

ORDINANCE NO. 5898

PUD 11-05 (MOD 2): KAISER PERMANENTE WESTSIDE MEDICAL CENTER (KPWMC)

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP, A PORTION OF HILLSBORO ZONING ORDINANCE NO. 1945, AS AMENDED, BY APPROVING A SECOND MODIFICATION TO A PLANNED UNIT DEVELOPMENT OVERLAY ZONE FOR A MULTI-PHASE DEVELOPMENT OF A MEDICAL CENTER ON A 14.92 ACRE SITE.

WHEREAS, the owner of the land, described below, has filed a written application with the City for approval of a second modification to a Planned Unit Development (PUD) overlay to the existing C-1 General Commercial zone; and

WHEREAS, the Planning Commission held public hearings on December 10, 2008, and January 14, 2009, and received testimony in support of, and no testimony in opposition to, the application for modification to the preliminary development plan of a multi-phase (2008 – 2040) development of the KPWMC, a 1,274,650 square foot medical center PUD.

WHEREAS, following receipt of additional testimony and discussion of the proposed conditions of approval during the January 14, 2009 public hearing, the Planning Commission recommended approval of the modification to the preliminary development plan for the proposed PUD, based on the findings attached hereto as Exhibit A and the conditions attached hereto as Exhibit B; and

WHEREAS, the City Council considered the Planning Commission's recommendation at the regular meeting of February 3, 2009, and adopted the findings and conditions of the Planning Commission as its own in regard to this matter; and

WHEREAS, based on those findings and conditions, the City Council hereby determines that the proposal conforms to the Hillsboro Comprehensive Plan and the Zoning Ordinance, and that the modification to the preliminary development plan for the medical center Planned Unit Development is best suited for the subject site.

NOW, THEREFORE, THE CITY OF HILLSBORO ORDAINS AS FOLLOWS:

Section 1. The following described tract of land is hereby rezoned with the addition of a modification to the Planned Unit Development overlay zone, as described in Planning Department Case File No. PUD 11-05 (MOD 2):

Tax Lot 500 on Washington County Tax Assessor's Map 1N2-25DB, Section 25, Township 1 North, Range 2 West, Willamette Meridian, on record as of May 9, 2005, and a copy of which is attached hereto as Exhibit C and thereby made a part of this Ordinance.

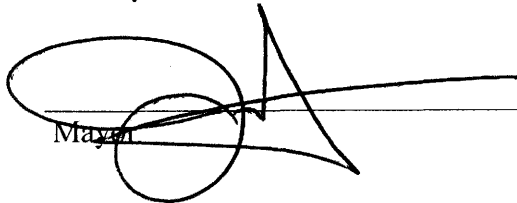
Section 2. The City Council approval of the modification to the preliminary development plan is based on the findings attached as Exhibit A and conditioned upon satisfaction of the conditions attached as Exhibit B.

Section 3. In order to comply with the state law requirement, ORS 227.178, to issue a final action 120 days from the date an application is deemed complete, an emergency is declared and this ordinance shall take effect immediately upon its passage and approval by the Mayor.

First approval of the Council on this 3rd day of February 2009.

Second approval and adoption by the Council on this 17th day of February 2009.

Approved by the Mayor this 17th day of February 2009.



Mayor

ATTEST:



City Recorder

EXHIBIT-A

I. INTRODUCTION

Kaiser Permanente seeks a Major Modification (MOD 2), the second such modification of the approved Planned Unit Development (PUD 11-05) for its Westside Medical Center (WMC). Kaiser Permanente first filed for land use entitlements for its WMC campus in 2005 (CU 6-05/PUD 11-05). In 2006, the Kaiser Permanente system significantly revised the site plan for the medical center, for which it received land use approvals, CU 9-06 (8/14/06) and PUD 11-05 MOD 1 (10/25/06). These land use entitlements currently are in effect¹.

The City approved the original (2005) and subsequent (2006) PUD requests for the phased development of a medical center campus on the 14.9-acre subject parcel currently the site of Kaiser's Sunset Medical Office Building. Located in Hillsboro's Tanasbourne Town Center area, the site is bound by NW Evergreen Parkway, NW Stucki Avenue, NW Venetian Drive, and NW 194th Terrace; the street address of the site is 19400 NW Evergreen Parkway. The site is zoned General Commercial (C-1), in which outpatient medical services are allowed by right and hospitals are governed as conditional uses. Therefore, the medical center, which consists of integrated outpatient and inpatient ("hospital") uses, was the subject of a Conditional Use Application, the latest version of (CU 17-09) was approved in January 5, 2009.

The need for the modification of the 2006 approval was triggered by the applicant's decision to reduce the development program by 40%, alter the layout of the buildings on the proposed site, and extend the full build-out period to 2040. The City of Hillsboro determined that these changes were of significant scope to warrant a Major Modification of the 2006 approval. Under the current proposal, the medical center will be developed subject to the following phasing:

Phase 1 (2008 – 2013). Includes a Hospital with two inpatient bed towers and related diagnostic/treatment block (D/T block), Hospital Support Building 1 (HSB 1), and Visitor/Staff Parking Structure, plus retention of existing Sunset Medical Office Building (MOB) for a total of 853,170 gross square feet (gsf.).

Phase 2 (2022 – 2028). Includes Hospital Support Building 2 (HSB 2) (replacing the Sunset MOB); and Parking Structure expansion totaling 301,080 gsf.

Phase 3 (2030 – 2040). Includes the third inpatient bed tower and expansion of the D/T block for a total of 120,400 gsf.

As a result of the reduced building program, up to 1,274,650 gsf, the floor-to-area ratio (FAR) will decrease from 2.9 to 2.0 and building coverage from 53% to 42% at full build-out, compared to the 2006 approval. At the same time, landscaping/open space will increase from 23% to 27%. In addition, traffic and parking demand will decline about 30%.

¹ Kaiser requested one-year extensions of CU 9-06 and PUD 11-05 (MOD 1), respectively, to 8/14/09 and 10/25/09, respectively. The City of Hillsboro has granted these extensions.

The campus has been designed to integrate into the Tanasbourne Town Center. Although providing a greater level of intensity than surrounding uses, the facility will be compatible with the general mixed-use character of the area and will result in no significant off-site impacts. Because of the unique design needs of this medical center, coupled with its location in a highly-urbanized setting, build-out of the campus includes height exceptions for all new buildings over the 35' maximum limit in the underlying zone, with the exception of the Central Utility Plant (CUP), which will comply with the maximum height restriction.

II. SUMMARY OF PUBLIC HEARING

The public hearing for the Kaiser Permanente Westside Medical Center PUD was held on two meeting dates: December 10, 2008, and January 14, 2009. At the first meeting on December 10, 2008, the Applicant and Applicant's architect provided an overview of the proposal to acquaint the Planning Commission with the campus master plan and ascertain which issues were of greatest interest to the Commission. This presentation was supplemented by additional testimony by the Applicant's landscape architect and traffic engineer. The intent of the presentation was to return for a second hearing to address the Commission's concerns in greater depth.

As part of this initial presentation, the Applicant provided testimony regarding Kaiser Permanente's model of integrated medical care and the unique design requirements associated with a modern medical center, which drive the need for the intensity and verticality of development. Following the presentation, several Commissioners reiterated their support of the development of a full-service medical center at this site, having approved the proposal on two previous occasions, and commended the Applicant for reducing the building program and, thus, the scale and intensity of development. As the proposed modification is a hybrid of the previously-approved plans, many design issues related to building placement and design, landscaping, vehicular circulation and pedestrian environment have been resolved to the Commission's satisfaction. The Commissioners did raise questions about the design of the Parking Structure and the Central Utility Plant (CUP), to be located in the northwest and southeast corners of the site, respectively. There was public testimony in favor and no testimony in opposition of the modified proposal.

At the second public meeting on January 14, 2009, the Staff of the Hillsboro Planning Department presented its Supplemental Staff Report, including a proposed list of conditions of approval. The latter were based with little modification on those approved in PUD 11-05 (MOD 1). The Applicant and Applicant's architect addressed the issues remaining in the minds of Planning Commissioners including more detailed information about the design of the Parking Structure and CUP, described in further detail below. This included presentation of new graphics, including elevations and streetscapes, which refined and clarified the campus design to address specific concerns raised by Planning Commissioners. There was no further public testimony.

After the closing of the public hearing, the Commission continued its discussion of the design and materials palette of the Parking Structure and CUP in particular and the proposed campus in general. Based on the additional testimony of the Applicant and its consultants and submission of more detailed drawings and other graphic materials, the Commission expressed its satisfaction

with the proposed project as modified. The Commissioners also found the proposed conditions to be acceptable.

III. KEY ISSUES AND FINDINGS

Parking Garage Design. Initially, the Applicant's architectural team proposed that the Parking Structure be constructed of gray concrete slabs with all four façades faced with a fine "green mesh" screen and colored planter boxes at each level where a profusion of vegetation would be planted. It was intended that the mature plantings would soften significantly the height and bulk of the building, which already is reduced in size from its counterpart in the approved 2006 plan. Commissioners expressed concern that the design of the Parking Structure, particularly the north and west facades facing NW Evergreen Parkway and NW 194th Terrace, respectively, was too industrial in character; lacked architectural cohesiveness with other on-campus buildings; and failed to provide an adequate pedestrian environment at the ground-floor level. Commissioners also questioned the long-term viability of the proposed plantings.

The Applicant's architect responded to these concerns by redesigning the Parking Structure first by adding two warm-toned brick stair towers at "third points" of the west façade along NW 194th Terrace, echoing the brick used in other on-campus buildings. The revised design also features a more limited use of an open-grid green-screen and related plantings to further soften the building's height and massing. More significantly, the design team proposed a series of free-standing 18' curved brick walls between the Parking Structure and NW 194th Terrace to screen the lower levels of the garage from the street and provide street-side pedestrian refuges including benches and planters. The design team also indicated that this same system was to be incorporated on the north façade along NW Evergreen Parkway and south façade adjacent to the main entry plaza to ameliorate the perception of the structure's massing by pedestrians. The Commission indicated that these modifications make the design of the Parking Structure acceptable.

Central Utility Plant. In this version, the CUP, which provides electrical power, heat and hot water to the entire site, is to be located at the corner of NW Stucki Avenue and NW Venetian Drive, a key intersection from the urban design perspective. As initially proposed, the 1-1/2 story building was to be constructed of colored concrete block, with indentations at the upper level to mimic fenestration and attached green-screen plantings. Because it is an uninhabited building, the Commission noted that it cannot have the pedestrian scale or visual appeal of an inhabited building, including ground-floor windows and on-street building entrances. On the other hand, the CUP does anchor the corner physically and block pedestrians' view of the service yard and truck-loading area to the west. The Applicant's architect enlarged the upper-story indentations to appear more window-like and made other minor improvements in the building's design. Between the east and south facades of the building and NW Venetian Drive and NW Stucki Avenue, respectively, the design team also proposed to construct the same free-standing curved warm-toned brick walls, echoing that used at the base of the Parking Structure, both to screen the lower levels of the garage from the street and provide pedestrian refuges including benches and planters. The Commission indicated that these modifications make the design of the CUP acceptable.

IV. REVISED FINDINGS OF CODE COMPLIANCE

The Applicant's proposal is in compliance with all applicable design and development standards, with one exception related to building height. Additional findings to support approval of additional height for proposed buildings are provided below. Regarding the remaining PUD approval criterion, the Planning Commission finds that the Applicant's response is appropriate and supported by the evidence in the record. Accordingly, the Planning Commission adopts the Applicant's findings on this criterion as its own in support of this decision, augmented by the following:

Section 127 (III) K.2.. Building Height. The Planning Commission may grant an extension to the applicable height requirements for a specified and defined area within the PUD . . .

Finding: Kaiser Permanente requests a height exception over the maximum height of 35' allowed in the C-1 zone to heights of buildings, as presented in the table below. These heights are measured on the tallest facade from average grade to the top of the parapet coping, exclusive of rooftop mechanical equipment, penthouses, elevator cores, or other uninhabitable structures. The Planning Commission finds these heights to be acceptable for the requested height exception, given the unique characteristics and configuration of a regional medical center.

Building	Building height from average grade
Inpatient Bed Towers	72'
Hospital Diagnostic/Treatment Block	69'
Hospital Support Building 1 (HSB 1)	84'
Hospital Support Building 2 (HSB 2)	84'
Visitor/Staff Parking Garage	85'

V. CONDITIONS OF APPROVAL

There were 27 conditions included in the original approval of PUD 11-05 (MOD 1). Two conditions has been deleted (Condition Nos. 11 and 23); three conditions have been substantively modified (Condition Nos. 18 [which is now No. 17 due to the deletion of No. 11], No. 22 [which is now No. 21 due to the deletion of No. 11] and No. 26 [which is now No. 24 due to the deletion of Nos. 11 and 23]; and two conditions have been added (Condition Nos. 27 and 28). The Staff Report dated January 9, 2008 has an attachment which documents the details of these modifications. All of the other Conditions of Approval from the original approval of PUD 11-05 (MOD 1) remain in force. The changes in general are as follows:

Deleted Conditions

18. The sanitary sewer lines shall be built to City of Hillsboro and Clean Water Services standards.

RESPONSE: This condition duplicates standards found within Condition No. 8.

23. The following, an 8'-6" by 18'-0" parking stall and 24' driving aisle, is approved for the Kaiser Permanente Westside Medical Center.

RESPONSE: Kaiser is not requesting a variance to parking stall and driving aisle standards within this modification application because the proposed parking garage can be built to under current parking standards.

Substantively Modified Conditions

17. As a part of subsequent requests for Development Review approval, the applicant shall evaluate westbound left turn storage requirements on NW Evergreen at NW Stucki, sight distance needs and conditions at all proposed site driveways and shall evaluate warrants to create an all way stop at NW Venetian Drive and NW 194th Terrace.

RESPONSE: The City Transportation Planning Engineers identified an additional item [westbound left turn storage requirements on NW Evergreen at NW Stucki] that would need to be evaluated during subsequent requests for Development Review approval. Kaiser has expressed agreement with this additional standard.

21. A height exception from a maximum height of 35 feet allowed in the C-1 General Commercial zone (as modified by Section 94) for specific buildings has been approved for Kaiser Permanente Westside Medical Center as follows.

Building	Building Height from Average Grade
Inpatient Bed Towers	72'
Hospital Diagnostic/Treatment Block	69'
Hospital Support Building 1 (HSB 1)	84'
Hospital Support Building 2 (HSB 2)	84'
Visitor/Staff Parking Garage	85'

RESPONSE: All of the building heights identified within the table have been slightly modified. This is a reflection of the revised site plan and revised architecture submitted by Kaiser. Kaiser has expressed agreement with this revision.

24. In conjunction with the future expansion of the parking garage, the northern driveway to NW 194th Terrace will be relocated to a point approximately 300 feet south of the south curb of NW Evergreen Parkway. The requirement to relocate this driveway shall be reviewed and approved by the City Engineer prior to Development Review approval.

RESPONSE: The City Transportation Planning Engineers modified this condition due to the revised internal site circulation. The revised language reflects the current site plan before the Planning Commission and the southern shift of the northern driveway along NW 194th Terrace during Phase 2 of the project. Kaiser has expressed agreement with this revision.

New Conditions

26. As part of Phase 1, Kaiser Permanente shall either provide median striping or a raised landscaped median in the area designated for a future second eastbound left turn lane at the main site access driveway on NW Stucki Avenue. The second eastbound left turn lane and traffic signal may be installed at a future point in time when a traffic study prepared by a professional traffic engineer indicates the signal warrants are met. Upon receiving written approval for these improvements from the City of Hillsboro, Kaiser Permanente shall at its own expense, install the second eastbound left-turn lane and associated traffic signal improvements.

RESPONSE: The City Transportation Planning Engineers added this condition to further address the modified site plan before the Planning Commission. Kaiser has expressed agreement with this revision.

27. The need for turn movement restrictions at the northern Stucki Avenue site-access shall be reviewed by a licensed traffic engineer in conjunction with any site plan application for Phase 2 development. Further, the City of Hillsboro retains the right at any time to direct Kaiser Permanente to complete turn movement restrictions at the intersection provided that based upon crash history and/or operational factors such as 95th percentile queuing, the City determines that a particular left-turn movement at the access driveway creates a hazard and provides written notification to Kaiser Permanente.

Upon receiving written notification from the City of Hillsboro, Kaiser Permanente shall, at its own expense, install a future median treatment and associated signage and striping on NW Stucki Avenue to restrict the north site driveway turn movements to left-in/right-in/right-out only or right-in/right-out only maneuvers. Kaiser Permanente will construct the improvements within 90 days of issuance of required construction permits or provide a bond for all costs associated with construction.

RESPONSE: The City Transportation Planning Engineers added this condition to further address the modified site plan before the Planning Commission. Kaiser has expressed agreement with this revision.

EXHIBIT B

1. Development and construction of the Project improvements proposed by the Applicant through full-phase buildout on the site shall conform substantially to the development plans submitted October 24, 2008; supplemental materials submitted December 10, 2008, January 9, 2009, and January 14, 2009, and conditions approved by the Planning Commission, and specifically to the construction plans approved by the City Engineer and the Planning Director. Development and construction on the site during each phase of development shall conform specifically to plans reviewed pursuant to Section 133: Development Review/Approval of Plans of Hillsboro Zoning Ordinance No. 1945, and to the Development Review conditions of approval.
2. The developer shall assure the construction of public streets and utilities within and adjacent to the plat as required by these conditions of approval, to the plans, standards, and specifications of the City of Hillsboro, except as otherwise approved by the Street Committee and the Planning Commission. The developer shall also provide to the City financial guarantees for construction of all public streets and utilities within and adjacent to the site, as required by the conditions of approval, prior to the issuance of building permits, unless otherwise specified. All construction plans shall be approved by the City Engineer prior to the issuance of construction permits within the PUD.
3. The applicant agrees to implement the following transportation-related improvements:
 - a. Prior to issuance of the final certificate of occupancy for the completion of Phase 1, as defined in this PUD application, Kaiser Permanente shall:
 - i) Provide materials showing that it has met the Washington County Department of Land Use and Transportation conditions of approval; and
 - ii) Construct, or assure the construction of, a dedicated southbound right-turn lane on NW 185th Avenue at NW Evergreen Parkway that provides approximately 300 feet of storage length and a pedestrian refuge island at NW Evergreen Parkway, subject to approval by the City Engineer and subject to the availability of either existing right-of-way or the ability to purchase necessary right-of-way in exchange for traffic impact fee credits.
 - b. No later than the issuance of the certificate of occupancy for Phase II and subject to approval by the City Engineer, Kaiser Permanente shall construct, or assure the construction of, the following off-site improvements, if not previously constructed by others:

- i) Modify the existing NW Evergreen Parkway landscaped median east of NW Stucki Avenue to provide sufficient storage for the 95th-percentile westbound left turn demand estimated to occur as a result of the Phase II development. In no case shall this modification extend beyond 500 feet from NW Stucki Avenue. Alternatively, subject to approval of Washington County and affected property owners, remove the existing landscaped median and construct a new median with landscaping that is consistent with that already in place, to the extent practicable. Under the alternative, re-construction of the landscaped median shall be in a manner that precludes eastbound-to-northbound left-turn movements into the Evergreen Parkway Cinema access and provides 300 feet of left-turn lane storage for westbound-to-southbound vehicles from NW Evergreen Parkway to NW Stucki Avenue. Install signage prohibiting left turns into the Cinema access.
 - ii) Modify the existing traffic signal at NW Evergreen Parkway and NW Stucki Avenue to provide protected left turn-signal phasing for northbound and southbound approaches. Modify existing signage, striping and signal equipment to convert the southbound approach to provide double southbound-to-eastbound left-turn lanes and a single southbound shared through/right-turn lane. Modify existing signage, striping and signal equipment to convert the northbound approach to provide a single left-turn lane, a single through lane, and a separate northbound-to-eastbound right-turn lane operating on a signal-overlap phasing.
- c. Any time during future phases, Kaiser Permanente may elect, with the approval of the City of Hillsboro and Washington County, to construct extra-capacity transportation improvements including but not limited to the following in lieu of TIF payment consistent with Section 3.17.070 of the Washington County Code:
 - i) Widen NW 185th Avenue between NW Cornell Road and the Bronson Creek road crossing to provide a third southbound receiving lane and County-approved transition taper. Modify existing signage, pavement markings, and traffic signal system as necessary to convert the existing southbound to westbound right turn lane on NW 185th Avenue at NW Cornell Road to allow through and right turn movements from the existing southbound curb lane on NW 185th Avenue.

- ii) Widen NW Cornell Road to provide a dedicated eastbound right-turn lane of approximately 175 feet in length at NW 185th Avenue.
 - d. The City will work with Kaiser Permanente to identify other developments in the vicinity to share in the costs of non-TIF-creditable portions of the above-described improvements.
4. As a part of the Development Review submittal for each phase of development, the applicant may propose names for private driveways. Private driveways shall be identified as "Private," and posted with a street sign at each entry point prior to acceptance of the public and private infrastructure. Final driveway names, which will include a "NW" prefix, shall be provided by Kaiser Permanente at the time of Development Review.
 5. As a part of the Development Review application for each phase of development, a landscaping plan shall be submitted for review and approval. Such plan shall illustrate the location and species of plantings throughout the proposed PUD and details of any in-ground sprinkler systems, as well as fencing and signage plans. Final landscaping, signage, lighting, and fencing plans shall be reviewed and approved by the Planning Director concurrent with the approval of the Development Review. All approved on-site landscaping, signage, lighting, and fencing shall be installed prior to issuance of the final occupancy permit of a project grouping. Applicant to inform Staff of construction phasing that will affect completion of site work.
 6. Any lot adjacent to a City-installed water line and/or sanitary sewer line shall be subject to the City-installed rate at the time of building permit issuance.
 7. The utility plans, including line locations and sizes for water lines, sanitary sewer lines, and storm drainage lines within the PUD, shall be subject to review and approval by the City Engineering and Building Departments, and Tualatin Valley Water District prior to approval of construction plans for each phase of the development.
 8. Development of the sanitary and storm sewer systems shall conform to Clean Water Services and City of Hillsboro standards. Prior to construction plan approval for each phase of development, documentation shall be provided to display compliance with the conditions of approval of the August 16, 2008 Clean Water Services Service Provider Letter.
 9. The storm drainage system shall be privately owned and maintained and constructed to City of Hillsboro and Clean Water Services standards. Profiles shall be provided of the storm drainage outfalls at the points of flowing water to assure no erosion shall occur. As part of infrastructure construction, the developer shall construct a water quality facility to treat storm water runoff.

10. All rain, storm, and other surface water runoff from roofs, exposed stairways, light wells, courts, courtyards, and exterior paved areas shall be disposed of in compliance with local ordinances, and state rules and regulations, so as not cause impoundment on adjacent properties. The approved points of disposal include but are not limited to: a. storm sewer, b. street gutter through curb, and c. engineered storm sewerage systems.
11. The applicant shall record public utility easements at any location in which water, sanitary sewer, or storm drainage lines are proposed for location outside public right-of-way. The minimum widths shall be 15 feet for a single utility easement and 25 feet for common utility easements unless reduction to such standards is approved by the City Engineer. Additional easement width shall be provided if necessary to accommodate angle of repose for utility trenches, unless structural alternatives are approved by the Building Department. Any utility easement shall be reviewed and approved by the City Engineering and Building Departments and Tualatin Valley Water District, as applicable.
12. Fire hydrants shall be installed throughout the PUD, at the expense of the developer, in conformance with the requirements of the Fire Marshal and City Engineer. The final utility plans shall show the placement of hydrants. Fire hydrants shall be located within 300 feet of all exterior building walls as measured along an accessible route of travel.
13. Construction of streets, utilities, and structures on the site shall comply with the recommendations of the geotechnical investigation report conducted by Geocon Inc. (dated July 29, 2005). Prior to issuance of construction permits on the site, the developer shall provide to the Building Official a copy of the geotechnical investigation report including slope stability studies, on-site site grading, cutting and filling, structural foundation requirements, surface and subsurface drainage recommendations, erosion vulnerability, and building or grading limitations, including top of slope offsets and areas restricted for site grading. Building permit applications for on-site structures, shall include a final geotechnical report identifying any portions of the site requiring further evaluation by a geotechnical or structural engineer.
14. Final construction drawings for the project shall include grading plans confirming that site grading within the PUD will not impede or impound existing storm drainage on the subject site. If deemed necessary by the City Engineer, the grading plans and construction drawings shall include drainage tiles, private storm drainage lines or catch basins, or other alternative means to adequately convey the storm runoff. Any drainage tiles, private storm drainage lines, catch basins, or other alternative improvements considered necessary by the City Engineer shall be included in the PUD construction. As a part of the construction plan review, the Applicant shall evaluate the existing

storm water receiving system to determine if on-site detention is necessary. The City Engineer shall review and approve the storm drainage calculations.

15. Construction plans submitted to the Engineering Department shall show the location of any existing wells and septic tank drainfields. Plans shall indicate the method and schedule for abandonment. Disposition of the well and septic system shall be reviewed and approved by the City Engineer.
16. The applicant shall submit for required demolition permits prior to removal of any existing structures.
17. As a part of subsequent requests for Development Review approval, the applicant shall evaluate westbound left turn storage requirements on NW Evergreen at NW Stucki, sight distance needs and conditions at all proposed site driveways and shall evaluate warrants to create an all way stop at NW Venetian Drive and NW 194th Terrace.
18. Dust suppression measures, as approved by the City Engineer, shall be provided during the course of construction within the development.
19. Erosion control measures in compliance with the City standards shall be provided during the course of construction within the development.
20. Crime Prevention Through Environmental Design (CPTED) concepts shall be incorporated throughout the development, addressing lighting, signage, entryways, and landscaping.
21. A height exception from a maximum height of 35 feet allowed in the C-1 General Commercial zone (as modified by Section 94) for specific buildings has been approved for Kaiser Permanente Westside Medical Center as follows.

Building	Building Height from Average Grade
Inpatient Bed Towers	72'
Hospital Diagnostic/Treatment Block	69'
Hospital Support Building 1 (HSB 1)	84'
Hospital Support Building 2 (HSB 2)	84'
Visitor/Staff Parking Garage	85'

22. The applicant shall apply for and receive Development Review approval prior to the issuance of building permits for each phase of the PUD. The submittal, by the Applicant for Development Review and approval, shall include but not

be limited to the following: a narrative identifying how the required conditions of approval have or will be met; the final plat; the final development plan review fee; and any other materials required to document compliance with the conditions of approval.

23. The Inpatient Bed Towers, Hospital Diagnostic/Treatment Block, Hospital Support Buildings, Visitor/Staff Parking Garage and Central Utility Plant are approved in terms of proposed uses, development footprints, gross square footage, height and alternate locations as described in the application and supplemental materials. These projects will make substantial use of the same materials' palette, landscaping, pedestrian amenities, signage, and lighting schemes as approved for all other projects in the PUD. If one or more of these projects change substantially from those approved design elements, they shall be subject to future Planning Commission review limited to design. Determination of further Planning Commission review shall be made by the Planning Director at the time of Development Review submittal.
24. In conjunction with the future expansion of the parking garage, the northern driveway to NW 194th Terrace will be relocated to a point approximately 300 feet south of the south curb of NW Evergreen Parkway. The requirement to relocate this driveway shall be reviewed and approved by the City Engineer prior to Development Review approval.
25. As a part of the Development Review submittal for Phase 1 and Phase 2, the Applicant shall evaluate and make recommendations to the City Planning Director and City Engineer in regard to potential elimination of on-street parking along NW Venetian Drive relating to sight distance requirements for new driveways, truck delivery requirements, and ambulance operations.
26. As part of Phase 1, Kaiser Permanente shall either provide median striping or a raised landscaped median in the area designated for a future second eastbound left turn lane at the main site access driveway on NW Stucki Avenue. The second eastbound left turn lane and traffic signal may be installed at a future point in time when a traffic study approved by the City Engineer and prepared by a professional traffic engineer indicates the signal warrants are met. Upon receiving written approval for these improvements from the City of Hillsboro, Kaiser Permanente shall at its own expense, install the second eastbound left-turn lane and associated traffic signal improvements.
27. The need for turn movement restrictions at the northern Stucki Avenue site-access shall be reviewed by a licensed traffic engineer in conjunction with any site plan application for Phase 2 development. Further, the City of Hillsboro retains the right at any time to direct Kaiser Permanente to complete turn movement restrictions at the intersection provided that based upon crash history and/or operational factors such as 95th percentile queuing, the City

determines that a particular left-turn movement at the access driveway creates a hazard and provides written notification to Kaiser Permanente.

Upon receiving written notification from the City of Hillsboro, Kaiser Permanente shall, at its own expense, install a future median treatment and associated signage and striping on NW Stucki Avenue to restrict the north site driveway turn movements to left-in/right-in/right-out only or right-in/right-out only maneuvers. Kaiser Permanente will construct the improvements within 90 days of issuance of required construction permits or provide a bond for all costs associated with construction.

28. As a part of the Development Review submittal for each phase, the applicant shall continue the landscape and wall element theme expressed on NW 194th Terrace around the site perimeter.
29. As a part of the Development Review submittal for each phase, the applicant shall include architectural detail that provides visual interest and "softens" the visual impact of the upper floors of the parking garage's structural frame.

