

Staff Report

Planning Commission

Liberty Business Park Development Master Plan

Meeting Date

July 17, 2007

Case Number

LRP2007-00020

Applicant

Tim Shinabarger
Satre Associates PC
132 East Broadway, Suite 536
Eugene, OR 97401

Request

The applicant has prepared a Master Plan submittal for a 12.68 acre parcel located at the northeast corner of Corporate Way at International Way. The site is zoned Campus Industrial (CI) and is located within the Gateway Campus Industrial Park. In accordance with SDC 21.020, a Master Plan is required for CI properties where development phasing exceeds 2 years in duration. The developer is proposing to phase the development of this site over approximately a 5-7 year period. The developer also wishes to secure Business Park use for the entire 12.68 acre site because a ceiling has been established for this type of use in the CI District. In accordance with Springfield Development Code (SDC) Section 21.040(2), no more than 40% of the gross acreage of the CI District shall be developed as business parks. Approval of the Master Plan would attribute Business Park use to the entire 12.68 acre property, and the development site would be included in calculations of CI business park gross acreage.

Underlying Assumptions

The staff findings and recommended conditions of approval for the subject Master Plan application are based on the following underlying assumptions:

- The Master Plan development area and configuration is fixed by the outer boundary and the internal subdivision lot lines approved pursuant to Planning Action SUB2007-00018. The developer's obligations arising from the subdivision approval are separate and distinct from the Master Plan.
- A Floodplain Overlay District application has been approved for the subject site and attributes base flood elevations for each of the five parcels within the Plan area (SHR2007-00003).
- The entire 12.68 acre site is considered a Business Park use by virtue of the Master Plan approval, and will be included in the gross acreage used to calculate the 40% ceiling for Business Park development in the CI District.
- The building footprints and parking areas shown on the Master Plan approach the maximum development potential for each parcel within the Plan area. Minor variations on the size and orientation of the building footprint and parking lot layout may be considered without requiring a Master Plan amendment where it can be satisfactorily demonstrated that proposed variation from the Plan will not have an appreciable effect on impervious surface area, parking provision,

site access and trip generation, landscaping and required setbacks, and consistency with the intent of the Master Plan.

- Upon approval of the Master Plan, the parent developer will be responsible for implementing and administering the provisions of the Plan for the duration of its effective period (ie. 7-10 years).
- The Final Master Plan will be recorded against the property titles for each of the lots within the development area to ensure prospective lot purchasers are aware of the adopted Master Plan, and the Plan maintains relevancy for the duration of the phasing timeline.
- Unless stated otherwise, the Development Code context for this Master Plan approval is the Code provisions in effect as of the date of approval. Code amendments adopted subsequent to this Master Plan approval may be reviewed and considered for applicability on a case-by-case basis at the request of the developer.
- Future development on the Master Plan site will be subject to the state and federal statutes in effect at the time of application submittal.

Master Plan Approval

The Master Plan application is being processed as a Type III review in accordance with provisions of SDC 3.090 and 37. Future development applications for sites within the Master Plan area will be reviewed under the context of the approved Master Plan.

Notification

Notification of the July 17, 2007 Planning Commission public hearing was sent to all property owners and residents within 300 feet of the subject site. Newspaper notification was also published in the June 29 and July 6 legal notice section of the *Register Guard*.

Criteria of Approval

Springfield Development Code Article 37 contains the applicable review criteria for consideration of Discretionary Use requests. These criteria follow:

SDC 37.040 CRITERIA

A Master Plan may be approved if the Planning Commission finds that the proposal conforms with all of the following approval criteria. In the event of a conflict with approval criteria in this Subsection, the more specific requirements shall apply:

- (1) The zoning of the property shall be consistent with the Metro Plan diagram and/or applicable refinement plan diagram, Plan District Map, and Conceptual Development Plan;*
- (2) The request as conditioned shall conform to applicable Springfield Development Code requirements, Metro Plan policies, Refinement Plan, Plan District, and Conceptual Development Plan policies;*
- (3) Proposed on-site and off-site public and private improvements shall be sufficient to accommodate the proposed phased development and any capacity requirements of public facilities plans; and provisions shall be made to assure construction of off-site improvements in conjunction with a schedule of the phasing;*
- (4) The request shall provide adequate guidance for the design and coordination of future phases;*

- (5) *Physical features, including but not limited to, significant clusters of trees and shrubs, watercourses shown on the Water Quality Limited Watercourse (WQLW) Map and their riparian areas, wetlands, open spaces; and areas of historic and/or archaeological significant as may be specified in Article 30 of this Code or ORS 97.740-760, 358.905-955 and 390.235-240 shall be protected as specified in this Code or in state or Federal law; and*
- (6) *Local public facilities plans and local street plans shall not be adversely impacted by the proposed development.*

Proposed Findings In Support of Master Plan Approval

Criterion (1): *The zoning of the property shall be consistent with the Metro Plan diagram and/or applicable refinement plan diagram, Plan District Map, and Conceptual Development Plan;*

Finding: The property is zoned Campus Industrial (CI) which is consistent with the adopted *Gateway Refinement Plan* diagram. There are no changes proposed to the zoning with the subject Master Plan application.

Conclusion: The proposal meets Criterion 1.

Criterion (2): *The request as conditioned shall conform to applicable Springfield Development Code requirements, Metro Plan policies, Refinement Plan, Plan District, and Conceptual Development Plan policies;*

Finding: Business Parks are listed as a primary use in the Campus Industrial District, SDC Article 21.

Finding: Section 21.040(2) of the SDC states that no more than 40 percent of the gross acres of the CI District shall be developed as business parks.

Finding: Upon Master Plan approval, the entire 12.68 acre property will be attributed to Business Park use and incorporated into the 40% gross acreage calculations for business parks within the City's CI District.

Finding: Upon Master Plan approval, the gross acreage of Business Parks within the City's CI District (including the subject site) will be approximately 30%.

Finding: In accordance with SDC 21.020, a Master Plan shall be required when phased developments exceeding 2 years in duration are proposed within the CI District.

Finding: The proposed Master Plan is consistent with SDC 21.020 because the developer is proposing to phase development over a period exceeding 2 years in duration.

Finding: The applicant has received tentative subdivision plan approval for a 5-lot CI subdivision pursuant to Planning Action SUB2007-00018. Among other things, the

parcel property lines, public and private utility easements, and joint use access easements should be consistent among between the approved subdivision plan and the Master Plan.

Finding: The applicant has received Floodplain Overlay District (FPO) approval for the site pursuant to Planning Action SHR2007-00003. Among other things, the FPO approval identifies a range of base flood elevations for each proposed development site, establishes guidelines and recommendations for future development, and is to be recorded on the property title. The applicant's Master Plan submittal refers to floodplain issues in general, but does not reference the recent FPO approval for this site.

Finding: In accordance with SDC 21.020, the Master Plan depicts the main entrance for each of the buildings oriented toward the primary street frontage (International Way). The Plan also portrays a network of pedestrian connections from the public streets, through the internal private parking lots and connecting to the building entrances.

RECOMMENDED CONDITIONS:

1. The Final Master Plan shall establish the configuration of the parcels, public and private easements, and access locations serving the Plan area. Any subsequent subdivision plans and site plan review applications shall be substantially consistent with the adopted Master Plan.
2. The Final Master Plan shall reference the Floodplain Overlay District approval issued for the site pursuant to Planning Action SHR2007-00003.

Conclusion: As proposed, and subject to the recommended conditions described herein, the proposal meets Criterion 1.

Criterion (3): *Proposed on-site and off-site public and private improvements shall be sufficient to accommodate the proposed phased development and any capacity requirements of public facilities plans; and provisions shall be made to assure construction of off-site improvements in conjunction with a schedule of the phasing;*

Finding: Section 37.030(8) of the SDC requires the applicant to submit a public facilities plan showing existing and proposed streets, utilities, sanitary sewer, natural and piped storm drainage systems, water service, bike and pedestrian ways and transit locations.

Finding: The applicant has provided a public facilities plan showing existing and proposed improvements, including public and private utilities.

Finding: It is not anticipated that off-site improvements will be required to accommodate future development within the Master Plan area.

Public Streets, Sidewalks and Improvement Agreements

Finding: The Master Plan area has frontage on two fully improved public streets, International Way and Corporate Way. There are no required improvements to the abutting public streets arising from approval of the Master Plan.

Sanitary Sewer

Finding: Section 32.100 of the SDC requires that sanitary sewers shall be installed to serve each new development and to connect developments to existing mains. Additionally, installation of sanitary sewers shall provide sufficient access for maintenance activities.

Finding: The applicant has proposed extension of private wastewater laterals to serve all lots with the proposed Master Plan area. The connection to the existing public sanitary sewer system is at two locations in International Way. The existing public system is an 8-inch sanitary sewer line, which is sufficient to accommodate future development on the site.

Stormwater Management

Finding: Section 32.110(2) of the SDC requires that the Approval Authority shall grant development approval only where adequate public and/or private stormwater management system provisions have been made as determined by the Public Works Director, consistent with the City's *Engineering Design Standards and Procedures Manual* (EDSPM).

Finding: Section 32.110(4) of the SDC requires that runoff from a development shall be directed to an approved stormwater management system with sufficient capacity to accept the discharge.

Finding: Section 32.110(5) of the SDC requires new developments to employ drainage management practices that minimize the amount and rate of surface water runoff into receiving streams and that promote water quality.

Finding: To comply with Sections 32.110(4)&(5), the applicant proposes to direct the stormwater runoff from the site into water quality facilities designed pursuant to the City of Portland's *Stormwater Management Manual*, consistent with the City's stormwater requirements. Each lot will have its own water quality facility that will be designed upon subsequent Site Plan Review, and with its own connection to the public system. As depicted on the applicant's existing conditions sheet, the public system consists of a 72-inch storm sewer pipe on the western portion of the site and a 48-inch storm sewer pipe on the eastern portion of the site. The existing facilities are adequate to accommodate the runoff from future development on the site.

Water Quality

Finding: Under Federal regulation of the Clean Water Act (CWA), Endangered Species Act (ESA), and National Pollutant Discharge Elimination System (NPDES), the City of Springfield has obtained a Municipal Separate Storm Sewer System (MS4) permit. A provision of this permit requires the City demonstrate efforts to reduce the pollution in urban stormwater to the Maximum Extent Practicable (MEP).

Finding: Federal and Oregon Department of Environmental Quality (ODEQ) rules require the City’s MS4 plan address six “Minimum Control Measures.” Minimum Control Measure 5, “Post-Construction Stormwater Management for New Development and Redevelopment,” applies to the proposed development.

Finding: Minimum Control Measure 5 requires the City of Springfield to develop, implement and enforce a program to ensure the reduction of pollutants in stormwater runoff to the MEP. The City must also develop and implement strategies that include a combination of structural or non-structural Best Management Practices (BMPs) appropriated for the community.

Finding: Minimum Control Measure 5 requires the City of Springfield use an ordinance or other regulatory mechanism to address post construction runoff from new and re-development projects to the extent allowable under State law. Regulatory mechanisms used by the City include the Springfield Development Code (SDC), the City’s Engineering Design Standards and Procedures Manual (EDSPM) and the future Stormwater Facilities Master Plan (SFMP).

Finding: As required in Section 31.050 (5) of the SDC, “a development shall be required to employ drainage management practices approved by the Public Works Director and consistent with Metro Plan policies and the Engineering Design Standards and Procedures Manual.”

Finding: Section 3.02 of the City’s EDSPM states the Pubic Works Department will accept, as interim design standards for stormwater quality, water quality facilities designed pursuant to the policies and procedures of either the City of Portland (BES), or the Clean Water Services (CWS).

Finding: Section 3.03.3.B of the City’s EDSPM states that all public and private development and redevelopment projects shall employ a system of one or more post-developed BMPs that in combination are designed to achieve at least a 70 percent reduction in the total suspended solids in the runoff generated by that development. Section 3.03.4.E of the manual requires a minimum of 50 percent of the non-building rooftop impervious area on a site shall be treated for stormwater quality improvement using vegetative methods.

Finding: To meet the requirements of the City’s MS4 permit, the Springfield Development Code, and the City’s EDSPM, the applicant has shown locations on the plan set where water quality systems can be located. These systems will be designed in conjunction with future Site Plan Review applications for the individual lots within the Master Plan area. The adopted Master Plan should have a notation alerting developers of the stormwater management requirements for lots within the Plan area.

RECOMMENDED CONDITION:

3. The Final Master Plan shall provide a note on Plan Sheet 6 indicating that any subsequent development on Lots 1-5 within the Plan area will require water quality

facility design consistent with Section 32.110 of the SDC, Chapter 3 of the EDSPM, and the City of Portland's *Stormwater Management Manual*.

Utilities, Easements and Rights-of-Way

Finding: In accordance with SDC 32.120, utilities shall be extended underground to serve new improvements. Future development sites within the Master Plan area will be served with standard commercial utility services. Extending and connecting public utility facilities at property lines improves efficiency and service to individual properties.

Finding: Public utility easements are necessary to protect public infrastructure and serve the subject site with existing, new or improved utilities. Public utility easements protect the utility facilities and users, and improve efficiency by providing consistency and planning. Utilities and easements shall be provided and extended to the boundaries of the subject site to efficiently serve the development area.

Finding: SDC 32.120(5) requires applicants proposing developments to make arrangements with the City and each utility provider for the dedication of utility easements necessary to fully service the development or land beyond the development area. The minimum width for public utility easements adjacent to street rights-of-way shall be 7 feet. The minimum width for all other PUEs shall be 14 feet.

Finding: There are existing Public Utility Easements (PUEs) on the perimeter of the site, including a 10-foot wide PUE along the International Way frontage; a 14-foot wide PUE along the Corporate Way frontage; a 10-foot wide PUE along the northern property line; and a 17-foot wide stormwater easement along the eastern property line.

Finding: The applicant has proposed 14-foot wide PUEs centered on the internal property lines to accommodate future utility extensions serving the Master Plan area.

Finding: The applicant has proposed private joint access and utility easements to accommodate shared driveways and vehicle circulation areas, and private utilities to serve the individual lots within the Master Plan area.

Finding: The applicant has proposed a 10-foot wide private utility easement located between Lots 2 and 4 for the purpose of installing future private sanitary sewer and water service. This easement was shown as a variable-width easement on the approved tentative subdivision plan (Planning Case SUB2007-00018). This discrepancy between the two plans should be addressed in the Master Plan submittal.

Finding: The applicant has advised that paragraph 2, Page 12 of the written statement indicates that "Public Access Easements" will be provided for shared access driveways within the Plan area. However, the applicant wishes to clarify that this is a typographic error, as the intent is for private shared access easements to serve the Master Plan area. Staff advise that private shared access easements are the preferred mechanism to ensure long-term ownership and maintenance of the internal driveways remain with the private property owner(s). This correction can be made on the Final Master Plan document.

RECOMMENDED CONDITION:

4. The Final Master Plan shall provide for a private utility easement between Lots 2 and 4 that is consistent with the easement configuration depicted on the approved subdivision plan for the subject property (SUB2007-00018).

Conclusion: As proposed, and subject to the recommended conditions described herein, the proposal meets Criterion 3.

Criterion (4): *The request shall provide adequate guidance for the design and coordination of future phases;*

Finding: The applicant has prepared a narrative describing the proposed phasing of improvements associated with the Master Plan area.

Finding: The applicant has prepared a phasing plan illustrating the location and extent of proposed improvements for each phase of development for the Master Plan area.

Finding: Each proposed parcel within the Master Plan area will be subject to Site Plan Review approval prior to construction of site improvements. It will be the responsibility of the applicant to demonstrate that each site can be developed and operated according to the proposed phasing plan.

Finding: Lots 4 and 5 adjacent to International Way are proposed for long-range development (up to 7 years) and have direct frontage on a collector street. However, Lot 3 in the northeast corner of the Master Plan area is proposed for immediate development according to the applicant's phasing plan. Portions of both streetfront parcels will be disturbed when utilities, the primary access driveway and other improvements are extended from International Way, across Lots 4 and 5, to Lot 3. To ensure the vacant lots with public street frontage do not become a nuisance due to weeds, dust, lack of drainage improvements or other factors, interim landscaping and surface stabilization measures may be implemented at the time of development approval for Lot 3. This may include but not be limited to rehabilitating disturbed portions of the lots, planting suitable groundcover vegetation, mowing and maintaining the vegetative groundcover, managing on-site drainage, and installing supplemental landscaping. The Master Plan should provide a narrative describing interim measures and assignment of responsibility to ensure the vacant lots fronting on International Way are properly maintained until development proceeds.

RECOMMENDED CONDITION:

5. The Final Master Plan shall describe the measures that will be taken to maintain undeveloped portions of the Plan area in an acceptable condition prior to issuance of development approvals. The Final Master Plan also shall assign responsibility for maintaining the undeveloped areas for the duration of the phasing plan, or until the site is fully developed, whichever comes first.

Conclusion: As proposed, and subject to the recommended condition described herein, the proposal meets Criterion 4.

Criterion (5): *Physical features, including but not limited to, significant clusters of trees and shrubs, watercourses shown on the Water Quality Limited Watercourse (WQLW) Map and their riparian areas, wetlands, open spaces; and areas of historic and/or archaeological significant as may be specified in Article 30 of this Code or ORS 97.740-760, 358.905-955 and 390.235-240 shall be protected as specified in this Code or in state or Federal law*

Finding: There are no significant natural features on the site that warrant special protection. As stated in the applicant's submittal, the site does not contain any trees, watercourses, structures, or other notable features.

Conclusion: The proposal meets Criterion 5.

Criterion (6): *Local public facilities plans and local street plans shall not be adversely impacted by the proposed development.*

Transportation System Impacts

Finding: Abutting the subject site, International Way is a 48-foot wide collector street within a 68-70 foot wide right-of-way. The street is fully improved with paving, curb and gutter, sidewalks, street lighting and street trees. It provides one motor vehicle lane in each direction, a two-way center turn lane and on-street bicycle lanes. Estimated average daily traffic on the street is 2,200 vehicles per day.

Finding: Corporate Way is a 24-foot wide, partial-width cul-de-sac street within a 50-foot wide right-of-way. The east side of the street is improved with curb and gutter, sidewalk, street trees and street lighting. The western one-third (approximately) is not developed and will be completed when the property to the west is annexed and developed. There are no developed properties currently using the street for access, and no significant amount of existing traffic.

Finding: In anticipation of programmed transportation improvements in the McKenzie-Gateway area, the Springfield City Council has temporarily reduced the performance standard to below Level of Service (LOS) D for the following intersections that would serve traffic to/from the subject property:

- Gateway Street at International Way
- Beltline Road at Gateway Street

Major improvements to these intersections and connecting streets are programmed for construction over the next several years. Extensive traffic impacts analyses of this system were reviewed during approval of a regional hospital development now being constructed on the nearby RiverBend site. Those analyses demonstrated that programmed improvements will allow transportation facilities serving the development site to provide

sufficient capacity to accommodate development of the hospital site and other McKenzie-Gateway area land – including the subject property – and meet adopted mobility standards beyond 2018. The Springfield Public Works Department is now conducting a project refinement process that will determine the major design elements of these improvements. Prior to completion of these improvements, facilities are being managed to maximize the capacity of existing designs. As a result, the scope of traffic analysis required to support this application was limited to an evaluation of AM Peak-hour operations at the Gateway/Beltline intersection and proposed site driveway locations.

Finding: The applicant submitted a Traffic Impact Study (TIS) dated May 14, 2007, which analyzed AM Peak-hour operations at the Gateway/Beltline intersection. Results of this analysis will be used to adjust signal timing and better manage the intersection operation until additional capacity is added by programmed improvements. The TIS showed that there would be no significant impacts to traffic operations at the Beltline/Gateway intersection during the AM Peak-hour, and that proposed site driveways would operate at acceptable levels of service assuming full site development in 2008.

Site Access and Circulation

Finding: Installation of driveways on a street increases the number of traffic conflict points. The greater number of conflict points increases the probability of traffic crashes. Effective ways to reduce the probability of traffic crashes include: reducing the number of driveways, increasing distances between intersections and driveways, and establishing adequate vision clearance where driveways intersect streets. Each of these techniques permits a longer, less cluttered sight distance for the motorist, reduces the number and difficulty of decisions drivers must make, and contributes to increased traffic safety. SDC 32.080(1)(a) stipulates that each parcel is entitled to “an approved access to a public street.”

Finding: SDC 32.080(2)(a) states: “Driveway access to arterial and collector streets may be permitted if no reasonable alternative street access exists or where heavy use of local streets is inappropriate due to traffic impacts in residential areas.”

Finding: Three existing driveways to the vacant site are located along International Way. To serve the proposed five-lot subdivision, the submitted Master Plan proposes to slightly modify these three driveways and construct three additional driveways onto Corporate Way. A system of interconnected on-site driveways would link the various parking lots and parcels. Site driveways are proposed as follows:

- 1) On International Way at the eastern boundary of the site on Lot 5 frontage.
- 2) On International Way located approximately 700 feet west of Corporate Way on Lot 5 frontage.
- 3) On International Way located approximately 350 feet west of Corporate Way on Lot 2 frontage.
- 4) On Corporate Way located approximately 270 feet north of International Way on Lot 2 frontage.
- 5) On Corporate Way located approximately 370 feet north of International Way on Lot 2 frontage.

- 6) In the cul-de-sac bulb of Corporate Way on Lot 1 frontage.

Finding: The submitted TIS analyzed traffic operations at proposed site driveways and concludes that these driveways would operate at acceptable levels of service assuming completion of the proposed development in 2008.

Finding: The full-access driveway proposed onto International Way at the eastern boundary of the site on Lot 5 frontage (listed as #1 above) is aligned with the eastern half of an opposing driveway on the south side of the street, and is approximately 70 feet west of a driveway to the adjacent Pacific Source office facility. Full access operation as proposed would create additional traffic conflicts involving these two driveways. Condition of Approval #8 in the Decision for SUB2007-00018, which subdivided the subject tract, required closure of existing driveways numbered 1 and 3 above prior to final plat “unless an alternate access scheme is approved as part of a development Master Plan and/or Site Plan Review.”

Finding: SDC Table 32-3 (Footnote *) specifies that a curb return driveway design shall be used where a driveway serves more than 1,000 vehicles trips per day. Based on daily trip generation data contained in the Institute of Transportation Engineers Trip Generation Manual, and the distribution of site traffic as presented in the submitted TIS, daily traffic at site driveway #2 (described above) would exceed 1,000 trips per day. This driveway should be constructed with a curb-return design.

Finding: As conditioned below, Master Plan ingress-egress points will be planned to facilitate traffic and pedestrian safety, avoid congestion, and minimize curb cuts on public streets as specified in SDC Articles 31 and 32, the CI District (Article 21), and the *Gateway Refinement Plan*.

RECOMMENDED CONDITIONS:

6. Prior to adoption of the Final Master Plan, the applicant shall execute and record a blanket joint-use access and maintenance easement over all parking lots and driveways within the Plan area.
7. The Final Master Plan shall restrict the proposed driveway onto International Way located at the eastern boundary of the Lot 5 frontage to right-in/right-out traffic movements only. Design details for this driveway shall be established during Site Plan Review for development on Lot 5.
8. The Final Master Plan shall provide for a curb-return design for the proposed shared driveway onto International Way (serving Lots 3, 4 and 5) located approximately 700 feet west of Corporate Way on the Lot 5 frontage.
9. Prior to approval of a Site Plan Review application for development on Lot 2, a supplemental traffic study supporting the shared full-access driveway located approximately 390 feet east of the centerline of Corporate Way shall be provided.

Conclusion: As proposed, and subject to the recommended conditions described herein, the proposal meets Criterion 6.

Conclusion

Staff have reviewed the application and supporting material submitted for the Master Plan approval, and conclude that the required elements for Master Plan approval are contained in the applicant's submittal. Staff suggest that the applicant's submittal materials can be condensed into a single, cohesive final document. Staff recommend that the Final Master Plan clearly and concisely describes each aspect of the Master Plan (as provided in the applicant's submittal) and includes all relevant maps, tables and figures in the body of the document. Staff will work with the applicant in preparing the Final Master Plan document, and can bring the finished product back to the Planning Commission as information at a future meeting.

RECOMMENDED CONDITIONS:

10. The applicant, in consultation with staff, shall prepare and submit a Final Master Plan that condenses the relevant submittal materials and supporting information into a single, cohesive document.
11. Prior to issuance of any further land use approvals for the subject property, the Final Master Plan shall be recorded against the property title and shall be assigned to all parcels arising from subdivision of the property.

Conditions of Approval

SDC Article 37 allows the Approval Authority to attach conditions of approval to a Master Plan approval to ensure that the application fully meets the criteria of approval. The specific language from the Code section is listed below:

37.050 CONDITIONS OF APPROVAL

In addition to any applicable Discretionary Use conditions, the Planning Commission may attach other conditions as may be reasonably necessary to minimize negative impacts in accordance with this Code to ensure that the proposed development can fully meet the criteria of Section 37.040 of this Article, and may require guarantees and evidence that such conditions will be complied with as a condition use [sic]. Additionally, the conditions of approval may contain any conditions necessary to implement the provisions of Section 37.030 including a schedule of fees and charges, a schedule of compliance review and the extent to which the Master Plan is assignable.

Staff Recommended Conditions of Approval

1. The Final Master Plan shall establish the configuration of the parcels, public and private easements, and access locations serving the Plan area. Any subsequent subdivision plans and site plan review applications shall be substantially consistent with the adopted Master Plan.
2. The Final Master Plan shall reference the Floodplain Overlay District approval issued for the site pursuant to Planning Action SHR2007-00003.

3. The Final Master Plan shall provide a note on Plan Sheet 6 indicating that any subsequent development on Lots 1-5 within the Plan area will require water quality facility design consistent with Section 32.110 of the SDC, Chapter 3 of the EDSPM, and the City of Portland's *Stormwater Management Manual*.
4. The Final Master Plan shall provide for a private utility easement between Lots 2 and 4 that is consistent with the easement configuration depicted on the approved subdivision plan for the subject property (SUB2007-00018).
5. The Final Master Plan shall describe the measures that will be taken to maintain undeveloped portions of the Plan area in an acceptable condition prior to issuance of development approvals. The Final Master Plan also shall assign responsibility for maintaining the undeveloped areas for the duration of the phasing plan, or until the site is fully developed, whichever comes first.
6. Prior to adoption of the Final Master Plan, the applicant shall execute and record a blanket joint-use access and maintenance easement over all parking lots and driveways within the Plan area.
7. The Final Master Plan shall restrict the proposed driveway onto International Way located at the eastern boundary of the Lot 5 frontage to right-in/right-out traffic movements only. Design details for this driveway shall be established during Site Plan Review for development on Lot 5.
8. The Final Master Plan shall provide for a curb-return design for the proposed shared driveway onto International Way (serving Lots 3, 4 and 5) located approximately 700 feet west of Corporate Way on the Lot 5 frontage.
9. Prior to approval of a Site Plan Review application for development on Lot 2, a supplemental traffic study supporting the shared full-access driveway located approximately 390 feet east of the centerline of Corporate Way shall be provided.
10. The applicant, in consultation with staff, shall prepare and submit a Final Master Plan that condenses the relevant submittal materials and supporting information into a single, cohesive document.
11. The Final Master Plan shall be recorded against the affected property and shall be assigned to any parcels arising from subdivision of the Plan area.

The Planning Commission may choose to apply additional conditions of approval as necessary to comply with the Master Plan criteria.