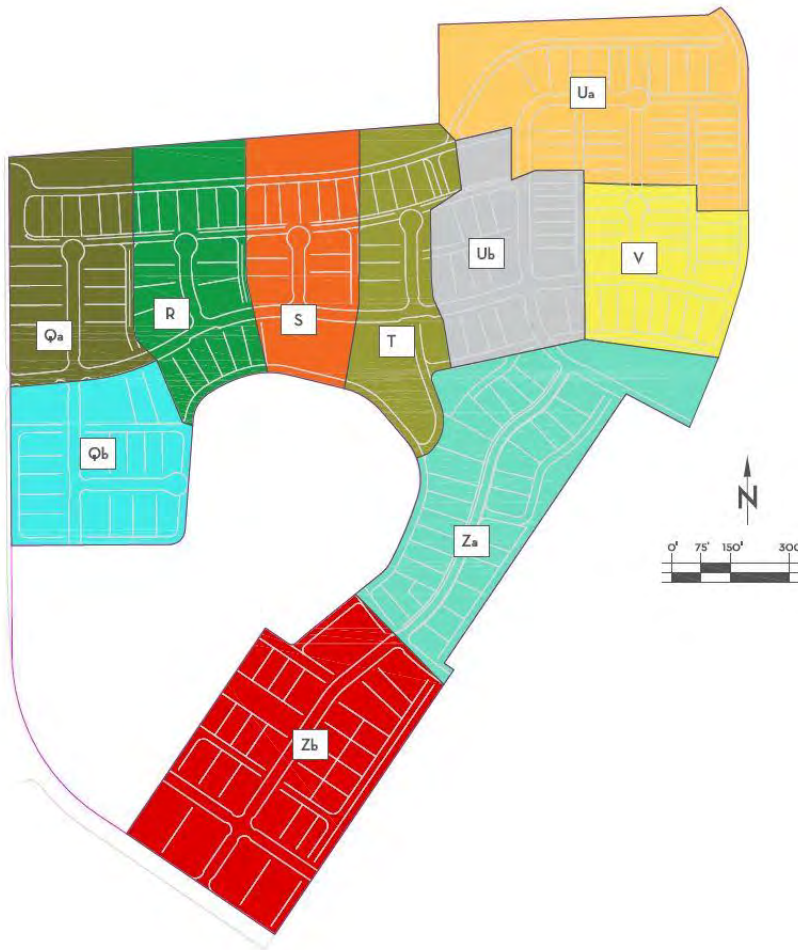


Figure 8: Subdivision Phasing Schedule

SECTION 14: FINANCIAL ASSURANCES

The Fairview Addition property is subject to the 2005 Infrastructure Agreement executed by Sustainable Fairview Associates, LLC and the City of Salem. The Infrastructure Agreement is currently being updated. See Section 22: Impacts on Existing Infrastructure and Public Services for DDF responsibilities of Fairview Addition.

SECTION 15: EXTENT TO WHICH THE REFINEMENT PLAN SUPPLEMENTS AND SUPERCEDES ADOPTED CITY REGULATIONS

Development standards in this Refinement Plan are intended to support the general mission of the Fairview Master Plan as outlined in the SRC 530: FMU Fairview Mixed Use Zone. See previous sections for a complete list of revisions and additions to the Fairview Master Plan to be used for the development of Fairview Addition.

SECTION 16: STANDARDS FOR INTERPRETING THE REFINEMENT PLAN

Development of the Fairview Addition will be in compliance with standards and regulations set by the Fairview Master Plan and the Fairview Mixed-Use Zone. Where the Fairview Addition Refinement Plan differs from provisions in the UDC, the Refinement Plan shall govern.

SECTION 17: DESIGN GUIDELINES AND APPROVAL PROCESS

Development of the Fairview Addition Refinement Plan will be in compliance with the Salem Revised Code and the standards presented in this Refinement Plan. All plans will be reviewed by the City of Salem before implementation through plan review applications, future refinement plans, and city standard requirements. Rules and regulations of the Fairview Addition Refinement Plan Area will be implemented and overseen by the conditions, covenants and restrictions as established by the Homeowners' Association. Multiple family development will be subject to design review through the Homeowner's Association, as explained in Section 6.

SECTION 18: GENERAL LANDSCAPE PLAN

The Fairview Addition Landscape will be composed of both Open Space and Private Landscaping. Open Spaces will include areas of native vegetation, community agriculture, an amphitheater, parks, trails, drainage swales, and a potential edible schoolyard facility (Salem-Keizer School District staff members have been contacted and have shown interest in planning an agriculture zone that offers food production education to the students at Leslie Middle School). Open Space encompasses a strip from the amphitheater to the easternmost side of the property and a belt on the southeast side of the development between Simpson Hills and Fairview Addition. Another section along the entire northern edge of the property will be used primarily for community agriculture, native vegetation, recreation and as a residential area for micro homes. Private Landscapes will be found almost exclusively in residential areas. For a visual representation of the landscaping plan, see Figure 9.

Green Fencing

As an alternative to the common cedar wood fence found in most subdivisions, the Refinement Plan encourages "green fencing." Green fencing generally has more open penetrations (ability to see through the structure) and minimizes the quantity of solid fencing material. Examples of green fencing are: 1) fencing that primarily consists of a metal mesh grid (e.g. "hog panel" to support vined plants), 2) planted hedge (no structure), 3) wood lattice structure, 4) espaliered fruit or other type of trees supported with horizontal cables. Figure 10 shows one type of green fencing being used on the back patio of a house.



Figure 9: General Landscape Plan



Figure 10: Example of green fencing

SECTION 19: GENERAL DRAINAGE PLAN

The general intent for the stormwater system design for this site includes:

- 1) Infiltration to the maximum extent feasible, up to the amounts necessary to exceed City of Salem requirements for stormwater quality treatment and release rate control.
- 2) A variety of stormwater facility types, both on lots and in the public right-of-way, are proposed to work in combination to meet City standards.
 - a. On-Lot Facility Types
 - i. Retaining Wall Box Rain Gardens. These are concrete boxes to be used as retaining walls on lots. They provide both detention and infiltration, with overflow release to downstream systems.
 - ii. On-site Rain Gardens. These provide infiltration, with overflow release to downstream systems.
 - iii. Drywells for Roof Run-off. These may be used to provide infiltration for roof areas only, with overflow release to downstream systems.
 - b. Off-lot Facility Types
 - i. ROW Swales. These are proposed to be similar to City of Salem Detail 233. Due to the steep terrain over various parts of the site, check dams

will be used to control flow to maximize the infiltration capacity of each swale.

- ii. Other Swales. The proposed design includes a number of swales in open space areas. These will serve for both infiltration and water quality treatment on pass-through flows.
- iii. Pervious Pavement Alleys. The two northernmost alleys (Northview Alley and Northeast Alley) are proposed as pervious pavement systems. Because of the steep terrain, swales or similar facilities are not feasible in this area. These pervious pavement alleys will be used to infiltrate runoff in these areas.
- iv. Other Water Quality Facilities. The final design will meet the City's requirement to provide treatment for a minimum of 80% of the site. The preliminary calculations submitted with this application demonstrate that the 80% requirement will likely be met with the stormwater facilities listed above. However, there are a number of areas where stormwater quality treatment through infiltration systems or swales are limited. This may result in the need for a few isolated individual treatment devices, such as filter catch basins.
- v. Detention Facilities. Overall the design provides for infiltration rates such that the pre-development release rates are not exceeded for the 10-year and 100-year events. In a couple of locations the dynamics of the runoff result in to (1/2) 2-year pre-developed runoff exceeding the (1/2) 2-year post-development runoff. In these locations detention is provided to reduce the excess (1/2) 2-year runoff. Where this occurs, a minimum orifice size of 2-inches is used to reduce the potential for plugging. Where the pre-developed runoff is less than that occurring through a 2-inch orifice, the 2-inch orifice release rate is the controlling factor.

- 3) Consistent with City design standards, existing impervious area was assumed to be undeveloped for the calculations. While not factored into the calculations, it should be noted that the “undeveloped site” is estimated to have more than 4 acres of impervious area.

For stormwater calculations see Appendix H.



Figure 11: General Drainage Plan

SECTION 20: TRAFFIC IMPACT ANALYSIS REPORT

An update to the 2012 Kittelson Traffic Impact Study has been executed. The traffic impact of the proposed development is summarized in the table below. See Appendix D for the full report.

Table 6: Fairview Addition West Estimated Trip Generation

Land Use	ITE Code	Size (s.f./units)	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Detached Single-Family Housing <i>Internal Reduction (2%)</i>	210	330 units	3,142 (63)	248 (5)	62 (1)	186 (4)	330 (7)	208 (4)	122 (2)
Apartment <i>Internal Reduction (32%)</i>	220	20 units	133 (43)	10 (3)	2 (1)	8 (3)	12 (4)	8 (3)	4 (1)
Shopping Center <i>Internal Reduction (16%)</i> <i>Pass-by Reduction (34%)</i>	820	18,000 square feet	769 (123) (220)	17 (3) (5)	11 (2) (3)	7 (1) (2)	67 (11) (19)	32 (5) (9)	35 (6) (10)
Total Site-Generated Trips			4,043	275	75	200	409	248	161
<i>Internal Reduction</i>			(228)	(11)	(4)	(7)	(21)	(12)	(9)
<i>10% TPR Reduction</i>			(381)	(26)	(7)	(19)	(39)	(24)	(15)
<i>Pass-by Reduction</i>			(220)	(5)	(3)	(2)	(19)	(9)	(10)
Net New Trips			3,214	233	61	172	330	203	127

Table 7: Cumulative Sustainable Fairview Estimated Trip Generation

Land Use	Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour		
		Total	In	Out	Total	In	Out
Net New Trips (Phase I – September 2005)	1,770	140	40	100	160	95	65
Net New Trips (Phases II & III – February 2012)	5,190	665	320	345	660	335	325
Total Net New Trips (Phase I + Phase II + Phase III)	6,960	805	360	445	820	430	390
Fairview Addition West (Phase IV)	3,210	235	60	175	330	205	125
Total Net New Trips (Phase I + Phase II + Phase III _ Phase IV)	10,170	1,040	420	620	1,150	635	515

SECTION 21: IMPACTS ON EXISTING STRUCTURES AND OTHER DEVELOPMENT

The Refinement Plan area is bordered by the following structures and developments: Morningside Neighborhood, Pringle Creek Community, Simpson Hills Development, Leslie Middle School, and a parcel to the east planned as VC (Village Center). The multi-use pedestrian and bike pathways outlined and approved in the Lindburg Green Refinement Plan will provide access along Strong Road ROW. See Figure 12 for an illustration of the subdivision's walkability plan. The 14.2-acre parcel in the Fairview Master Plan is bound by Fairview Addition, Battle Creek Road and Pringle Road and has public right-of-way access at two locations. Our plan provides private access easements for future private streets and/or pedestrian connection to that property. All existing structures are located on the eastern side of the property and are designated on the Fairview Master Plan as primarily for deconstruction with the option for reuse. The majority will be deconstructed and replaced with residential development, one exception being the laundry building. We are currently in search of an end user for this structure, but in the event that a buyer is not found, the land will be used for residential development.

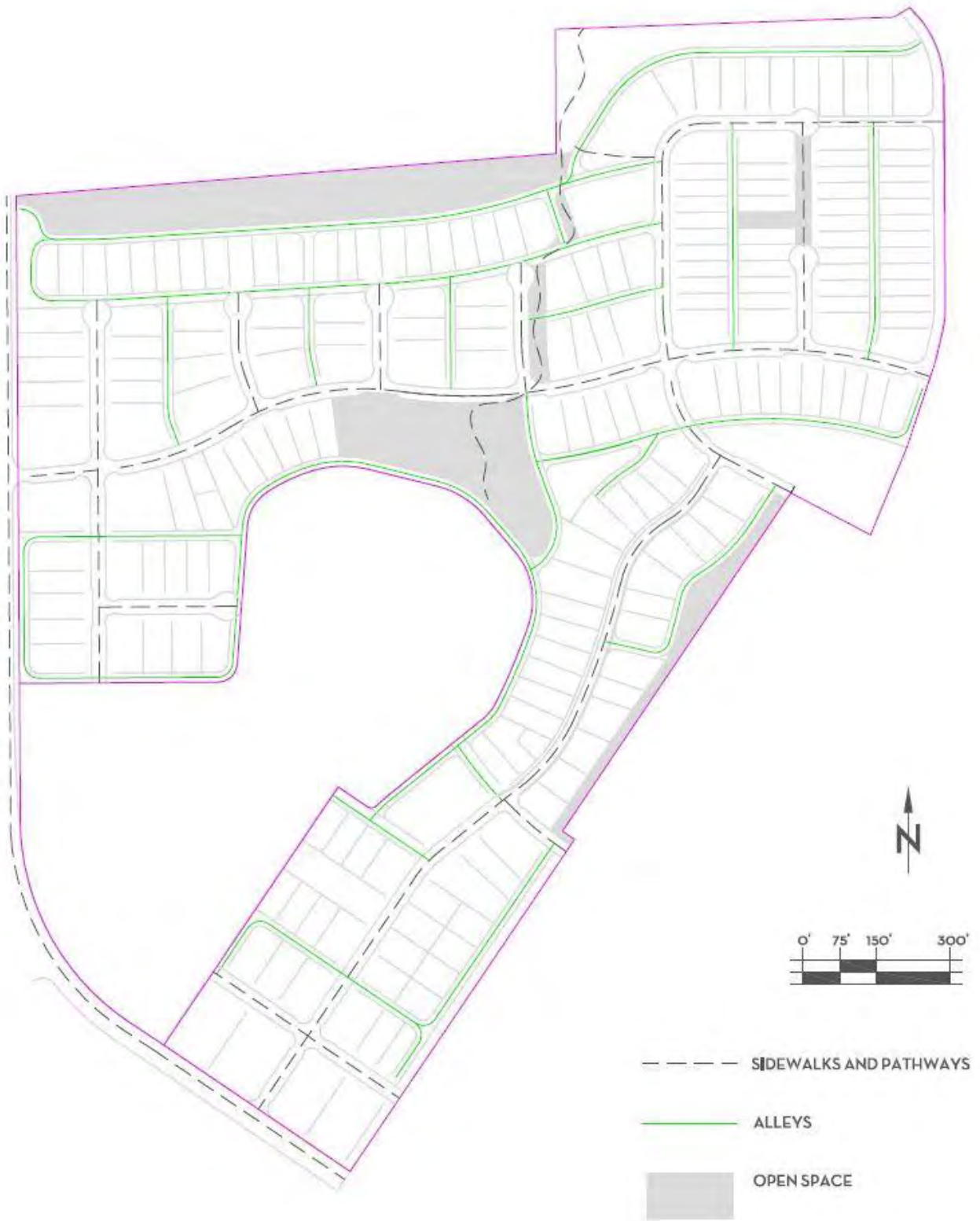


Figure 12: Pedestrian Pathways and Alleys

SECTION 22: IMPACTS ON EXISTING INFRASTRUCTURE AND PUBLIC SERVICES

The impacts of the development of the larger Fairview Master Plan are contemplated in the 2005 Development Agreement between the City of Salem and Sustainable Fairview Associates (Developer). Fairview Addition will only pay the DDF (Development District Fees), which will effectively match the normal SDCs (System Development Charges) for developments outside of the Fairview Master Plan.

The proposed water service for Fairview Addition will be via an 8-inch (S1) water line at Alley 1, an 8-inch (S1) water line at East Street's connection to Pringle Creek Community, and an 8-inch (S2) connection to Battle Creek at Z Street. Stubbed 8-inch water lines will be provided at the east end of Strong Road (S1), the First Street (S1) and Second Street (S2) connection to Simpson Hills Development, and at two locations on Q Street connecting to the 14.2 acres.

An 8-inch sanitary sewer will connect to the existing sewer at the intersection of Copper Glen Drive and Pringle Road, an existing public sewer on Village Center Drive along East Street, and across the future east Strong Road alignment connecting to the Lindburg Green subdivision.

SECTION 23: LOCATION AND EXTENT OF SANITARY SEWER, STORM DRAINAGE AND UTILITIES

Sanitary sewer, storm drainage and water utilities will be public and constructed in conformity with city standards as outlined by the City of Salem Public Works requirements. Oregon State Health Division and DEQ stipulations will be met and fire hydrant construction will be in accordance with the Fire Marshal's requirements. The location and extent of sewer, storm drainage, and water services can be found in the included large print of Fairview Site Subdivision, Drawing U-1.

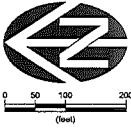
SECTION 24: EXISTING “HISTORICALLY SIGNIFICANT” RESOURCES

The Fairview Master Plan report does not identify structures, sites or buildings that are considered “historically significant” as defined by the Archaeological Cultural Resources Inventory and Assessment in the Fairview Master Plan, which locates specific resources of historical significance on Fairview Training Center Development. This evaluation can be found in Appendix E of this report. Site 5 on the Cultural Resources Inventory map, located very close to the Refinement Plan area, shows a boulder approximately 240 cm long, 120 cm wide, and 75 cm tall. The site is considered to be in good condition and eligible for listing on the National Register of Historic places as it potentially possesses rare rock art from the Willamette Valley. Although located close to the Refinement Plan area, further research has shown Site 5 to be outside of the Fairview Addition property line. It will not be damaged during construction of this development.

Appendix I contains an inadvertent discovery plan to protect any potential discovery of cultural resources or human remains and to ensure compliance with State Law.

EXISTING BUILDING NOTE
ALL EXISTING BUILDINGS
TO BE REMOVED WITH
THE POSSIBLE EXCEPTION
OF THE LAUNDRY. IF THE
LAUNDRY BUILDING IS
PRESERVED, LOTS UA-9
TO UA-13 WILL NOT BE
DIVIDED INTO INDIVIDUAL
LOTS.

VILLAGE CENTER DRIVE
26' EASEMENT
18' CURB TO CP
TRAVEL SECTION



OWNER/APPLICANT
OLSEN DESIGN & DEVELOPMENT
CONTACT: ERIC OLSEN
PO BOX 5
MORNINGVIEW OH 43041
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FAX: 503-536-1256

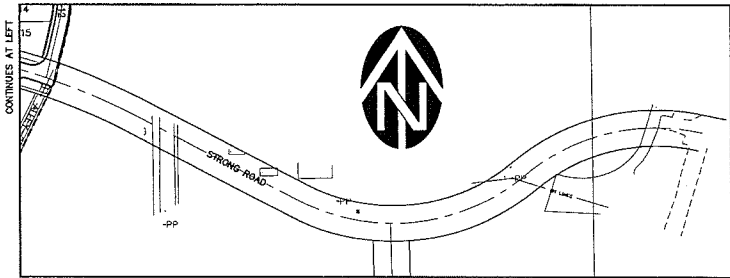
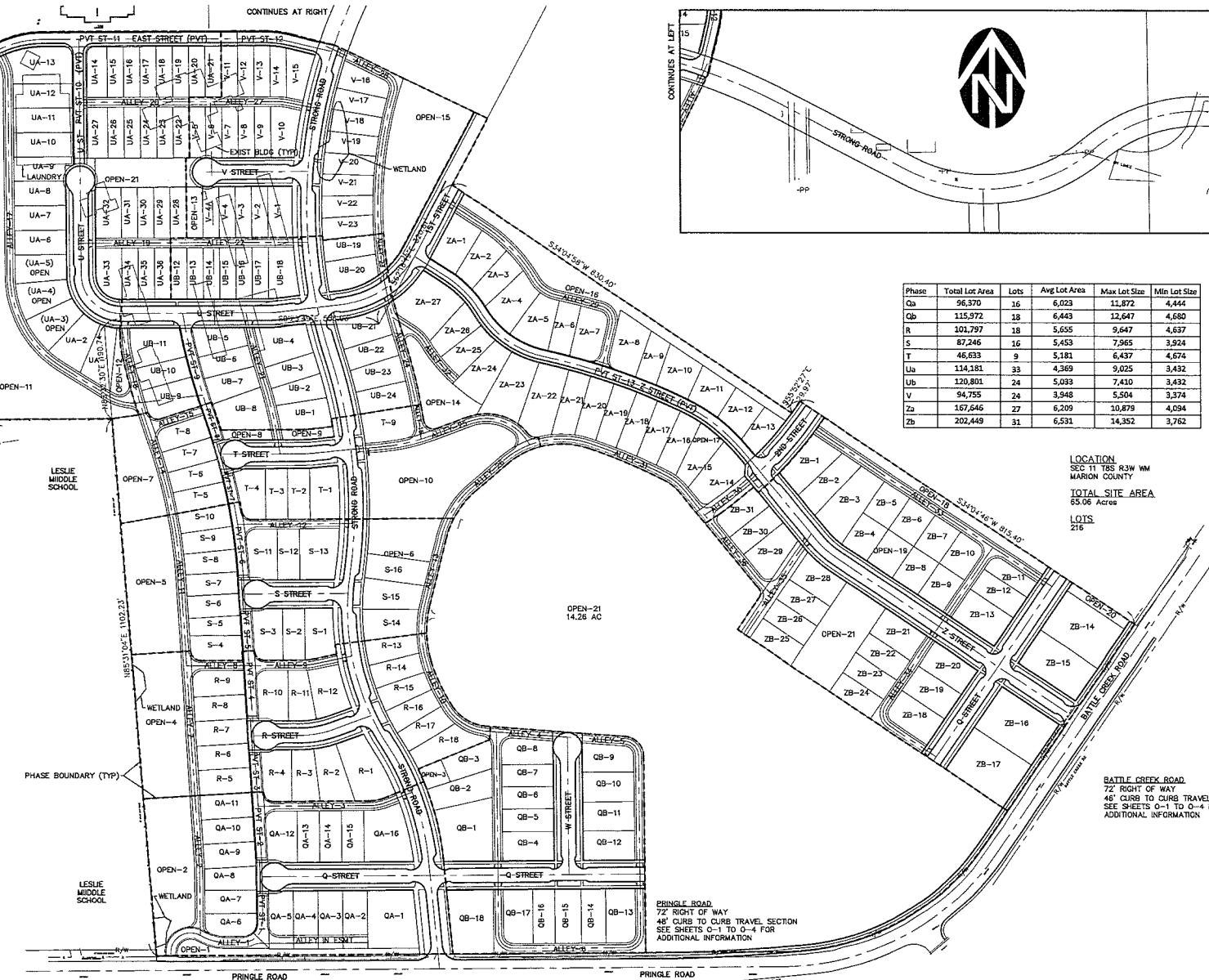
ENGINEER
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800-777-7777

CABLE TV
TST
503-777-1777

GAS
NW NATURAL
503-777-7777



Phase	Total Lot Area	Lots	Avg Lot Area	Max Lot Size	Min Lot Size
Qa	96,370	16	6,023	11,872	4,444
Qb	115,972	18	6,443	12,647	4,680
R	101,787	18	5,655	9,647	4,637
S	87,246	16	5,453	7,965	3,924
T	46,633	9	5,181	6,437	4,674
Ua	114,381	33	4,369	9,025	3,432
Ub	120,801	24	5,033	7,410	3,432
V	94,755	24	3,948	5,504	3,374
Za	167,646	27	6,209	10,879	4,094
Zb	202,449	31	6,531	14,352	3,762

LOCATION
SEC 11 T8S R3W WM
MARION COUNTY
TOTAL SITE AREA
65.06 Acres
LOTS
216

BATTLE CREEK ROAD
72' RIGHT OF WAY
45' CURB TO CURB TRAVEL SECTION
SEE SHEETS 0-1 TO 0-4 FOR
ADDITIONAL INFORMATION

PRINGLE ROAD
72' RIGHT OF WAY
48' CURB TO CURB TRAVEL SECTION
SEE SHEETS 0-1 TO 0-4 FOR
ADDITIONAL INFORMATION

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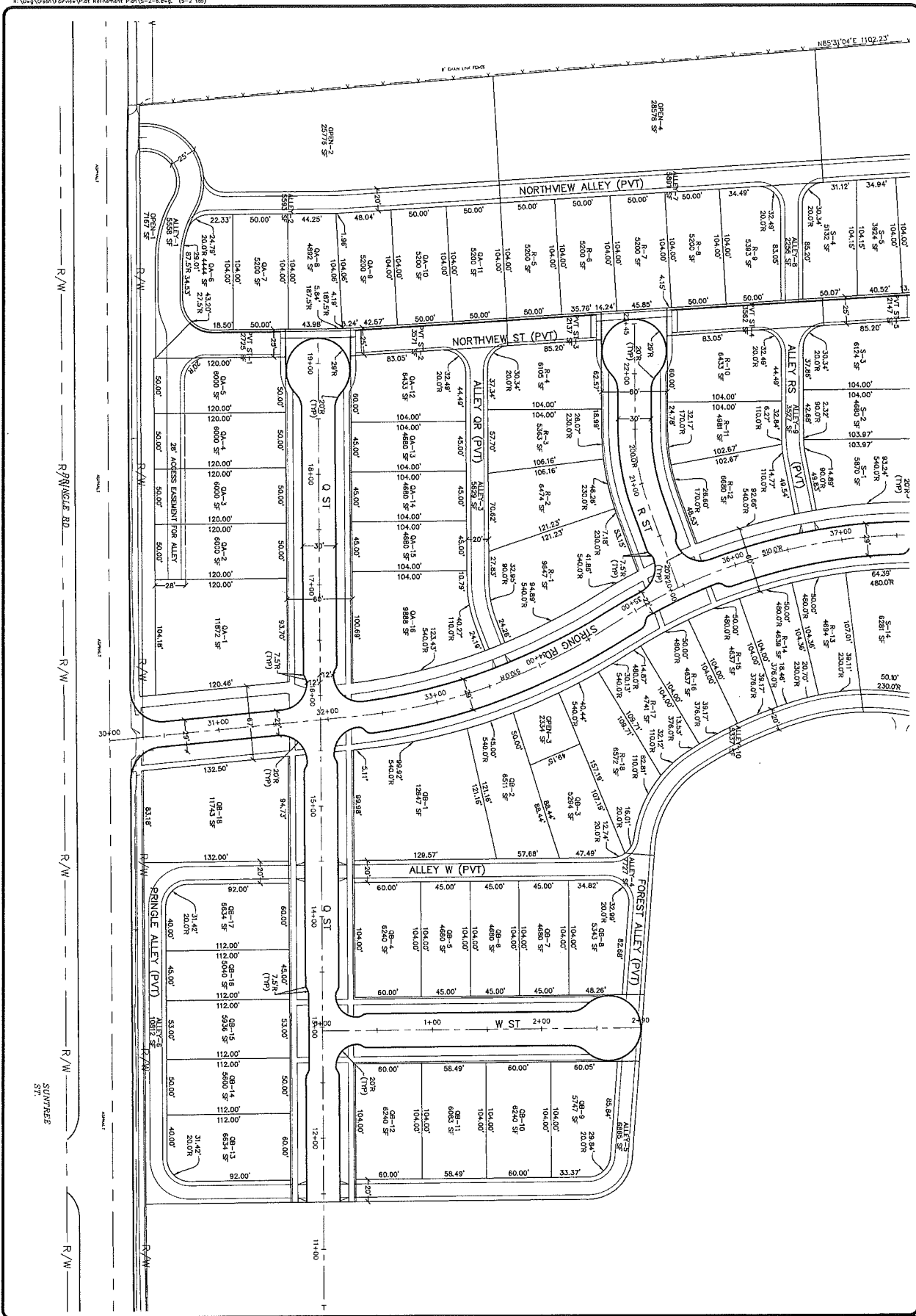
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AS SHOWN ON THIS DRAWING
DATE: JULY 2014

NO.	DATE	BY	REVISIONS
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WESTERN ENGINEERING, INC.
CONSULTING ENGINEERS AND PLANNERS
3841 FARMVIEW INDUSTRIAL DR. SE. SUITE 100, SALEM, OH 97302
PHONE: (503) 585-2474 FAX: (503) 255-3888
WWW.WESTERNENGINEERING.COM

Olsen Design & Development Monmouth, Oregon
Fairview Site Subdivision
Refinement Plan & Preliminary Plat
Overall Site Plan

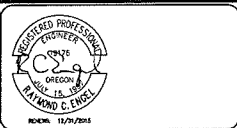
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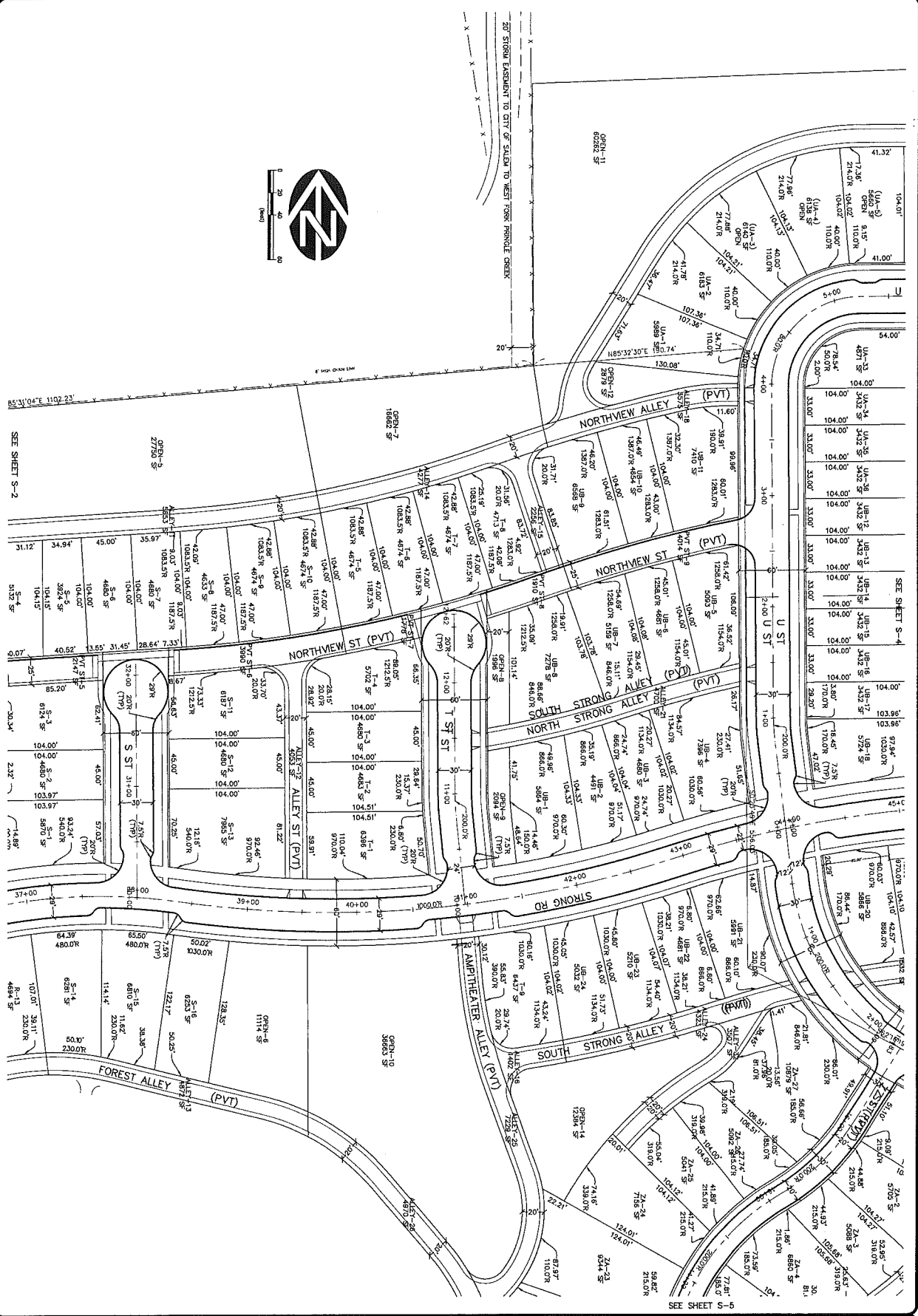
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 2834.0001.0

Olsen Design & Development Monmouth, Oregon
 Fairview Site Subdivision
 Refinement Plan & Preliminary Plot
 Northwest Site Plan

WE
 WESTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3841 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302
 Phone: (503) 555-5555 Fax: (503) 555-3985
 E-mail: westech@westech-eng.com



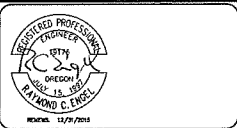
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 JOB NUMBER

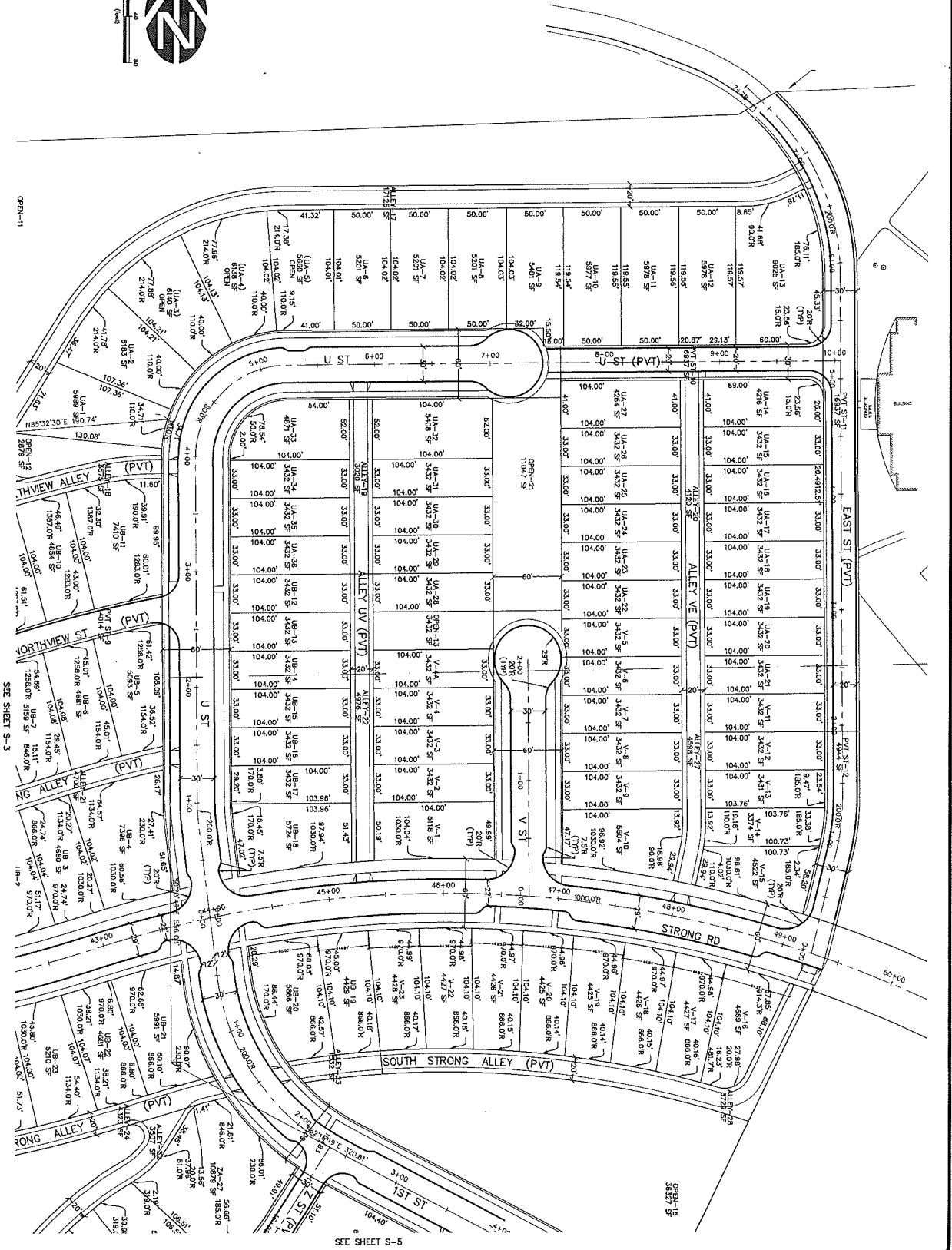
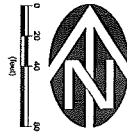
Olsen Design & Development Monmouth, Oregon
 Fairview Site Subdivision
 Refinement Plan & Preliminary Plot
North Central Site Plan

WE WESTTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3611 Fairview Industrial Dr. S.E., Suite 100, Seaside, OR 97138
 Phone: (503) 555-3352 (503) 555-3356
 E-mail: westech@westech-eng.com



VERIFY SCALE
 DATE: JUN 2014

NO.	DATE	DESCRIPTION	BY
1	04-09-14	U. ST. & V. ST. Area Change	RCE
2	04-09-14	Add S-14, S-15, S-16, Ua-3, 4, 5 to open	RCE
3	04-09-14	U. ST. & V. ST. Area Change	RCE
4	04-09-14	U. ST. & V. ST. Area Change	RCE
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2834-0001.0
 JOB NUMBER

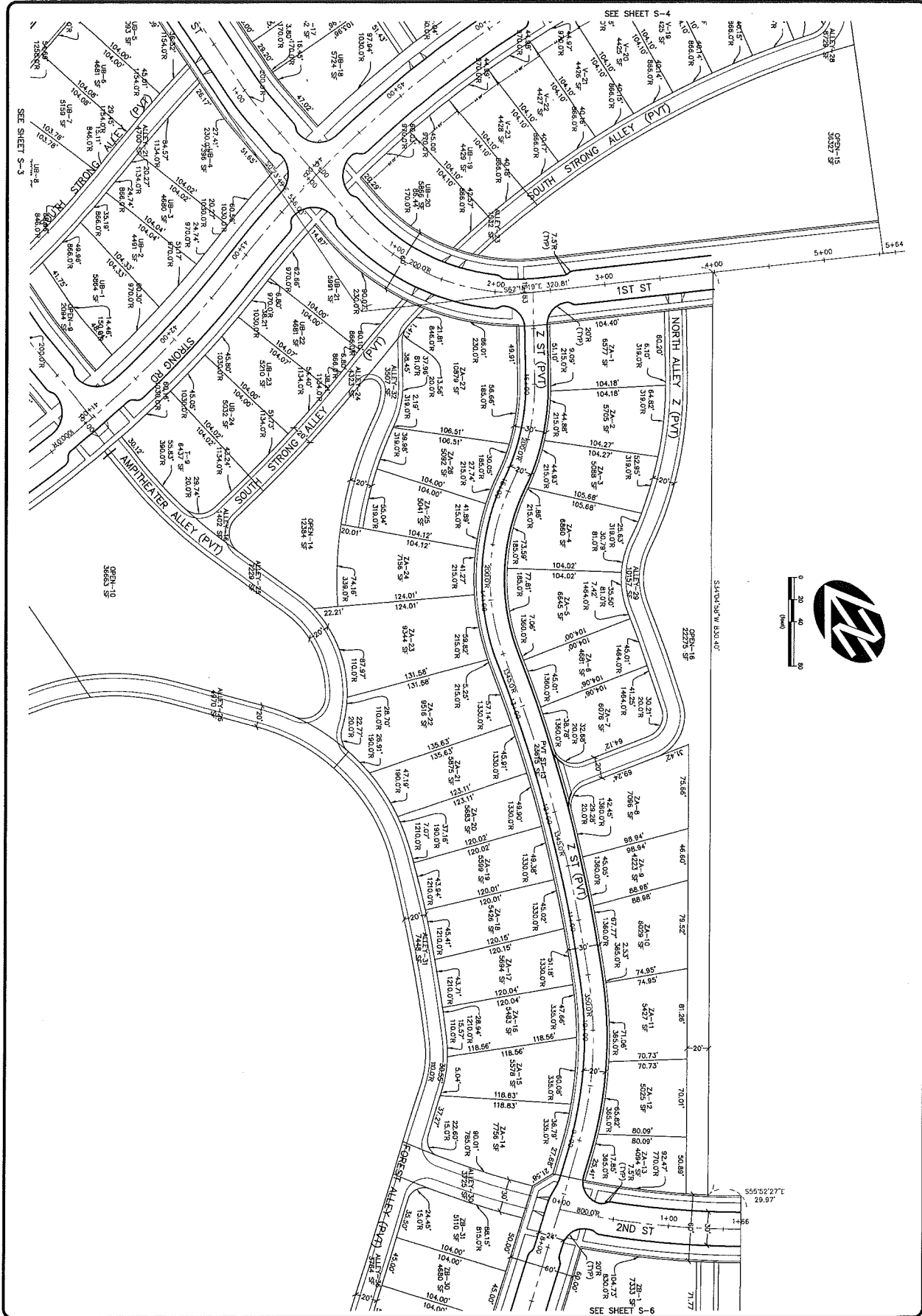
Olsen Design & Development Monmouth, Oregon
 Folview Site Subdivision
 Refinement Plan & Preliminary Plat
Northeast Site Plan

WE WESTECH ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3691 Folview Industrial Dr., Suite 100, Seaside, OR 97132
 Phone: (503) 555-2474 Fax: (503) 555-3566
 E-mail: westech@westech-eng.com

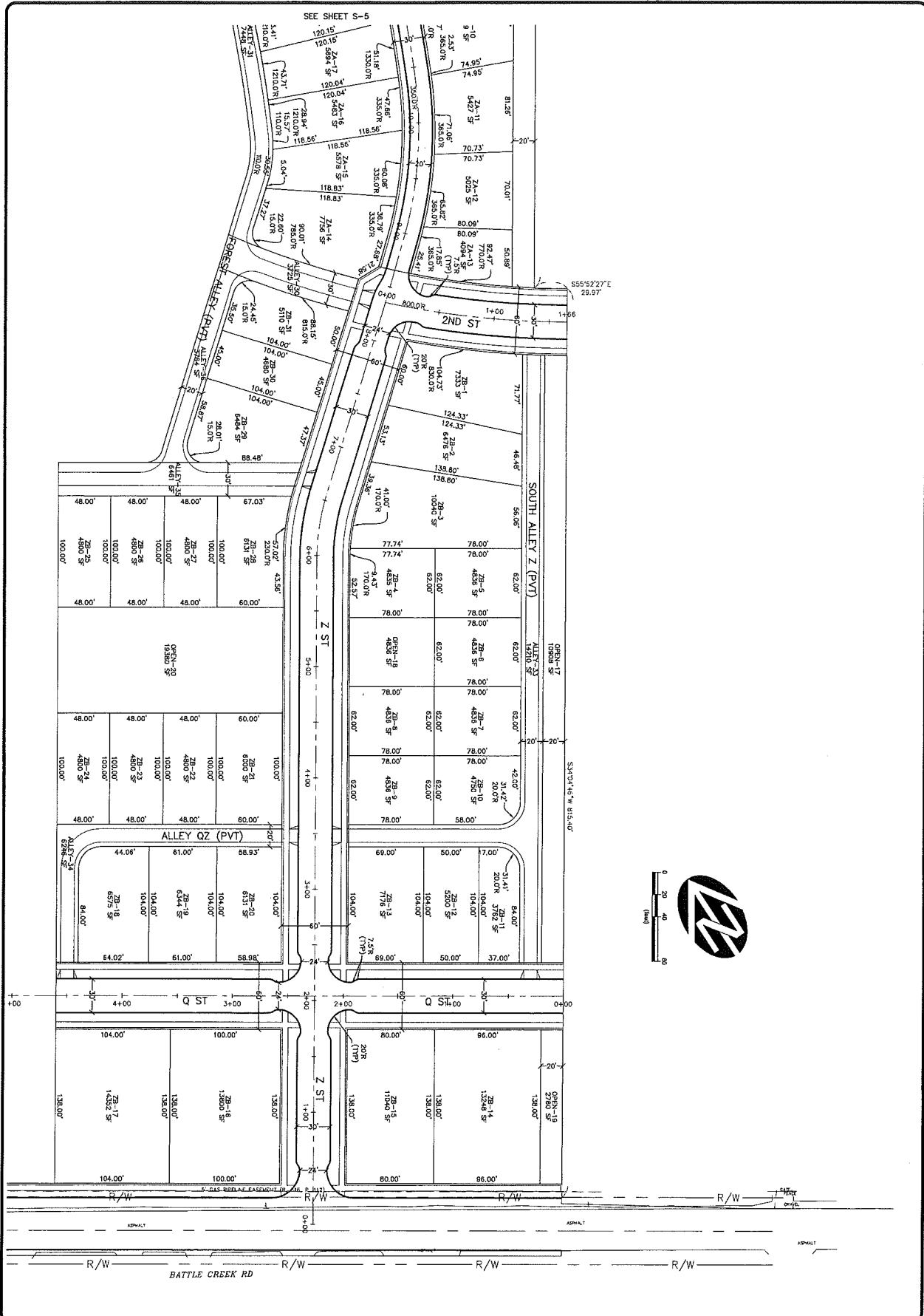


NO.	DATE	DESCRIPTION	BY
1	06-02-14	U St & V St Area Changes	RCE
2	10-01-14	ADD 5-14, 15, 16, 17, 3, 4, 5 to open	RCE

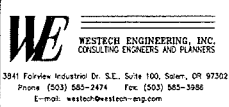
VERIFY SCALE
 DATE: JUN 2014



JOB NUMBER 2834.0001.0	DRAWINGS S-5	Olsen Design & Development Monmouth, Oregon Fairview Site Subdivision Refinement Plan & Preliminary Plat South Central Site Plan	WESTECH ENGINEERING, INC. CONSULTING ENGINEERS AND PLANNERS 3541 Fairview Industrial Dr. S.E., Suite 100, Salem, OR 97302 Phone: (503) 565-2474 Fax: (503) 565-3986 E-mail: westech@westech-inc.com	REGISTERED PROFESSIONAL ENGINEER RAYMOND C. ENOS No. 1276 / 2014	VERIFY SCALE 1" = 40'	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> </thead> <tbody> <tr> <td>1</td> <td></td> <td>DESCRIPTION</td> <td></td> </tr> <tr> <td></td> <td></td> <td>REVISIONS</td> <td></td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION	BY	1		DESCRIPTION				REVISIONS	
NO.	DATE	DESCRIPTION	BY															
1		DESCRIPTION																
		REVISIONS																



Olsen Design & Development Monmouth, Oregon
 Fairview Site Subdivision
 Refinement Plan & Preliminary Plat
 South Site Plan

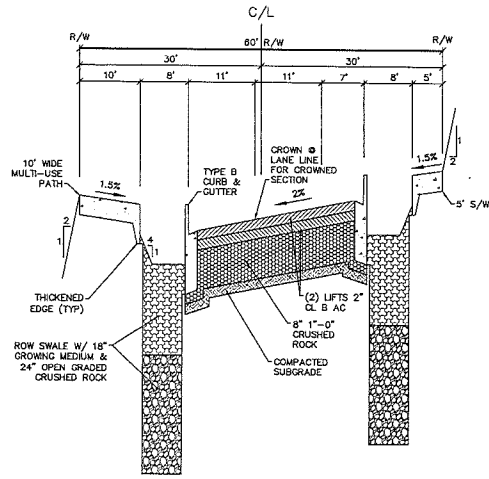


VERIFY SCALE
 SHALL BE ONE INCH ON
 DRAWING

IF NOT ONE INCH ON
 DRAWING, THE USER SHALL
 SCALE ACCORDINGLY

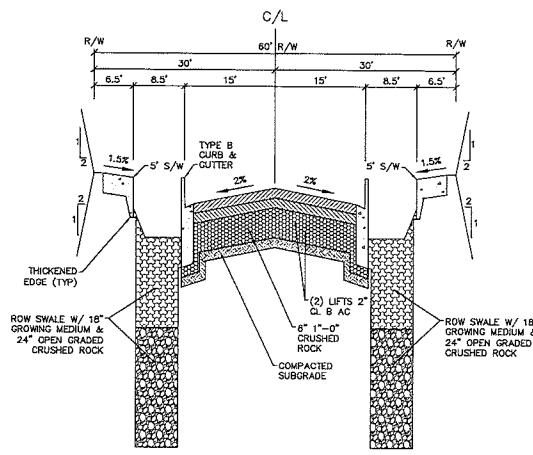
NO.	DATE	DESCRIPTION	BY
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2			
3			
4			
5			
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10			

DATE: JUN 2014



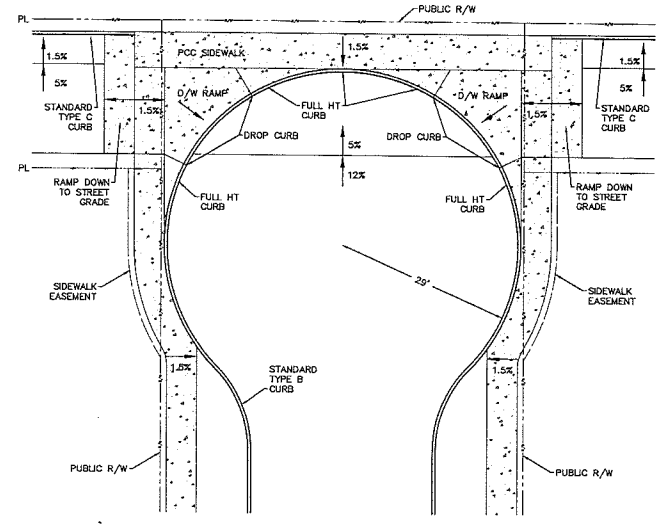
STRONG ROAD TYPICAL SECTION (PUBLIC)

- NOTES**
1. SECTION FOLLOWS THE LAYOUT OF THE STRONG ROAD SECTION THROUGH SUSTAINABLE FAIRVIEW EAST OF THIS PROJECT.
 2. SHED SECTION SHOWN, NORMAL CROWN SECTION TO HAVE 2% CROSS SLOPE EACH WAY FROM CROWN LOCATION SHOWN.
 3. TRANSITIONS FROM NORMAL CROWN TO SHED CROWN TO BE DETERMINED AT DESIGN.
 4. SECTION W/ PARKING ONE SIDE SHOWN, SEE SITE PLAN SHEETS FOR LOCATION OF PARKING AND NO PARKING AREAS.

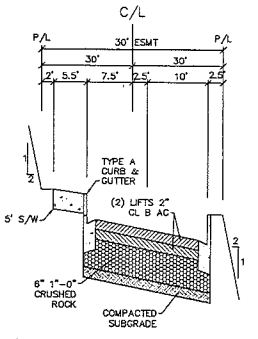


LOCAL STREET TYPICAL SECTION (PUBLIC)

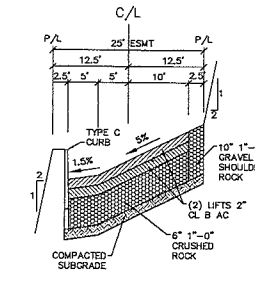
- NOTES**
1. NORMAL CROWN SECTION SHOWN, SECTION MAY ALSO BE USED WHERE APPROPRIATE 2% MAX CROSS SLOPE USED FOR SHED SECTION.
 2. TRANSITIONS FROM NORMAL CROWN TO SHED CROWN TO BE DETERMINED AT DESIGN.



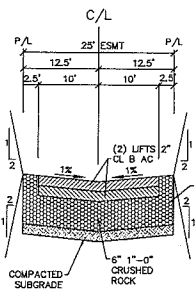
NORTHERN CUL-DE-SACS (O. R. S. T. STREETS)



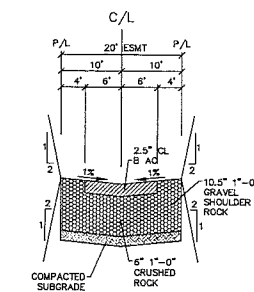
PRIVATE STREET TYPICAL SECTION (EAST ST, 7 ST)



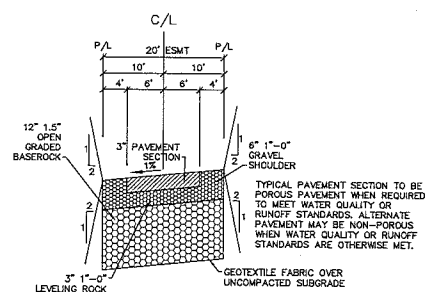
PRIVATE STREET TYPICAL SECTION (NORTHVIEW ST)



NORTHWEST EMERGENCY ACCESS FROM PRINGLE ROAD



PRIVATE ALLEY TYPICAL SECTION (EXCEPT NORTHVIEW & NORTHEAST ALLEYS)



PRIVATE ALLEY TYPICAL SECTION (NORTHVIEW & NORTHEAST ALLEYS)

VERBY SCALE
 1" = 1'-0"
 1" = 4'-0"
 1" = 8'-0"
 1" = 12'-0"
 1" = 16'-0"
 1" = 20'-0"
 1" = 24'-0"

NO.	DATE	DESCRIPTION	BY



WESTER ENGINEERING, INC.
 CONSULTING ENGINEERS AND PLANNERS
 3445 Orchard Way, Suite 105, Salem, OR 97302
 Phone: (503) 582-2174 Fax: (503) 582-3358
 Email: west@west-eng.com

Urban Design & Development
 Fairview Site Subdivision
 Refinement Plan & Preliminary Plat
 Typical Street & Alley Sections

DRAWING S-7
 JOB NUMBER 2834.0001.0