

**Recommended Amendments to  
Conditions of RiverBend  
Master Plan Approval**  
(Strike-Out/Replace format on 3/21/05 Adopted Conditions)

- 1) **Condition of Approval:** In order to protect the high natural resource values of this portion of the site, the riparian area boundary in the northeastern portion of the property shall be redrawn to include the existing riparian and/or significant upland vegetation identified and mapped in the *McKenzie River Corridor Evaluation* and mapped on the Master Plan Sheet 1.3. The corridor width shall encompass the zone between the top of bank and the upland side of this existing significant riparian vegetation.
- 2) **Condition of Approval:** The adjusted overall riparian corridor width for the property shall be a minimum of 75 feet from the top of the bank of the McKenzie River, with an average buffer of at least 100 feet from the top of bank of the McKenzie River. The entire McKenzie River Riparian Area boundary shall be labeled accurately on a Final Master Plan document and appear on all future plans submitted to the City. The entire McKenzie River Riparian Area boundary shall be demarcated with a permanent monumentation system or otherwise delineated with permanent site design features, in a manner approved by the City of Springfield.
- 3) **Condition of Approval:** Removal of riverside revetment and other riparian restoration shall be designed to allow for additional future stream, stream bank, and riparian restoration work, such as setback revetments placed upland. Such additional future restoration work shall constitute a Type I Master Plan amendment.
- 4) **Condition of Approval:** To ensure the protection of McKenzie River riparian area functions, regardless of whether the lot to be developed has frontage on the river, all future development abutting the riparian area setback shall be subject to the requirement of SDC 32.110(7).
- 5) **Condition of Approval:** Restoration/ enhancement plans for the entire riparian corridor width shall be submitted for review concurrently with Subdivision and Site Plan applications. The details of the Riparian Restoration and Habitat Enhancement Design shall be reviewed upon submittal of Site Plan and/or Subdivision applications. Approval of the plan shall include but not be limited to the requirement that the applicant includes cottonwood (*Populus trichocarpa ssp. balsamifera*) and ash (*Fraxinus latifolia*) in the riparian restoration planting plan. Cottonwoods may be clustered in the northern, wider end of the riparian area. The planting plan shall also be consistent with the revised proposal set forth in the settlement agreement between the Jaquas and PeaceHealth dated January 28, 2005. Additional conditions regarding plant selection and placement may be placed on the final approval.
- 6) **Condition of Approval:** All exterior lighting placed within 50 feet of any riparian, wetland, or similarly protected area shall be equipped with full cutoff optics to prevent glare. Light fixtures placed to illuminate the multiuse path within the riparian area setback shall not exceed 15 feet in height.
- 7) **Condition of Approval:** The applicant shall modify the Master Plan Phasing Proposal Sheet 1.8 to include the installation of all riparian restoration as specified in Sheets LA.1, LA.2, LA.3, LA.4 and LA.5 and accompanying detail sheets, as well as any additional landscaping as described in the revised proposal set forth in the settlement agreement between the Jaquas and PeaceHealth dated January 28, 2005, in the in the initial phase of development. The completion of the restoration in the Site

Plan Review area shall be done prior to hospital occupancy. The restoration in the Subdivision area outside of the Site Plan Review boundary shall be completed or bonded or insured through other financial security approved by the Development Services Director prior to final plat approval.

**8) Condition of Approval:** This Master Plan approval decision does not specifically authorize any felling of trees from the subject property. A Tree Felling application shall be submitted to the City concurrently with the Site Plan and Subdivision applications. A detailed analysis and review of the applicant's tree felling proposal will occur at that time. Trees within groves included in the Natural Resources Inventory and those identified as Gateway Refinement Plan Natural Assets will be reasonably retained consistent with GRP Natural Assets Implementation Action 8.4. Mitigation of trees removed shall be consistent with the Springfield Development Code and this condition. Detailed development plans will be reviewed when submitted to determine whether additional trees can be retained in the area of the proposed O.C.V.I parking lot. Limited tree felling within the Douglas fir grove 500-600 feet from the river will be approved in the general location shown in the Vegetation/Revegetation Plan to allow for construction of the hospital in the proposed location, provided that:

- Replacement trees are provided such that the overall size of the grove is not reduced in area. Replacement tree specifications will be determined upon review of the Tree Felling application and approval shall be conditioned to ensure that replacement planting will be an adequate substitute for the loss of approximately 33,343 square feet of canopy proposed to be removed from the Douglas fir grove.
- Since replacement trees will not perform the same "older" tree functions immediately, new plantings of trees and understory vegetation will also be required to enhance the existing grove.
- The required replacement planting shall be in the immediate vicinity of the grove and extend the grove out along the river frontage. If sited to the west of the existing grove, the coniferous trees would serve the double function of screening the surface parking from the river, as required by the Gateway Refinement Plan.
- Douglas fir and other coniferous species shall be included in the riparian setback restoration planting such that the setback area adjacent to the grove will extend the grove and maintain/enhance riparian functions. Extending the grove closer to the river would provide a greater degree of riparian function enhancement.

**9) Condition of Approval:** Lawns which require routine mowing, irrigation, fertilizer, and herbicide or pesticide application shall be prohibited in riparian areas SDC 32.110 (7).

**10) Condition of Approval:** Invasive plant species shall be removed to the greatest extent possible and replanted with native and regionally appropriate vegetation SDC 31.240 (3).

**11) Condition of Approval:** Avoid/reduce soil compaction to the maximum extent practicable and amend soils in all landscape areas with a minimum of 2 inches of certified compost to moderate stormwater flows, provide filtration of runoff, and promote groundwater recharge (SDC 32.110 (5) and SDC 32.110 (7)).

**12) Condition of Approval:** The City Council hereby initiates the application of the Nodal Overlay Plan Designation at the entirety of the McKenzie Gateway MDR Site as identified in the Gateway Refinement Plan.

**13) Condition of Approval:** To mitigate for the exemption to SDC 40.100(2) to allow the proposed off-street parking lot to be located ~~at the southwest corner of Maple Way and abutting~~ RiverBend Drive, the Final Master Plan shall indicate either building frontage or pedestrian amenities along the entire RiverBend frontage of the lot containing proposed Building B. Acceptable pedestrian amenities are listed in SDC 40.110(7) and shall be selected with attention to providing screening of the parking lot from the public rights-of-way and shall incorporate the acceptable pedestrian amenities SDC 40.110(7)(b)2 and SDC 40.110(7)(b)7 at the southwest corner of the intersection. The Final Master Plan shall also indicate that there will be a maximum 10-foot setback along this frontage and future building design shall conform to the provisions of design standards of SDC 40.100(1).

**14) Condition of Approval:** In order to mitigate for providing an exception to the vehicle parking and circulation standards of SDC 41.040(3) the standards of SDC 40.090 shall be applied to the proposed parking ~~garage #2 structure~~ regardless of ~~its location~~ ~~any solar setback requirements~~ and the parking lot shown at the southwest corner of St. Joseph Place and RiverBend shall be removed.

**15) Condition of Approval:** Any bike/pedestrian connection shown on the Master Plan that connects one right-of-way to either another right-of-way or one or more of the multi-use paths along the McKenzie River, MLK Blvd. or Game Farm Road South shall be constructed as an "Accessway" in accordance with the standards of SDC 32.040. The paving width for these facilities shall be a minimum of 12 feet.

**16) Condition of Approval:** The Final Master Plan shall include a direct accessway connecting the terminus of Cardinal Way at RiverBend Drive and the multi-use trail along the river along the south side of the hospital structure.

**17) Condition of Approval:** The Final Master Plan shall indicate building envelopes along the full frontage of ~~St. Joseph Place~~ ~~McKenzie Way~~. Buildings within these envelopes shall create a continuous building edge. The final location of Buildings A and B shall be within the building envelopes.

**18) Condition of Approval:** Buildings A and B shall not be setback from St. Joseph Place ~~the McKenzie Way~~.

**19) Condition of Approval:** If phased development is proposed for the MDR area east of Baldy View Lane, the initial phase and each additional phase must contain a future development plan demonstrating that the overall minimum density of 730 dwelling units for the Master Plan area. If the entire Master Plan MDR area east of Baldy View Lane is developed in one single phase, the minimum density shall be 610 dwelling units for that development.

**20) Condition of Approval:** Any future development applications for the RiverBend Master Plan development on MDR zoned property east of Baldy View Lane must contain an overall public street and bike/pedestrian infrastructure plan for the entire MDR site showing a continuous loop road as demonstrated conceptually in the Master Plan and must contain internal local streets that connect to this loop road in a grid network. The maximum block length for the blocks shall be 350 feet as measured centerline to centerline.

**21) Condition of Approval:** Accessways shall connect from the termination of local streets in the MDR local street grid to the multi-use trail.

**22) Condition of Approval:** Developments in areas zoned MDR shall comply with the interior parking lot landscaping standards of SDC 16.110. A minimum of seven and one half percent of the interior of all surface parking lots in the MS and MUC districts shall be landscaped with large canopy trees (evergreen and deciduous) to provide shade and canopy coverage for rainfall interception to reduce stormwater runoff. Landscaped islands (raised, lowered, or continuous with surface grade) containing at least one large canopy tree shall be provided at the ends of each parking row. The perimeter of each parking stall shall be no more than 45 feet from an approved landscape area. Each landscape island surrounded by impervious surfaces shall be at least 8 feet in width, exclusive of curbs, with a minimum area of 120 square feet. Tree species shall be selected to provide abundant shade, be heat and pollution tolerant and effective at intercepting rainwater and effectively cast shade over a majority of the pavement.

**23) Condition of Approval:** To accommodate required parking lot trees and water quality swales, the Director may approve a higher percentage of compact parking spaces than the 30 percent allowed by SDC 31.190 (7) for parking lots that exceed the minimum interior landscaping requirements established in Condition 22. In addition, the required wheel stops may be eliminated when the planter is widened 2 feet beyond the minimum dimension and when a 6 inch curb protects the planted area and/or sidewalk 31.190 (3).

**24) Condition of Approval:** Interior parking lot landscaping shall delineate and define circulation movements of motorists and pedestrians. To heighten entryway visibility and improve parking lot circulation, an 8-foot wide landscape area shall be located on both sides of a driveway throat.

**25) Condition of Approval:** Riparian Area Planting Plans, Landscape Plans and Revegetation Plans that accompany future Site Plan Review and or Subdivision applications shall include large scale coniferous evergreen trees (mature height equal to or greater than building height) to provide a visual and noise buffer between the riparian corridor and the developed areas of the site; to provide wildlife habitat within the riparian area; and to augment the existing tree groves with replacement trees to mitigate the proposed felling. The trees may be clustered to retain, enhance and frame views of the river corridor.

**26) Condition of Approval:** The Final Master Plan shall identify the riparian vegetation in the northwest portion of the site. This area shall be evaluated by a qualified environmental/biological specialist and assessed for potential impacts due to development, enhancement potential and requirements, and long-term maintenance recommendations during the required forthcoming Subdivision and/or Site Plan Review process. If it is determined by the Director that it is not practicable to preserve this vegetation, the vegetation may be removed. If it is determined to be practicable the feature shall be incorporated into the site design. Preservation of the existing riparian vegetation shall be credited towards the required parking lot and/or other site landscaping requirements at Site Plan Review.

**27) Condition of Approval:** Any security fencing along the river frontage shall be designed in such a way to allow public access to the river and to the riparian area as required by the Gateway Refinement Plan.

**28) Condition of Approval:** Future subdivision applications for the Master Plan site shall include 12 on-street (or bay) public parking spaces along ~~Maple Way~~, Baldy View Lane and/or the loop road east of Baldy View Lane to provide vehicle parking to accommodate citizens who wish to access the McKenzie River via the riverside multi-use path. The general location and proposed number of spaces shall be shown on the Final Master Plan. At least 6 parking spaces

shall be made available with the initial Subdivision application. System Development Charge credits are available for actual costs of improvements for these 12 vehicle parking spaces. In addition, a portion of the general parking lot shall not be restricted to “hospital use only” in order to provide additional access to the trail.

**28.5) Condition of Approval:** Subsequent to Master Plan approval or Master Plan amendment approval by the City Council, the applicant shall submit a Final Master Plan to the City. Approval of the Final Master Plan by the Development Services Director shall occur prior to issuance of Tentative Subdivision or Tentative Site Plan approval or amended Tentative Subdivision of Site Plan approval for development within the Master Plan area.

**29) Condition of Approval:** ~~The multi-level parking structure~~ Parking garages #1 and #2, located north of the hospital, shall be constructed prior to Certification of Occupancy for the hospital. ~~north medical office building (MOB) or Certification of Occupancy of the MOB identified as Building C, whichever occurs first. In lieu of construction of the parking structure as described above, the applicant may propose within the site plan review application for the north MOB or Building C to utilize parking facilities located in other areas of the community off the RiverBend Master Plan site to meet the minimum parking requirements. The City will determine the extent to which these off-site parking facilities offset the need for the parking structure.~~

**29.5) Condition of Approval:** The height of the proposed hospital shall be limited to approximately 137.3 feet at the top of the building penthouse exclusive of the emergency medical helistop above the penthouse and HVAC facilities.

**30) Condition of Approval:** The requirements of SDC Section 32.020 (1) (c) and provisions of SDC Article 37 notwithstanding, the Public Works Director may require that an applicant provide a traffic impact study to evaluate the potential impacts of any Subdivision or site development application within the RiverBend Master Plan boundary. The scope and content of any such study shall be as specified by the Public Works Director.

**31) Condition of Approval:** Requirements of the PeaceHealth River Bend Master Plan Trip Monitoring Plan as presented in Exhibit B-1 shall be applied to subsequent land-use approvals for the PeaceHealth RiverBend Master Plan property.

**32) Condition of Approval:** The final Master Plan shall show the number and location of parking spaces proposed to serve the hospital development. The number of parking spaces proposed shall be consistent with the conclusions regarding parking demand presented in the approved Parking Program Report.

**33) Condition of Approval:** The final Master Plan shall show the number and location of parking spaces proposed to serve each non-residential site development proposed in future phases of development. The number of parking spaces proposed shall be consistent with the conclusions regarding parking demand presented the approved Parking Program Report.

**34) Condition of Approval:** For areas within the City limits, depict RiverBend Drive extended northward to the intersection of Deadmond Ferry Road/International Way and St. Joseph Place ~~McKenzie Way~~ eastward to connect with Baldy View Lane ~~RiverBend Drive~~.

**35) Condition of Approval:** Upon a finding of a demonstrated public purpose or as part of a land use decision, the City may acquire right-of-way for RiverBend Drive northward

to the intersection of Deadmond Ferry Road/ International Way. PeaceHealth will then construct RiverBend Drive northward to intersect with Deadmond Ferry Road/International Way intersection. In the event of such acquisition, PeaceHealth shall reimburse the City for all acquisition costs, court costs, relocation assistance and acquisition fees. To the extent that such improvements exceed the capacity required to support the approved Master Plan, System Development Charge credits shall be available as described in Sections 1.1, 1.2 and 1.3 of the Annexation Agreement entered into between the City of Springfield and PeaceHealth dated 5/29/02. To the extent that Systems Development Charge credits do not fully compensate PeaceHealth in the manner described above, PeaceHealth may utilize the reserve strip provisions set forth in SDC Article 32 to recover such additional costs. Construction of the street connections shall satisfy the obligations of Paragraphs 1.2 and 1.3 of the 5/29/02 Annexation Agreement. Prior to the City's acquisition of the right-of-way necessary to construct these off-site roadways, PeaceHealth may submit development applications that rely upon alternate street connections to meet the transportation circulation needs of the proposed development. However, once the right-of-way necessary for the RiverBend Drive/~~McKenzie Way~~ St. Joseph Place extensions is acquired, any such development applications may be altered as necessary through the City's application modification process to show the RiverBend/~~McKenzie Way~~ St. Joseph Place extensions. The street connections shall then be constructed by PeaceHealth as described above.

Prior to issuance of Final Site Plan Approval for the hospital, the applicant shall sign a non-remonstrance agreement covering improvements to the sections of RiverBend Drive described above. It is understood that said improvements may be constructed through a Local Improvement District, Reimbursement District or other such reimbursement arrangement.

Contributions by PeaceHealth made through a reimbursement district that results in the full construction of the above described street extensions shall satisfy PeaceHealth's obligations in the above paragraphs of the Annexation Agreement.

**35.5) Condition of Approval:** The RiverBend/St. Joseph Place intersection shall be a roundabout design.

OR

The RiverBend/St. Joseph Place intersection shall be constructed with underground conduit crossings of all approaches that are adequate to accommodate future traffic signal facilities.

**36) Condition of Approval:** The planned loop collector street serving the east MDR zoned residential area east of Baldy View Lane shall connect to and form the east leg of the proposed Deadmond Ferry Road/International Way intersection. Any alternate alignment shall be processed as a Type 1 Master Plan amendment pursuant to SDC 37.060(1) when reviewed and approved by the City during a future Site Plan Review or Subdivision application.

**37) Condition of Approval:** Direct vehicular access to Martin Luther King, Jr. Parkway shall not be shown on the approved RiverBend Master Plan. The number, location and design of such driveways, if any, shall be determined during the Subdivision and/or Site Plan Review process for specific developments within the RiverBend Master Plan area.

**38) Condition of Approval:** Direct access to ~~McKenzie Way~~ St. Joseph Place shall be regulated within the designated retail node area. The number, location and design of commercial

site driveways shall be determined during the Subdivision and/or Site Plan Review process for specific developments within the node area.

**39) Condition of Approval:** Consistent with SDC 32.080 (2) the proposed direct access locations on RiverBend Drive are approved as follows:

- ~~Main hospital driveway opposite the meadow – Full access with all turning movements allowed.~~
- a) Proposed driveway to Parking Garage #2 located 250 feet south of St. Joseph Place - Full access with all turning movements allowed.
- b) Proposed access to internal driveway serving Building C located approximately 300 feet south of St. Joseph Place – Full access with all turning movements allowed; this driveway shall be relocated northward to align with the above described Parking Garage #2 driveway.
- c) Proposed driveway on the east side of RiverBend Drive between Building D and the North MOB – Access shall be restricted to right-in-right-out movements only.
- d) Proposed driveway on the east side of RiverBend Drive located 400 feet north of Cardinal Way – Full access with all turning movements allowed.
- e) OHVI and Emergency Department driveway opposite Cardinal Way – Full access with all turning movements allowed.
- f) Central entrance/exit driveway to the large (employee) parking lot on east side – Full access with all turning movements allowed from both sides of the street.
- g) All other access points onto RiverBend Drive – The size, nature and location of the access shall be determined during the Subdivision and/or Site Plan Review process.

**40) Condition of Approval:** Except as otherwise conditioned in this decision, the number, location and design of access points for commercial sites within the RiverBend Master Plan area shall be determined during the Subdivision and/or Site Plan Review process.

**41) Condition of Approval:** In accordance with SDC Article 32.020 (10) (b) (4) the applicant shall execute an Improvement Agreement for full urban improvements along the east side of Game Farm Road South abutting the site.

**42) Condition of Approval:** The width of proposed on-street bicycle lanes shall be not less than 6-feet.

**43) Condition of Approval:** The width of motor vehicle travel lanes on proposed public streets shall be not less than 12-feet wide unless otherwise approved by the Springfield Public Works Director. In no case shall motor vehicle travel lanes be less than 11-feet wide. Master Plan Sheet 2.2a shall be revised to reflect the street cross sections shown in Exhibit B-2. These designs shall be considered conceptual until public improvement plans for the subject facilities are approved by the City.

**44) Condition of Approval:** The proposed right-of-way for Martin Luther King, Jr. Parkway shall be sufficient to accommodate a median at least 8-feet wide throughout the section within the RiverBend site.

**45) Condition of Approval:** The RiverBend/Cardinal intersection shall be constructed with underground conduit crossings of all approaches that are adequate to accommodate future traffic signal facilities.

~~**45.5) Condition of Approval:** The final Master Plan shall show Maple Way between RiverBend Drive and McKenzie Way as a public street.~~

**45.5) Condition of Approval:** A straight roadway alignment shall be depicted for Baldy View Lane. Proposed RiverBend site driveways taking access to/from Baldy View Lane shall intersect the street at right angles.

~~**46) Condition of Approval:** The proposal to reserve 13 feet of width along the east side of RiverBend Drive to facilitate future construction of a BRT lane, as shown on Master Plan Sheet 2.3, is approved in concept only. This approval does not represent a decision to site future BRT facilities or other public infrastructure in specific areas within the RiverBend corridor, but only to allow flexibility in siting such future facilities.~~

**46) Condition of Approval:** The final master plan boundary shall include the St. Joseph Place and RiverBend rights of way extensions as well as all private property depicted in the master plan amendment plan, including the MDR south of St. Joseph Place and the MDR area west of the SUB facility.

**47) Condition of Approval:** During the Site Plan Review process the applicant shall coordinate with Lane Transit District regarding paratransit services.

**48) Condition of Approval:** For any future traffic analysis submitted as part of a development application on the PeaceHealth RiverBend site that identifies a need for and proposes improvements to the Beltline/Gateway intersection, the proposed improvements shall be consistent with the preferred alternative designs contained in the I-5/Beltline Road Interchange Project Environmental Assessment.

**49) Condition of Approval:** The Final Master Plan shall show a conceptual, future accessway connection through the MDR site at the southern end of the property to a suitable public right-of-way. Any future Site Plan Review application or Subdivision application shall accommodate this accessway.

**50) Condition of Approval:** A bike/pedestrian connection shall be established through the LDR property owned by PH between the MUC development and Deadmond Ferry Rd to provide access between the MUC retail area and the Campus Industrial area and adjacent residential properties to the north. The Final Master Plan shall show this linkage. The final location and construction shall be a component of Site Plan Review for the structure identified as Building A.

**51) Condition of Approval:** The Final Master Plan shall indicate that the bicycle/pedestrian path that connects the river multi-use path to the Maple Way/Baldy View terminus is constructed with the initial phase of development.

**52) Condition of Approval:** Future connection to the McKenzie River multi-use path shown on the Bicycle Plan needs to be accommodated at the southeast corner of the MDR area east of Baldy View Lane. Provisions for this connection shall be shown on the Final Master Plan and implemented through a reservation or easement dedication during Subdivision in the MDR area.

**53) Condition of Approval:** The routing, design and construction of the multi-use path and other pedestrian paths within the riparian area shall preserve and protect the riparian area natural functions to the maximum extent and balance the need for recreation with resource protection. The multi-use path shall be located along the outer edge of the required riparian area away from the watercourse (SDC 31.240 (2)(g)) except as follows:

- The multi-use path shall be routed a minimum of 25 feet outside the canopy dripline of the existing tree groves in the northeast portion of the riparian area, as shown in Master Plan Sheet 1.5a and in conformance with the recommendations of the McKenzie River Corridor Evaluation.
- The final alignment of the multi-use path shall be established after a detailed site analysis of topography, location of trees and other riparian vegetation and other existing conditions.
- All paths shall be routed to avoid significant impact to existing tree groves in the riparian area, to promote good visibility for safety and security and to provide ample access for public recreation.
- The route(s) shall be staked in the field and approved by the project arborist and an authorized representative of the City of Springfield prior to approval. Any routing of utilities in the path easement as allowed by SDC 31.240 (2)(g) shall be done in a manner which avoids significant impact to existing tree groves in the riparian area.

**54) Condition of Approval:** Provide 7-foot wide PUE's along all street frontages except where additional easement width is required to provide minimum separation distances between utilities. Site-specific locations requiring additional easement width will be determined based upon utility review during Site Plan Review or Subdivision Tentative Plan Review applications. During future Subdivision and Site Plan Review applications in the MUC and/or /NDO areas particularly along ~~St. Joseph Place~~ ~~McKenzie Way~~ in the MUC area, alternate means of providing utility access should be explored to allow for minimizing building setbacks.

**55) Condition of Approval:** During the Subdivision and Site Plan Review processes for future site development, PUEs will be required within the development sites as transformer locations are determined.

**56) Condition of Approval:** In the hospital, provide a Rescue Air supply system, or a functionally equivalent accommodation that is acceptable to the City of Springfield Fire Marshal. This system or functional accommodation will be capable of charging firefighter self contained breathing apparatus or otherwise provide an approved air supply for firefighter usage in the event of an emergency response to the hospital. This system or functional accommodation will be located in stairwells or as otherwise directed by the Fire Marshall. This condition of approval shall be implemented during the building permit review stage of the project.

**57) Condition of Approval:** Provide equipment caches in stairways of high-rise that contain fire fighting equipment to be used by fire crews. This condition of approval shall be implemented during the building permit review stage of the project.

- 58) Condition of Approval:** Install and maintain rappel anchors on the roof of the structure located in accordance with Fire Department Operational needs. This condition of approval shall be implemented during the building permit review stage of the project.
- 59) Condition of Approval:** Provide access to and install hardened surfaces capable of supporting the imposed load of the ladder truck at all outside corners of the hospital and Medical Office Buildings. This condition of approval shall be implemented during the building permit review stage of the project. Demonstration of Fire apparatus access to these areas shall be demonstrated on the hospital Site Plan Review application.
- 60) Condition of Approval:** Establish a one-time training budget to train the City's fire personnel. This training shall be specific to high-rise and high life hazard properties including sufficient overtime funds to pay for replacement of personnel when attending the training.
- 61) Condition of Approval:** Provide necessary radio equipment such as repeaters within the building that will permit adequate reception and broadcast capability of fire department radios anywhere inside the structure. This condition of approval shall be implemented during the building permit review stage of the project.
- 62) Condition of Approval:** Hospital shall seek input and approval on design of the Emergency area from Springfield Department of Fire and Life Safety. Evidence of EMS approval of the emergency area design shall be a condition of tentative site plan approval for the hospital.
- 63) Condition of Approval:** Sanitary sewer design shall comply with the most recent edition of the Springfield Engineering Design Standards and Procedures (EDSP) Section 2.00 at the date of Site Plan, Subdivision, and/or Public Improvement Plan application acceptance.
- 64) Condition of Approval:** Unless otherwise approved, on a case-by-case basis, and at the sole discretion of the City Engineer, all publicly maintained sanitary sewer facilities shall be located within street rights-of-way, or in public easements immediately adjacent to the right-of-way.
- 65) Condition of Approval:** The Final Master Plan and the Subdivision Tentative Plan shall demonstrate how all of the parcels within the Master Plan are provided with sanitary sewer service in a manner that is consistent with the City's design for the Trunk Sewer that is being extended to serve the Gateway MDR area. The sanitary sewer service shall be designed to minimize the number of service connections to the Trunk Sewer. Prior to or concurrent with the approval of occupancy permits for any permanent structure within the Master Plan area, the Applicant shall design and construct a Trunk Sewer line within the alignment of ~~McKenzie Way~~ St. Joseph Place and River Bend Drive at a size, depth and location sufficient to provide needed capacity and to connect to those segments of the Trunk Sewer that are being constructed by the City.
- 66) Condition of Approval:** Consistent with the provisions of the May 29, 2002 Annexation Agreement between the City and PeaceHealth, and concurrent with the construction of the Cardinal Way extension, a public sanitary sewer main shall be installed within Cardinal Way and shall extend to the westerly boundary of the Master Plan. This public sanitary sewer main shall be of adequate size and depth to serve the contributing sanitary sewer basin to the west, shown as Basin 6 in the Sanitary Sewer Study prepared by KPFF, dated September 2003.

**66.1)** The Final Master Plan shall demonstrate how the northeasterly MDR area, as well as any abutting and/or tributary lands, can be provided with public sanitary sewer service. The Final Master Plan shall also show the boundaries of the lands that can be served by gravity via the City’s existing sanitary sewer service and the boundaries of those lands that will need to be served by a future sanitary sewer lift station, as well as a proposed location for the future lift station and proposed routing for future pressure and gravity sewer mains needed to connect the lift station to the remainder of the public sanitary sewer system.

**66.2)** Prior to or concurrent with Site Plan Review approval for any of the lands within the northeasterly MDR area of the Master Plan that are within the service area of the new sanitary sewer lift station, the applicant shall design and construct the new lift station and associated gravity and pressure mains located outside of the boundary of the Master Plan.

In the event that the City Council determines that it is in the public interest to construct the new sanitary sewer lift station and associated gravity and pressure mains prior to receiving an application from the applicant for Site Plan Review approval within the northeasterly MDR area, the applicant shall pay to the City their share of the cost within 60 calendar days of receiving written notice from the City requesting said payment.

**66.3)** The cost to design and construct the new sanitary sewer lift station and associated off-site gravity and pressure mains shall include all costs necessary to bring the lift station and mains into service, including any land acquisition costs and attorneys’ fees. The costs for providing excess capacity in the lift station and associated sewer mains to accommodate the off-site tributary areas are eligible for reimbursement and/or credits pursuant to the City’s current cost participation policy and Systems Development Charge (SDC) credit methodology. The applicant’s share of the cost shall be proportional to the projected population that will be served by the new lift station based upon the service area determined during the approval of the Final Master Plan and by utilizing the following average population densities:

<b>Zoning</b>	<b>Average Population Density</b>
LDR	30 people per acre
MDR	50 people per acre
CI within floodway areas	14 people per acre
CI outside of floodway areas	20 people per acre

**67) Condition of Approval:** The applicant shall demonstrate that all anticipated wastewater discharges will be in compliance with applicable discharge limitations and requirements as stipulated in Chapter 4, City of Springfield Municipal Code and the Industrial Pretreatment Program Administrative Rule 4.0503 prior to each Final Site Plan approval for all non-residential building construction within the Master Plan boundary.

**68) Condition of Approval:** Storm drainage design shall comply with the most recent edition of the Springfield Engineering Design Standards and Procedures (EDSP) and Standard Construction Specifications at the date of Site Plan, Subdivision, and/or Public Improvement Plan application acceptance.

**69) Condition of Approval:** Unless otherwise approved, on a case-by-case basis, and at the sole discretion of the City Engineer, no water shall be allowed to be discharged into the proposed open drainage way located in the eastern basin without first being treated per EDSP Section 3.00.

**70) Condition of Approval:** All infiltration facilities shall comply with EDSP 4.16, EDSP 3.03.4, the requirements of the Oregon Department of Environmental Quality, and the Oregon Administrative Rule 340-44.

**71) Condition of Approval:** All proposed water quality BMP's shall include pretreatment, meet stormwater quality design standards outlined in EDSP 3.00, and, at the direction of the City Engineer, shall be modified as necessary to adequately protect the City's groundwater.

**72) Condition of Approval:** The use of pervious pavement will be limited to non-vehicular areas only. In addition, the City Engineer may limit the use, location, design, and types of pervious pavements within the Master Plan to protect groundwater and other natural resources and assets.

**73) Condition of Approval:** The applicant shall provide a revised Storm Drainage Master Plan as part of the Final Master Plan review that analyzes the capacity needed for runoff from the MLK Parkway and Wayside Lane area.

**74) Condition of Approval:** Following accommodation of the stormwater runoff within the public right-of-ways and all tributary off-site basins, including the balance of the tax lots 100 and 200 on assessors map 17-03-22, Arlie property, north of the Master Plan between Maple Way and Deadmond Ferry Rd., the MLK Parkway, and the Wayside Lane area, individual site plans must limit discharge to a proportionate share, based on acreage, of the total remaining capacity of the two existing public stormwater facilities in Deadmond Ferry Road. The Final Master Plan must include the analysis for proportionate shares and set the discharge rates based on the proposed lot layouts.

**75) Condition of Approval:** Except for those portions of the Master Plan area that are served by open drainageways in addition to treatment swales within parking lots, a minimum of 85% of the non-building rooftop impervious area for each Site Plan shall be treated for stormwater quality improvement using vegetative methods, or other methods that may be deemed equivalent, on a case-by-case basis, and at the sole discretion of the City Engineer. The Final Master Plan shall designate the areas of the Master Plan that are subject to this Condition.

**76) Condition of Approval:** Infiltration facilities shall not be permitted under paved surfaces, within public right-of-way, within public utility easements, within drip lines of all protected tree groves, within riparian areas, or within 10-feet of any proposed buildings or property lines.

**78) Condition of Approval:** The stormwater runoff associated with the western basin of the Master Plan and its tributary areas to the west and south shall discharge into the City's existing stormwater system in Deadmond Ferry Road. An acceptable preliminary design of the new off-site stormwater system needed to connect the Master Plan area to the existing City system shall be determined prior to tentative approval of the first subdivision application for any land within the Master Plan boundary.

**79) Condition of Approval:** Pursuant to the Annexation Agreement between the City of Springfield and PeaceHealth, dated 5/29/02, the proposed eastern basin open drainage

conveyance system shall be constructed by the applicant and accepted by the City prior to or concurrent with any tributary development approval. The design must be consistent with SDC 32.110(7) and must be constructed completely to existing stormwater facilities or to a new discharge point in the McKenzie River. The applicant's design team shall include a qualified environmental/biological specialist and the design must be assessed for potential impacts due to future development, grading within the floodplain, fish habitat and riparian requirements, potential wetland impacts, construction requirements for sustaining wildlife habitat, and long-term maintenance requirements. The City of Springfield reserves the right to utilize peer review of the conclusions and recommendations presented by the applicant's design team. PeaceHealth shall be responsible for all work and financing associated with the design, construction, and permitting of the conveyance system, including all costs associated with obtaining easements. System Development Credits for the off-site construction of this drainage system will be available consistent with the 5/29/02 Annexation Agreement.

**80) Condition of Approval:** All development within the Master Plan boundary shall be constructed in compliance with SDC Article 27 with respect to flood protection. For the purposes of this Condition of Approval, the base (100-year) flood plain shall be taken as the 100-year flood plain identified in the Corrected Effective Model (CEM) in the *McKenzie River Floodplain Assessment* prepared by David Evans Associates and dated November 6, 2002, or the FEMA Flood Insurance Study for the McKenzie River, whichever shows the greatest extent of flooding impacts.

**81) Condition of Approval:** RiverBend Drive shall be built to the 500-year floodplain elevation from the intersection of MLK Parkway to the hospital. Game Farm Road will be utilized for emergency access from the north and south during the 500-year flood events. The Final Master Plan shall demonstrate how emergency access from Game Farm Road to the MLK Parkway/RiverBend Drive intersection will be provided at the 500-yr floodplain elevation as part of the development of the initial Phase of development of the Master Plan.

**82) Condition of Approval:** In the event that compliance with the conditions of approval contained herein results in modifications of the applicant's Conceptual Mass Grading Plan such that the City Engineer determines that there may be a significant change in the impacts of flooding, the Final Master Plan shall include a revised McKenzie River Floodplain Assessment to address the potential flooding impacts resulting from those modifications.

**83) Condition of Approval:** The project construction engineering team shall include a geotechnical engineering firm which will be required to have a representative on-site to observe trenching, excavation, cut and fill operations during the development of the project as may be required by the Public Works Director or the City's Building Official.

**84) Condition of Approval:** Prior to approval of each site plan associated with future phases of the Master Plan, a geotechnical evaluation similar to the *Phase III Geotechnical Investigation and Seismic Hazard Study*, submitted by Foundation Engineering, Inc. for the structures associated with the initial phase of construction, shall be submitted for review and approval by the City of Springfield. These new studies shall provide geotechnical design criteria, feasibility, and recommendations for the construction of each of the buildings associated with the Site Plans for future phases of development.

**85) Condition of Approval:** Prior to approval of the first Subdivision application within the Master Plan boundary, the applicant and the City shall enter into an agreement providing for the

long-term access and maintenance of the proposed public landscaping areas, public access ways and paths, and open public storm drainage systems.

**86) Condition of Approval:** The Site Plan submitted for the PeaceHealth hospital shall implement the noise mitigation recommendations from the BRC Noise Analysis, demonstrating that the noise associated with the cooling tower is mitigated properly and that it is in compliance with DEQ regulations.

**87) Condition of Approval:** Unless subsequent noise assessments are approved at Site Plan Review, the proposed heliport associated with the PeaceHealth hospital shall only be used for short term activity and shall not be used as the home port for the helicopter.

**88) Condition of Approval:** Prior to Master Plan approval, PeaceHealth shall consult with Willamalane and shall submit to the City an assessment of the need for the public parks and recreation facilities. The assessment shall be prepared by a landscape architect or other qualified parks and recreation planning professional.