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503-588-6173*

DECISION OF THE PLANNING ADMINISTRATOR

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

APPLICATION NO.: 21-105665-ZO

NOTICE OF DECISION DATE: June 22, 2021

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

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

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

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

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

LOCATION: Pringle Creek Community Refinement Plan

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

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

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

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

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

NOTICE OF DECISION

PLANNING DIVISION
555 LIBERTY ST. SE, RM 305
SALEM, OREGON 97301
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Case Manager: Bryce Bishop, bbishop@cityofsalem.net, 503-540-2399

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

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

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

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

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

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

REQUEST

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

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

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

DECISION

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

PROCEDURAL FINDINGS

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

SUBSTANTIVE FINDINGS

1. Background/Proposal

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

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

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

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

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

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

The minor amendment proposed with the application seeks approval to:

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

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

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

2. Applicant's Plans and Statement

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

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

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

3. Summary of Record

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

4. Salem Area Comprehensive Plan (SACP)

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

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

5. Zoning

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

Zoning of Surrounding Properties	
North	RS (Single Family Residential)

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

6. City Department Comments

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

7. Public Agency and Private Service Provider Comments

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

8. Neighborhood Association and Public Comments.

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

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

Neighborhood Association Comments

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

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

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

Public Comments

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Homeowners Association

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

9. Fairview Refinement Plan Minor Amendment Approval Criteria.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONCLUSION

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

IT IS HEREBY ORDERED

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

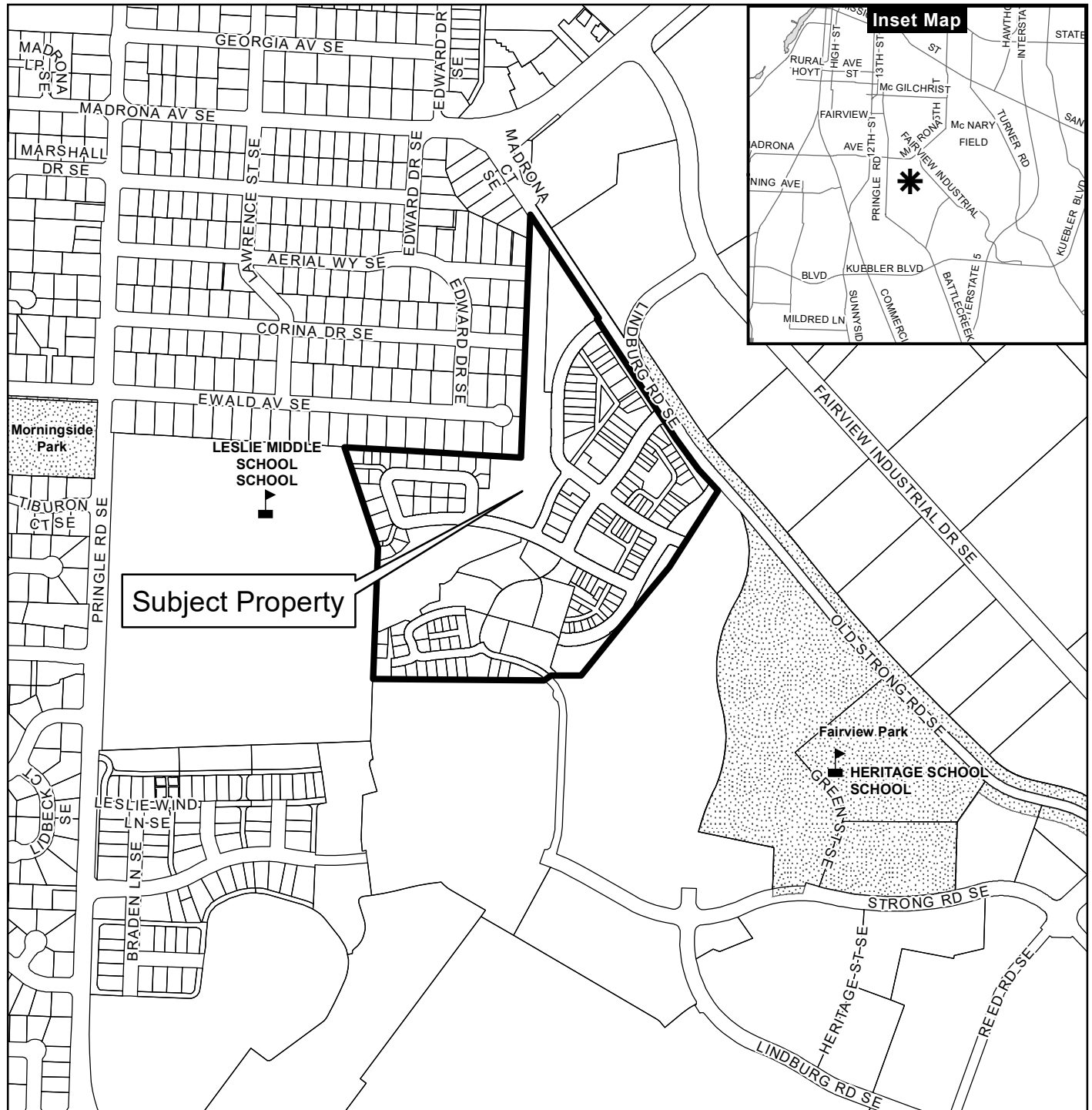


Bryce Bishop, Planner III, on behalf of
Lisa Anderson-Ogilvie, AICP
Planning Administrator

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

cc: Alan Kessler, GIS

Vicinity Map Pringle Creek Community Refinement Plan



Legend

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

Parks

CITY OF Salem
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Community Development Dept.

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SUSTAINABILITY PRINCIPLES FOR LAND USE

1. Encourage Economic and Social Diversity ^{133 315}
The plan for the Pringle Creek Community accommodates ~~140–225~~ (depending on the eventual number of secondary rental units provided) for 400–500 residents. These proposed units range from single family homes on their own parcels to efficiency units in small apartments or secondary suites. Unit sizes may range from affordable 600 sf studios to 2,500 sf single family detached homes. The plan provides the widest possible diversity of housing choices, making aging in place possible and providing good homes for moderate income owners and families of different sizes and types.

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

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

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

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

LAND USE SUMMARY

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

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

Mandatory elements

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

PERMITTED LAND USES

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

AREA 1

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

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

secondary use-- live/work units

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

required elements

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

notes

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

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

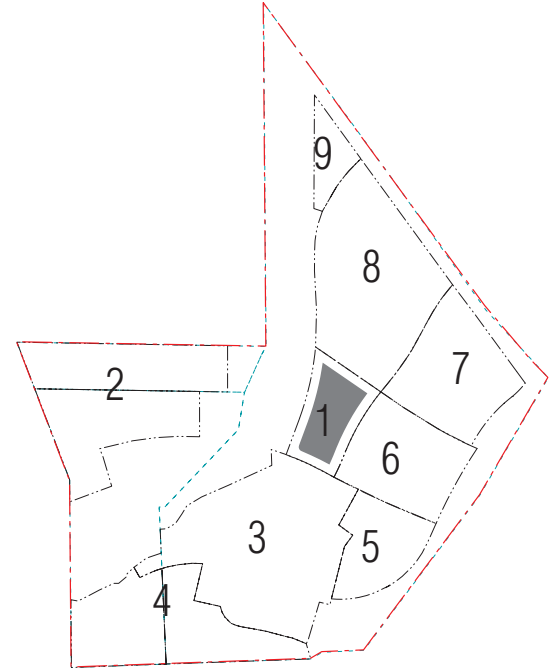
3. All cottage courtyard housing types are exempt from required street frontage but must meet the minimum 16' frontage onto a shared common courtyard for private cars and residents.

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

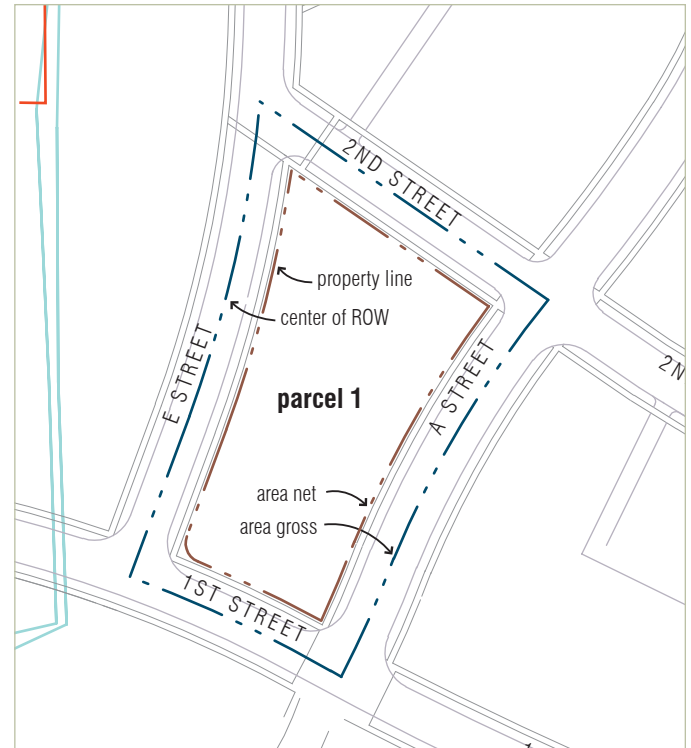
5. Driveways will be exempt from requirements in SRC 80. Acceptable alternatives are as follows: (2) 2'-wide tire track pathways, and/or permeable driveable surfaces.

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22.



parcel location



parcel map

AREA 2

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

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

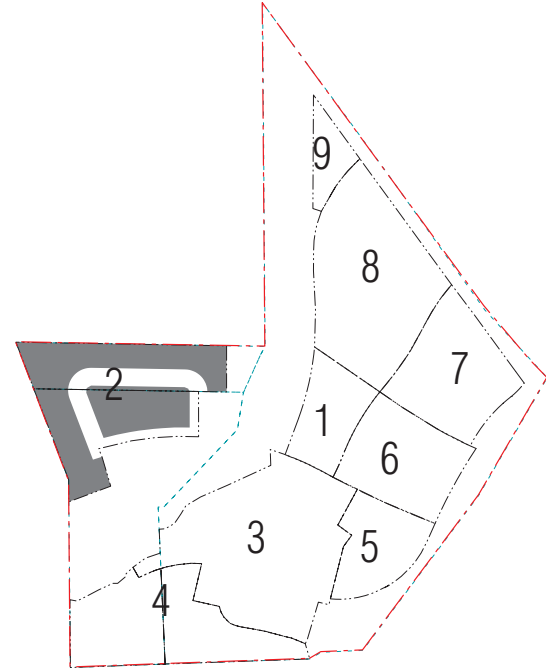
Due to the small parcel size, an alley will not be required.

required elements

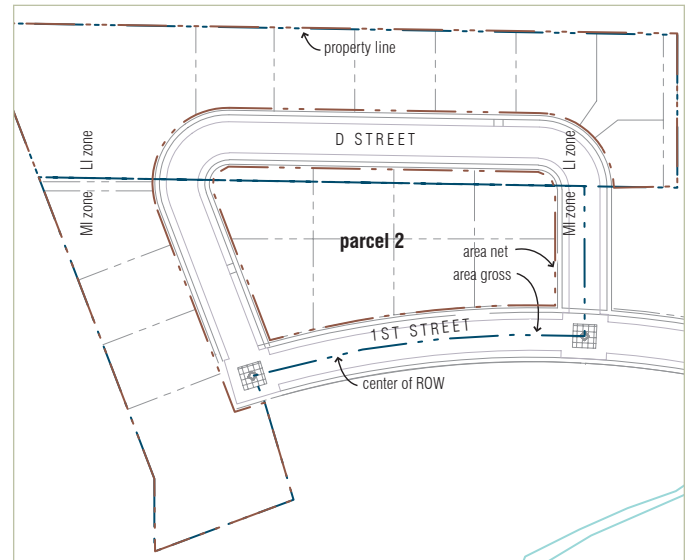
FMU zone du gross per acre	residential min/max	non-residential min/max
LI zone du per gross acre	5/8	na
parcel area gross ¹ (2.00 acres)		na
parcel area net (1.75 acres)		na
required residential units per 143	10/16	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.90 acres)		na
parcel area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

notes

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



parcel location



parcel map

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

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

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 3

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

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

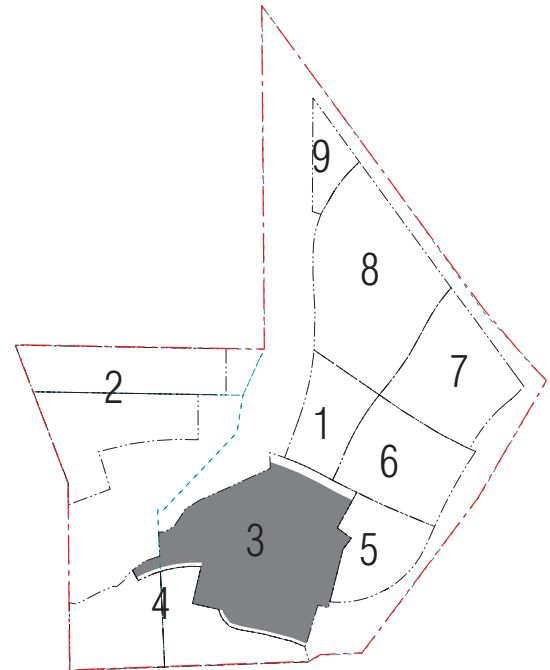
secondary use-- Live/ work residential, seasonal temporary pavilions for public use.

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

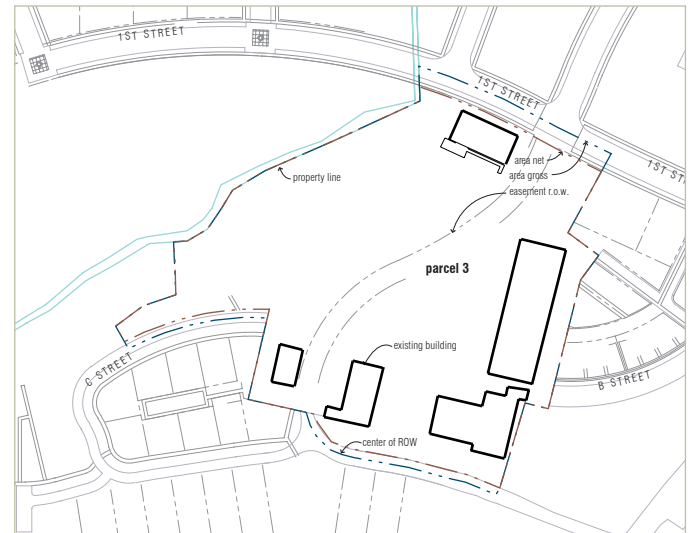
The building will be allowed to project within the area a maximum of 15' to accommodate architectural features and requirements for accessibility, see note #2. All existing buildings will be required to meet all applicable building code requirements. All property lines within area 3 to be determined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

required elements

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



parcel location



parcel map

notes

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

* For definitions of land uses, see page 22

AREA 4

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

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

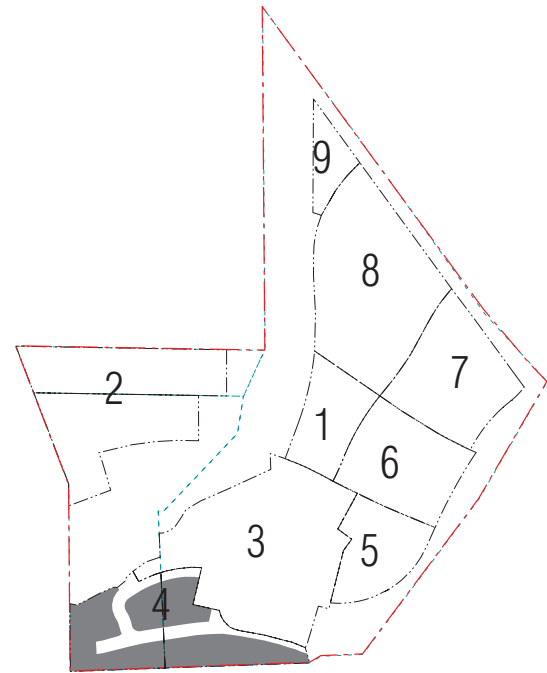
Due to the small parcel size an alley will not be required.

required elements

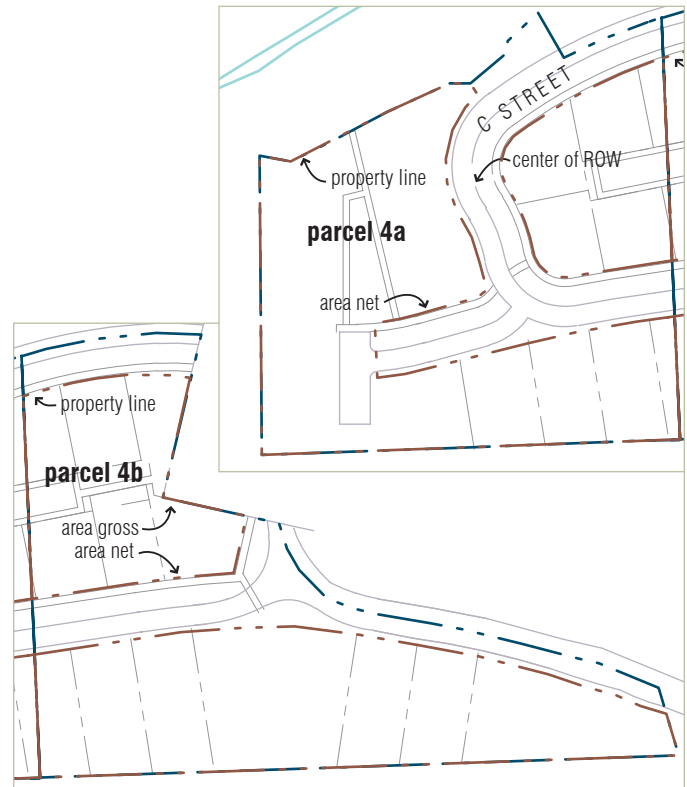
FMU zone du gross per acre	residential min/max	non-residential min/max
AU zone du per gross acre	6/30	na
parcel area gross ¹ (1.38 acres)		
parcel area net (1.06 acres)		
required residential units per 143	8/41	na
MI zone du per gross acre	7/35	na
parcel area gross ¹ (1.46 acres)		
parcel area net (1.10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

notes

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



parcel location



parcel map

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

* For definitions of land uses, see page 22

AREA 5

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

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

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

required elements

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

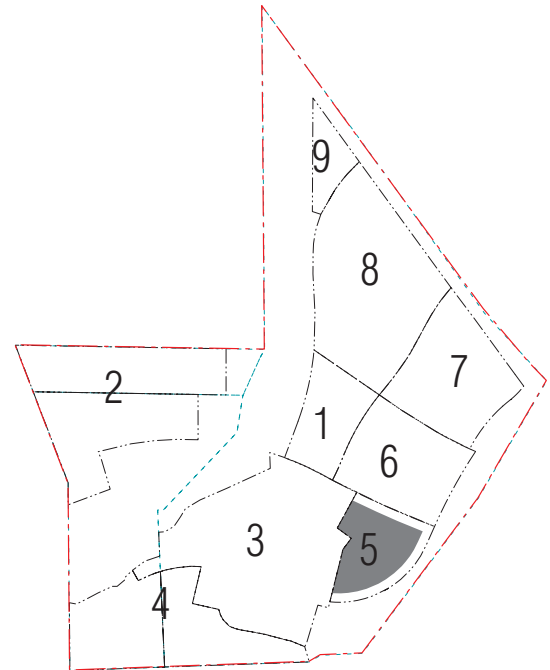
notes

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

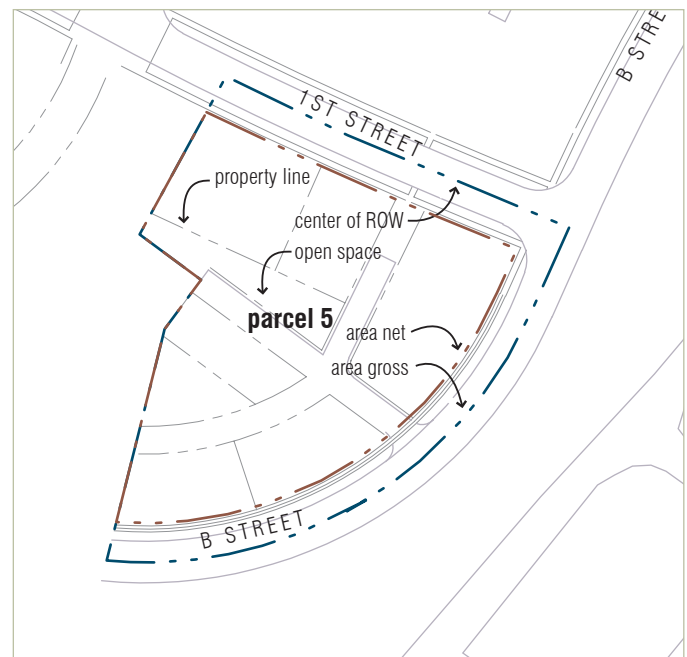
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.

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

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



parcel location



parcel map

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

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 6

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

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

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

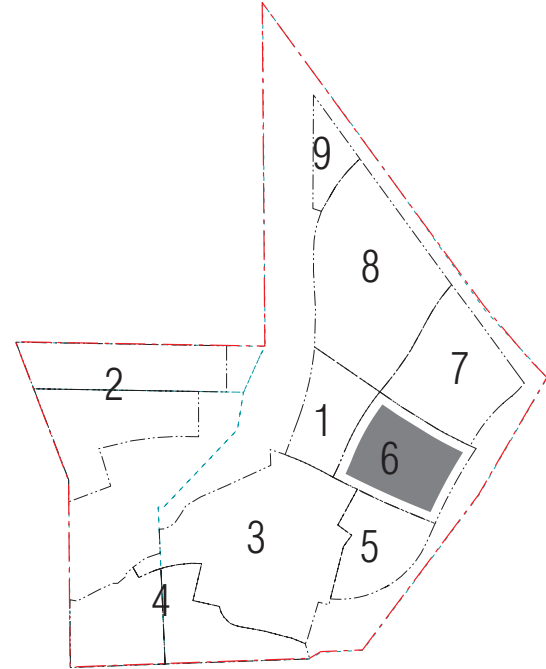
required elements

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

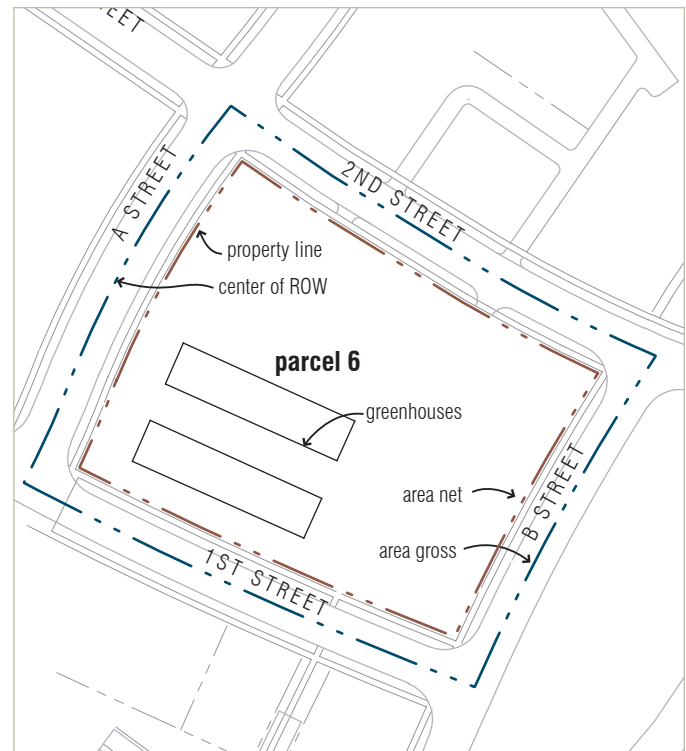
notes

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

* For definitions of land uses, see page 22



parcel location



parcel map

AREA 7

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

primary use- attached and detached residential units.

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

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

required elements

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

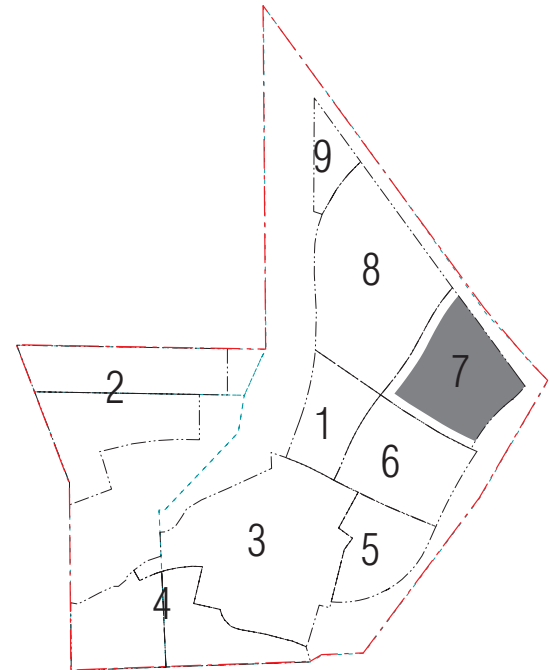
notes

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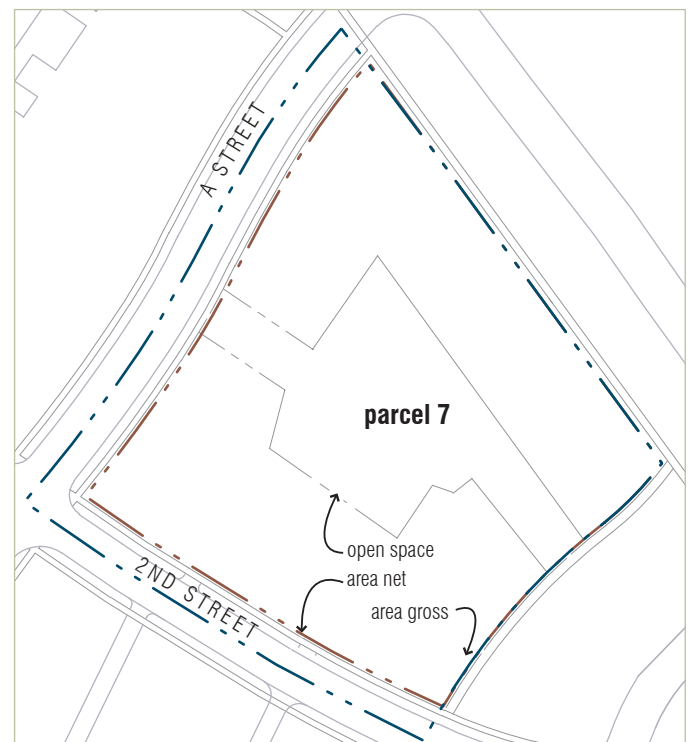
2. The following are exempt from setback requirements: roof overhangs, roof covered porches, demountable sun screens, steps or ramps to porches.

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

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



parcel location



parcel map

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

6. Parking setbacks do not require a buffer yard.

* For definitions of land uses, see page 22

AREA 8

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

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

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

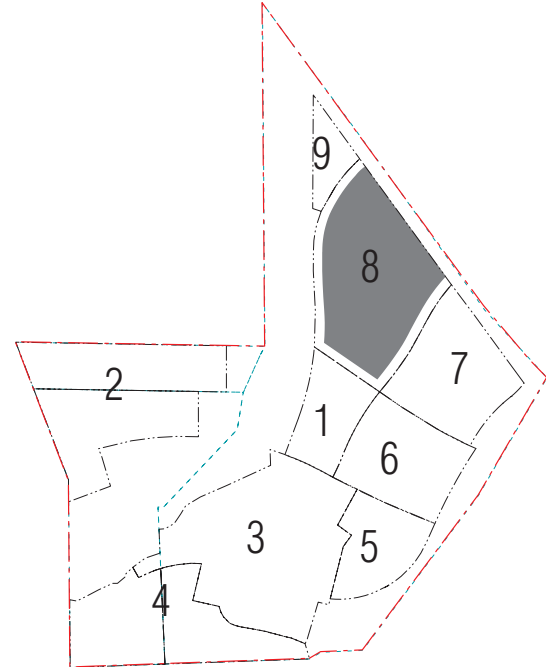
required elements

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

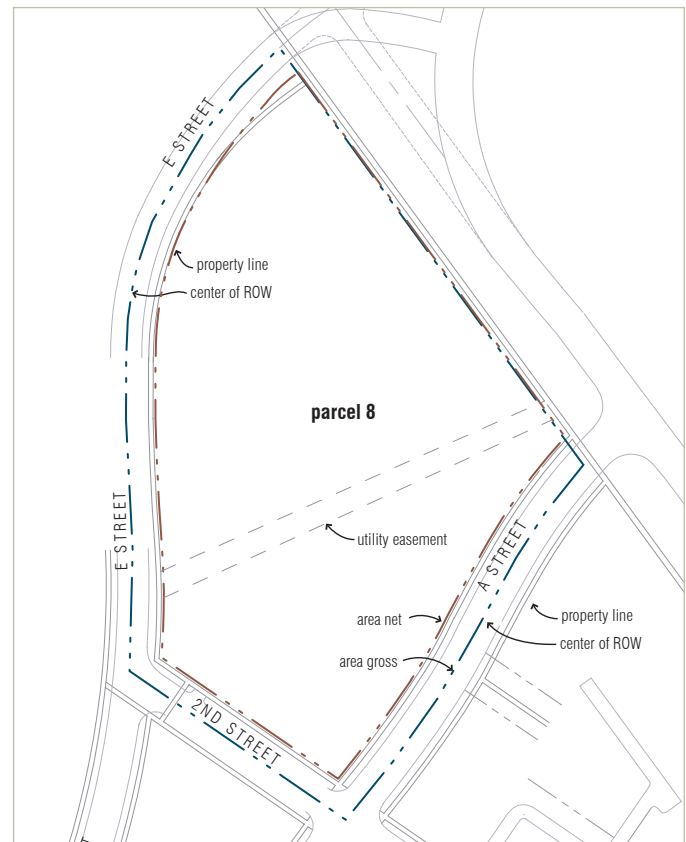
notes

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

* For definitions of land uses, see page 22



parcel location



parcel map

AREA 9

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

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

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

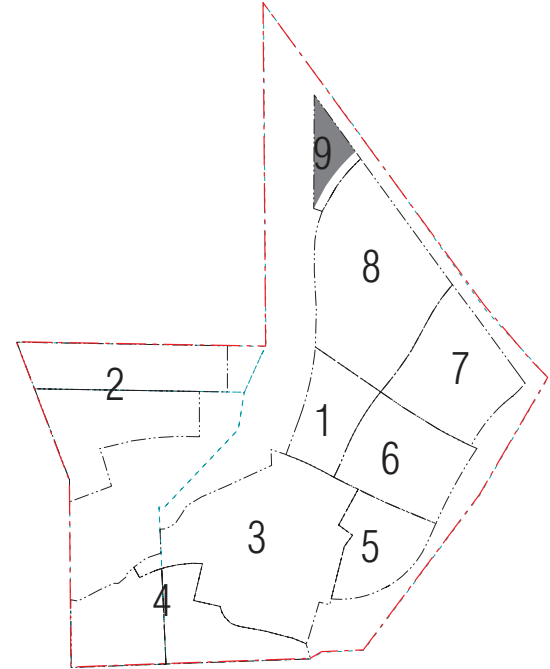
required elements

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

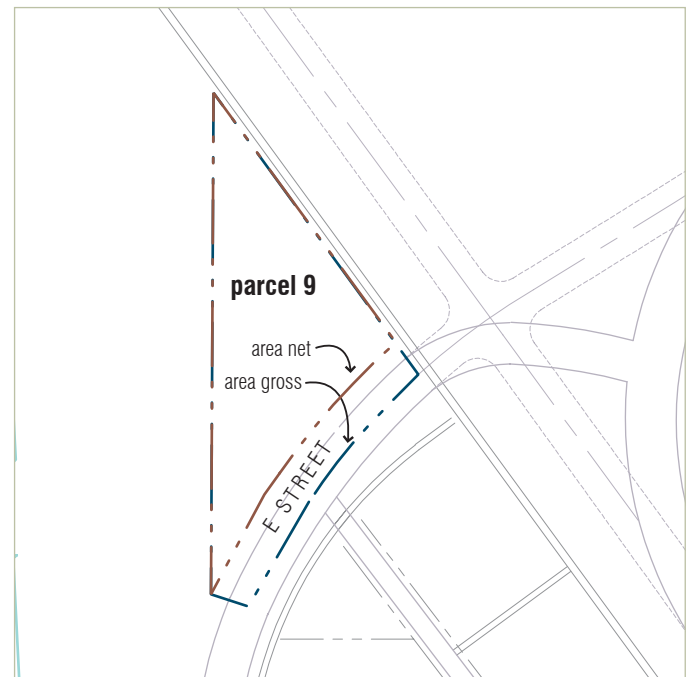
notes

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

* For definitions of land uses, see page 22



parcel location



parcel map

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

Land Use Application Written Statement

Need for Amendment and Approval Criteria

Necessity

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

Criteria and Standards Met

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

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

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

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

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

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

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

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

April 30, 2021

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Bryce Bishop

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

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

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

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

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

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

Sent from [Mail](#) for Windows 10

Bryce Bishop

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

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

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

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

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

Rev. Dr. Lucy Hitchcock

1715 John Muir Circle SE, Salem, OR 97302

360-348-8800

lucyhitchcock8140@gmail.com

April 30, 2021

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

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

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

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

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

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

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

Rev. Dr. Lucy Hitchcock

1715 John Muir Circle, Salem, OR 97302
360-348-8800
lucyhitchcock8140@gmail.com
April 27, 2021

Bryce Bishop

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

Hi Bryce,

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

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

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

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

Please let me know if you have any questions.

Dan Suhr
602.705.8879

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

Hi Bryce,

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

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

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

Thanks for your help to understand.

Regards,

Dan Suhr
602.705.8879

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

Good Morning Dan,

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

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

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

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

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

Thanks,

Bryce

Bryce Bishop

Planner II

City of Salem | Community Development Department

555 Liberty St SE, Suite 305, Salem OR 97301

bbishop@cityofsalem.net | 503-540-2399

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

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

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

To: Bryce Bishop <BBishop@cityofsalem.net>

Subject: Contact Bryce Bishop

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

Bryce Bishop

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

Hello Bryce,

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

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

My contact information is as follows:

Dean J. Chu
1871 Cousteau Loop
Salem, Or 97302

Ph: 408 981 6663

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

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

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

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

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

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

Regards,

Dean J. Chu
408 981 6663

Bryce Bishop

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

Dear Sir,

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

My contact information is as follows:

Dean J. Chu
1871 Cousteau Loop
Salem, Or 97302

Ph: 408 981 6663

I have reviewed the proposal and have the following comments:

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

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

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

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

Regards,

Dean J. Chu
408 981 6663

Bryce Bishop

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

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

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

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

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

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

Bryce Bishop

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

Dear Mr. Bishop and Mr. James,

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

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

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

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

Thank you,

Allison McKenzie
1861 Cousteau Loop SE
Salem Or 97302

Bryce Bishop

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

Gentlemen,

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

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

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

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

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

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

REQUEST FOR COMMENTS

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

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

PROJECT LOCATION: Pringle Creek Community Refinement Plan

AMANDA Application No.: 21-105665-ZO

COMMENT PERIOD ENDS: April 30, 2021

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

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

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

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

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

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

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

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

PLEASE CHECK THE FOLLOWING THAT APPLY:

- ☐ 1. I have reviewed the proposal and have no objections to it.
- ☐ 2. I have reviewed the proposal and have the following comments: AREA 9 - was originally made (proposed to be residential with one building for power & To fill it with all those commercial and utility and small units will overcrowd the population and bring down value of already existing neighborhood

Name/Agency: _____

Address: _____

Phone: _____

Email: _____

Date: _____

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

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

Fairview property

perhaps the denser population should be in the larger area.

To The Planner, Bryce Bishop.

Things that concern me about
Fairview Refinement plan.

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

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

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

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

Sincerely

Catherine Aeborn
1850 CORINADR
SALEM ORE 97302

Bryce Bishop

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

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

Mr. Bishop,

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

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

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

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

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

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

○

Bryce Bishop

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

Dear Mr. Bishop,

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

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

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

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

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

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

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

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

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

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

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

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

Bryce Bishop

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

apologies - I hit enter and it sent!

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

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

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

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

Area 9 - no concerns.

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

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

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

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

Dear Mr. Bishop,

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

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

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

Bryce Bishop

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

I have reviewed the proposal and have the following comments:

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

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

Thank you for the opportunity to give input.

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

Bryce Bishop

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

April 27, 2021

To: Bryce Bishop
City of Salem
Planning Division

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

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

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

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

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

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

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

Respectfully,

Richard Crossler-Laird

cc: Geoffrey James, Morningside Neighborhood Association, Land Use

April 30, 2021

Bryce Bishop

Planner III

City of Salem | Community Development Department

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

Dear Bryce,

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

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

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

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

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

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

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

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

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

The proposed amendment does substantially change the refinement plan through:

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

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

- Reduces the option for off-street parking by reducing street frontage requirements;
 - **Reducing the minimum frontage requirement from 16' to 13' feet dramatically alters the built environment and eliminates the ability of homes to provide for a garage.** The proposed reduction from 16' to 13' lot frontage requirement for the entire development will not allow adequate width to provide a garage and front door along the lot frontage. Allowing this minimum frontage effectively eliminates any vehicular parking in the future. Keeping the required 16' foot minimum frontage allows adequate width to both accommodate the potential for a garage and a front door while still providing for a range of housing types and affordability. Requiring a minimum of 16' street frontage retains and protects the Refinement Plans Sustainability Principle #1 which calls for the widest possibility of housing choices. The applicant has neither explained why such a reduction is necessary nor has demonstrate how such a reduction in lot frontage will not adversely affect parking, the built environment and surrounding uses. We'd like to see a specific plan which identifies the lots that need the 13' requirement rather than having a blanket standard applied to all lots.
- Reduces the ability to maximize tree preservation
 - A 730% increase in residential development and 50% increase in non-residential development **impacts the ability to preserve the remaining trees identified for preservation in Area 3.** The applicant has failed to demonstrate how such increases in development densities and square footage in the Village Center will allow for retention of the identified trees slated for protection in the Refinement Plan. We'd like to request a condition of approval be added for clarity purposes that states all development will be subject to conformance with the Tree Preservation Plan in the Refinement Plan.

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

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

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

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

We would like to request the following conditions of approval:

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

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

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

Thank you in advance for your consideration,

Terri Valiant
Jerry Spivey

Bryce Bishop

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

Dear Mr Bishop,

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

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

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

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

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

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

Sincerely yours,

Wilma Chu
1871 Cousteau Loop SE
1810 Cousteau Loop SE