

## **EXHIBIT A**

### **Legal Description**

The South half of the Southeast quarter of the Northwest quarter, and the North half of the Northeast quarter of the Southwest quarter of Section 13, Township 3 North, Range 1 East of the Willamette Meridian in the County of Clark and State of Washington.

Except that portion thereof acquired by the United States of America for purposes of the Bonneville Project;

Also Except County or Public Roads.

# EXHIBIT B



	<p><b>Clark Land Design, pllc</b>                  Land Use Planning                  Landscape Architecture                  Development Consulting</p>	<p align="center"><b>M&amp;H Washington Subdivision</b></p> <p align="center">Parcel #: 181875-000                  Clark County, Washington</p>	<p><b>811</b>                  Clark County                  Engineering Department                  1000 1st Ave                  Olympia, WA 98501</p>	<p><b>REVISIONS</b></p> <table border="1"> <tr> <th>DATE</th> <th>BY</th> <th>REVISION</th> </tr> <tr> <td>07/19/19</td> <td>JAC</td> <td>ISSUING</td> </tr> </table> <p><b>JOB # 1: 19.029</b></p> <p><b>SHEET NUMBER</b>  <b>1</b></p>	DATE	BY	REVISION	07/19/19	JAC	ISSUING
DATE	BY	REVISION								
07/19/19	JAC	ISSUING								

## EXHIBIT C

### Conceptual Plan Narrative

- The project contemplates up to 129 single family residential lots consistent with the Development Agreement and Exhibit E
- This project will conform to the Single Family Residential R1-10 zoning and the Mill Creek zoning overlay
- The United States Government, Bonneville Power Administration owns land immediately adjacent on the Property's eastern boundary
- Mill Creek runs in a northern direction through the southwest corner of the property then along the western boundary of the property
- The project contemplates an trail with a mid-development access point along the backyard of the lots parallel to Mill Creek as depicted on Exhibit B
- The trail will provide for additional connections to the north, but will terminate near the southern boundary of the property to not interfere with adjacent properties
- The primary access for the subdivision will be via a stubbed public street NW 37<sup>th</sup> Avenue
- The Development will provide for future connections via stubbed public streets and necessary dedications

## EXHIBIT D

### Mitigation Measures and Timing of Construction

Development of the M & H Property presumes several planned transportation improvements will be constructed or deemed reasonably funded within six years along the NE 179<sup>th</sup> Street corridor which the Developer will be contributing financially towards. The assumed improvements include:

1. Completion of NE 10<sup>th</sup> Avenue between NE 154<sup>th</sup> Street and NE 164<sup>th</sup> Street (currently under construction by Clark County)
2. Reconfiguration of the I-5 Northbound off-ramp/NE 179<sup>th</sup> Street intersection to provide:
  - Two northbound left-turn lanes and two northbound right turn lanes; and
  - Two westbound through lanes and a separate westbound right-turn lane to the I-5 northbound on ramp
3. Widening and competition of the NE 15<sup>th</sup> Avenue between NE 179<sup>th</sup> Street and NE 10<sup>th</sup> Avenue to an ultimate improvement width (providing two westbound and two eastbound through travel lanes between the I-5 Northbound off-ramp/NE 179<sup>th</sup> Street intersection and NE 15<sup>th</sup> Avenue);
4. Construction of a new multi-lane roundabout on NE 179<sup>th</sup> Street approximately midway between NE 15<sup>th</sup> Avenue and the I-5 Northbound off-ramp;
5. Construction of a new multi-lane roundabout on NE 179<sup>th</sup> Street at NE 15<sup>th</sup> Avenue (replacing the existing traffic signal);
6. Construction of a new multi-lane roundabout on NE 179<sup>th</sup> Street at NE 15<sup>th</sup> Avenue and NE 10<sup>th</sup> Avenue (allowing for termination of the existing NE 10<sup>th</sup> Avenue connection to NE 179<sup>th</sup> Street); and
7. Termination of the Union Road at NE 179<sup>th</sup> Street through provision of alternative access for properties along Union Road south of NE 179<sup>th</sup> Street

The M & H Property is not adjacent to the NE 179<sup>th</sup> Street Corridor unlike the other developments subject to similar Development Agreements. However, in conjunction with the site development the project may be conditioned with other proportionate mitigation measures through the conditions of approval in the subdivision process.

## EXHIBIT E

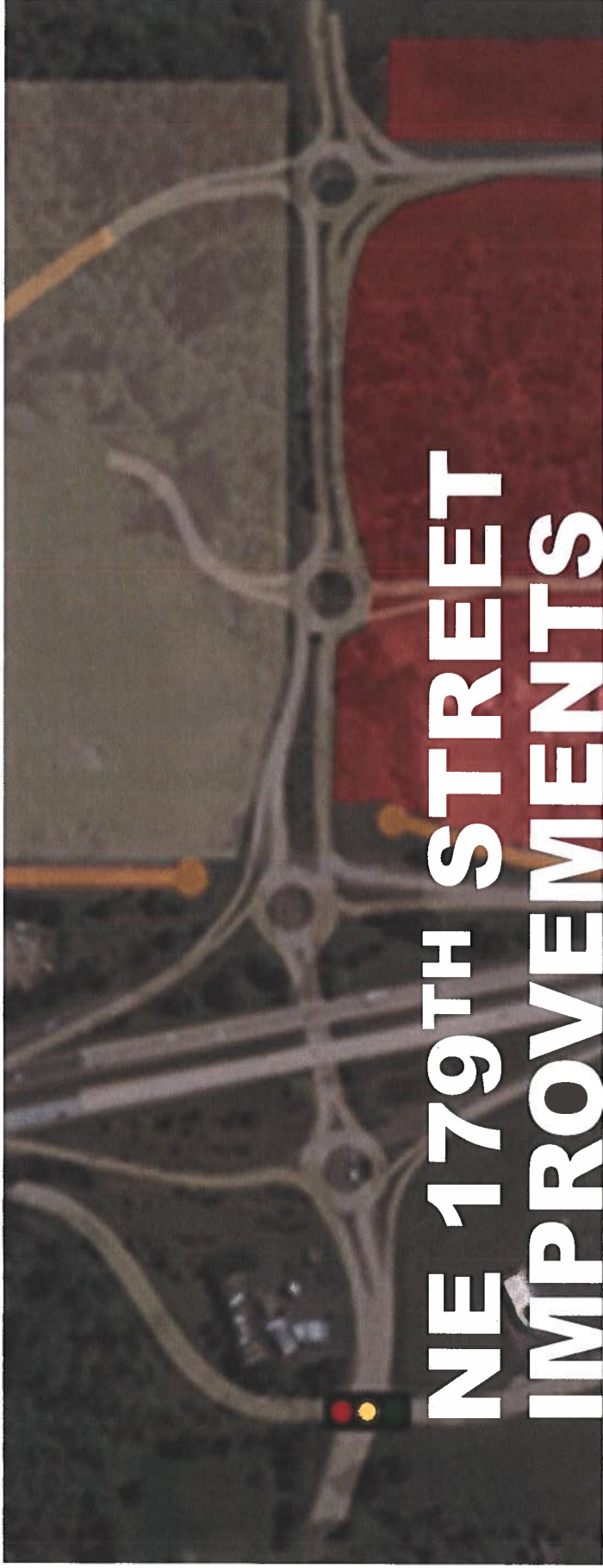
### Trip Generation Estimates ITE 10<sup>th</sup> Edition

#### M & H Property Development

Land Use	ITE Code	Size	Weekday Daily	Weekday Am Peak Hour			Weekday PM Peak Hour		
				Total	In	Out	Total	In	Out
Single Family Detached Homes	210	129 Units	1,218	96	24	72	129	81	48
Total Trips			1,218	96	24	72	129	81	48

EXHIBIT F

DATE 7/11/2018

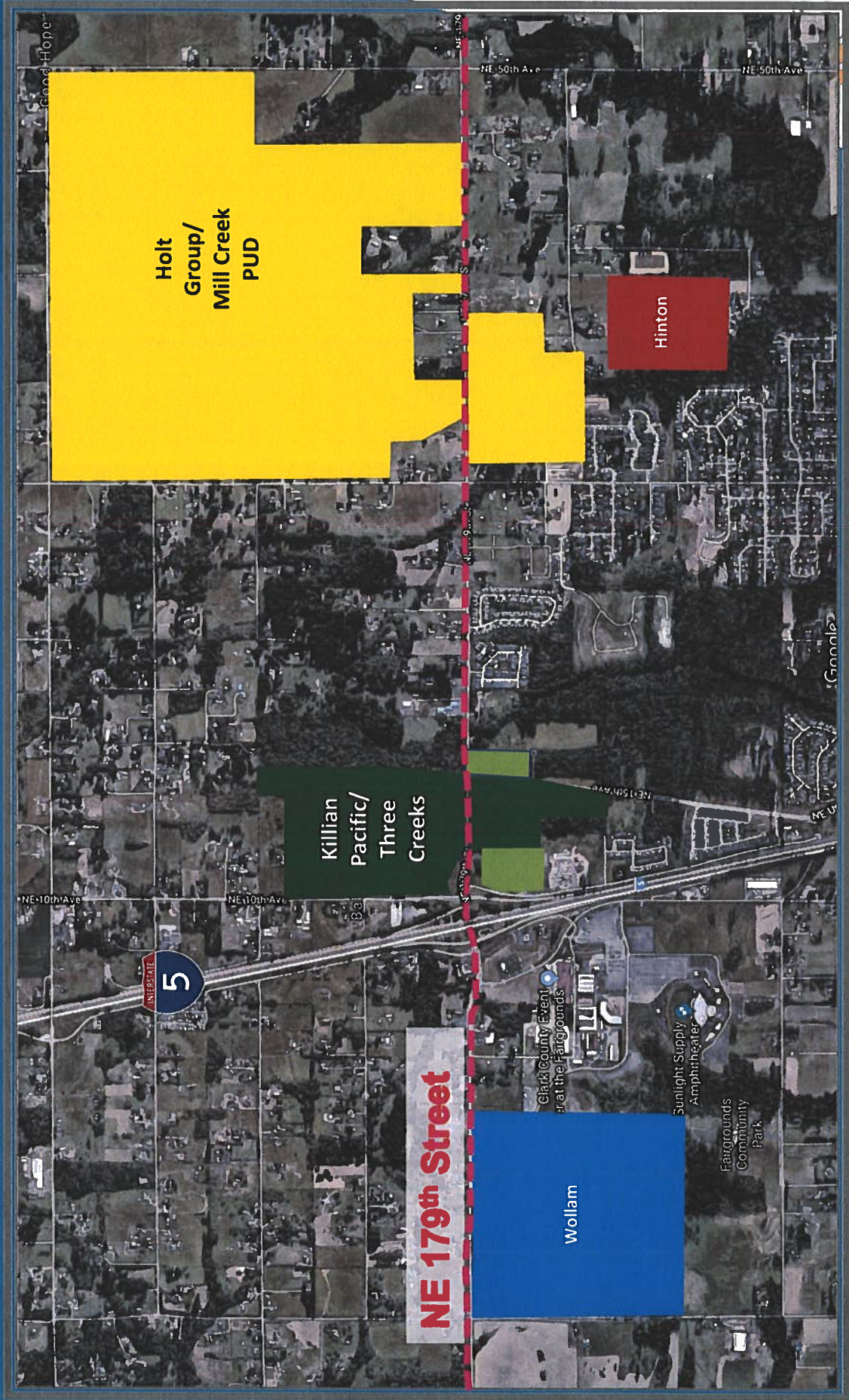


PHASING INTERIM IMPROVEMENTS, SUPPORTING ULTIMATE SOLUTIONS





# Interchange Vicinity





# Development Summary and PM Peak Hour Trips

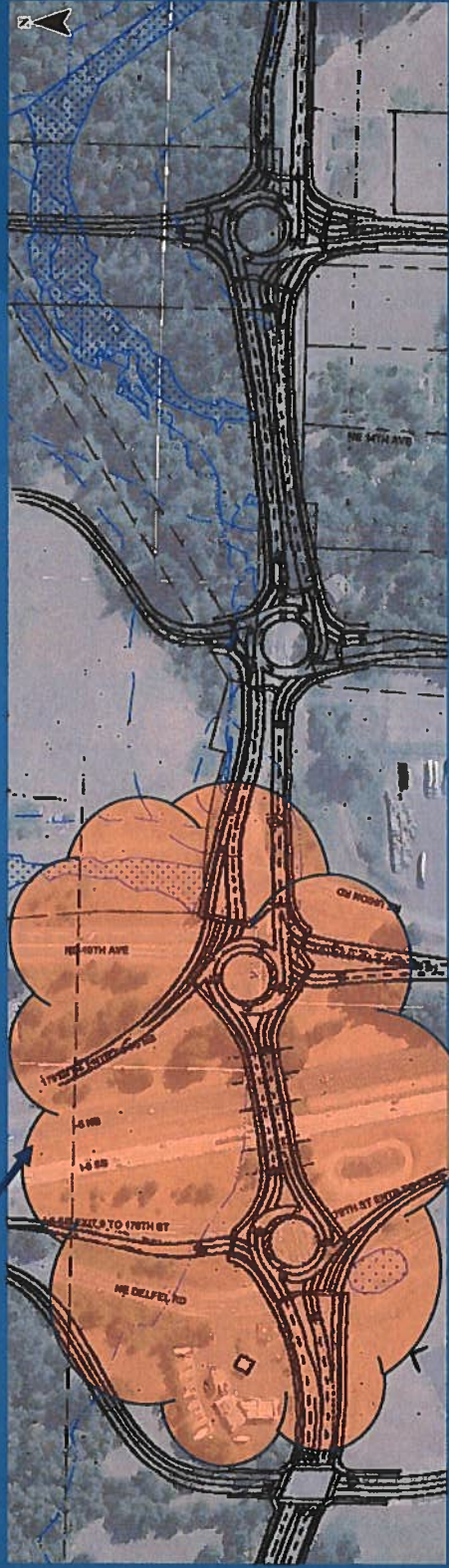
Project	Assumed Use	PM Peak Hour Trip Generation
Killian Pacific/Three Creeks Master Plan	60,000 Sq. Ft. Retail (DA Approved Phase 1)	425 total
	Three Creeks North Phase 1 (up to 200 single family detached homes and 326 apartment units)	402 total
	Phase 2 NE 179 <sup>th</sup> Street Commercial Center (DA Approved Phase 2)	711 total
Mill Creek PUD	PUD Buildout (606 single family homes and 99 townhomes)	657 total
Hinton Property	129 single family homes	129 total
Wollam Property	220 single family homes	220 total





# Potential Ultimate Corridor Improvements

Future WSDOT I-5/179<sup>th</sup>  
Interchange Improvements



NE 15<sup>th</sup> Av

NE 12<sup>th</sup> Av

NB Ramp



SB Ramp

NE Delfel Rd





# Proposed Interim Corridor Improvements





# Cost of Interim Mitigations: NE 179<sup>th</sup> St: I-5 NB Ramp to NE 15<sup>th</sup> Av\*

- \$20.6 million
  - Widens 179<sup>th</sup> Street east of I-5
  - Cul-de-sacs 10<sup>th</sup> Avenue & Union Road
  - Reconstructs I-5 northbound ramp signal
  - Temporary 10<sup>th</sup> Avenue connection
  - New ultimate 12<sup>th</sup> Avenue roundabout
  - Adds turn lanes on 179<sup>th</sup> at 15<sup>th</sup> Avenue
  - Excludes of right-of-way costs
- Accommodates multiple developments
  - Three Creeks Phase 1 (60,000 sq. ft. retail previously vested)
  - Three Creeks North Master Plan Housing
  - Three Creeks Phase 2 (south retail previously vested)
  - Mill Creek PUD
  - Hinton Property
  - Wollam Property

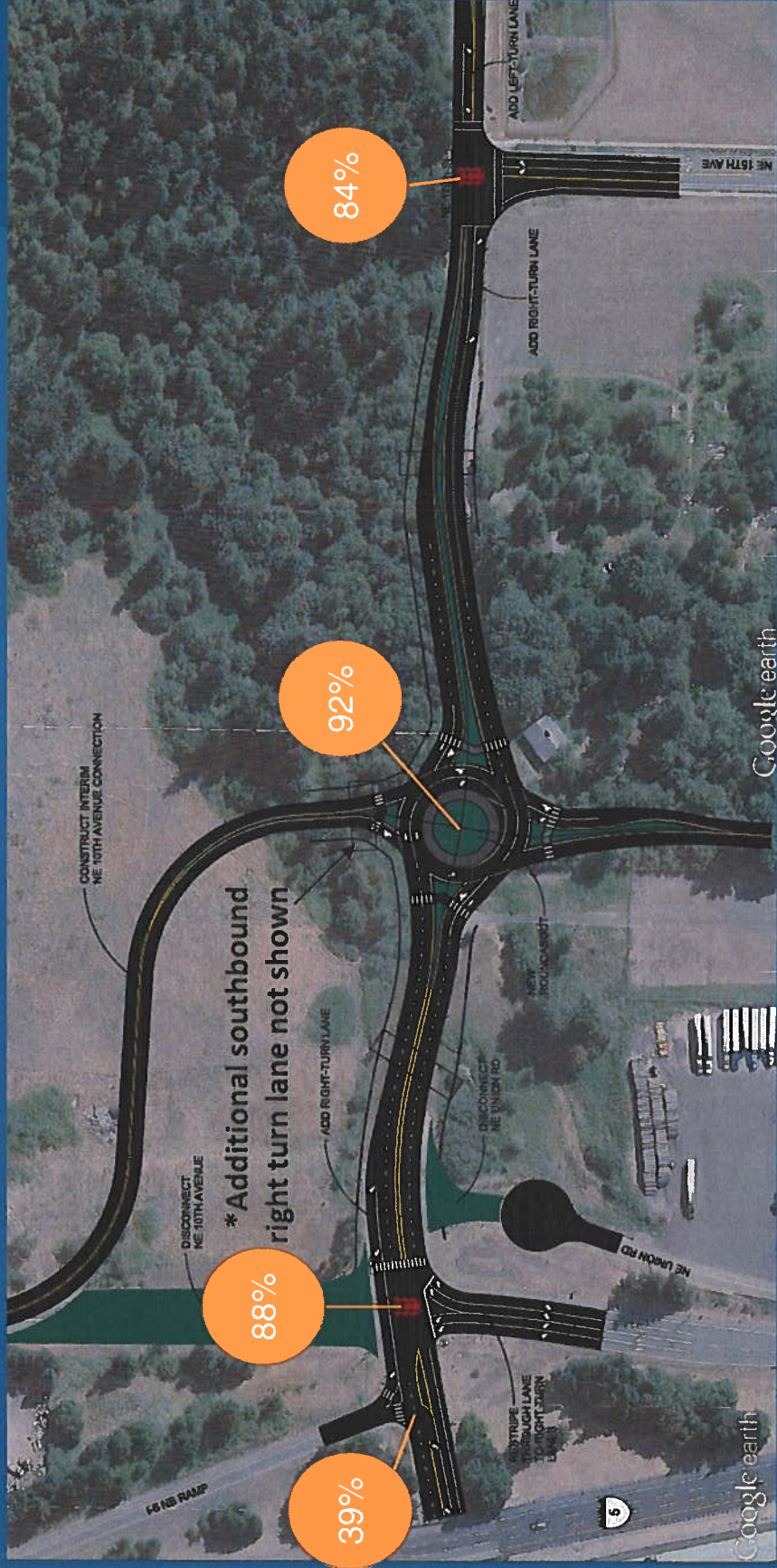


*\*Excludes other off-site concurrency requirements*



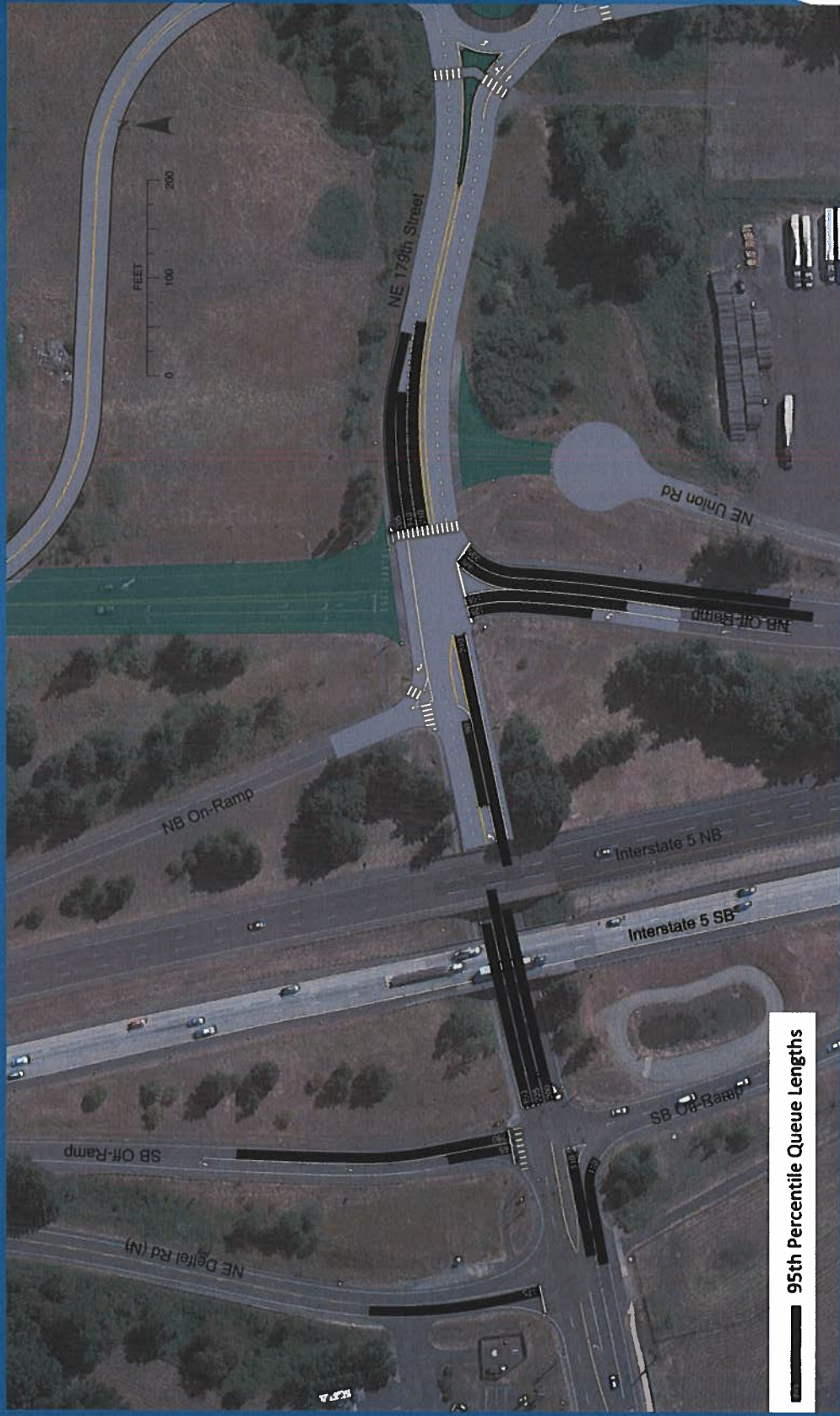


# Interim Improvements: PM Peak Hour % of Capacity Utilized



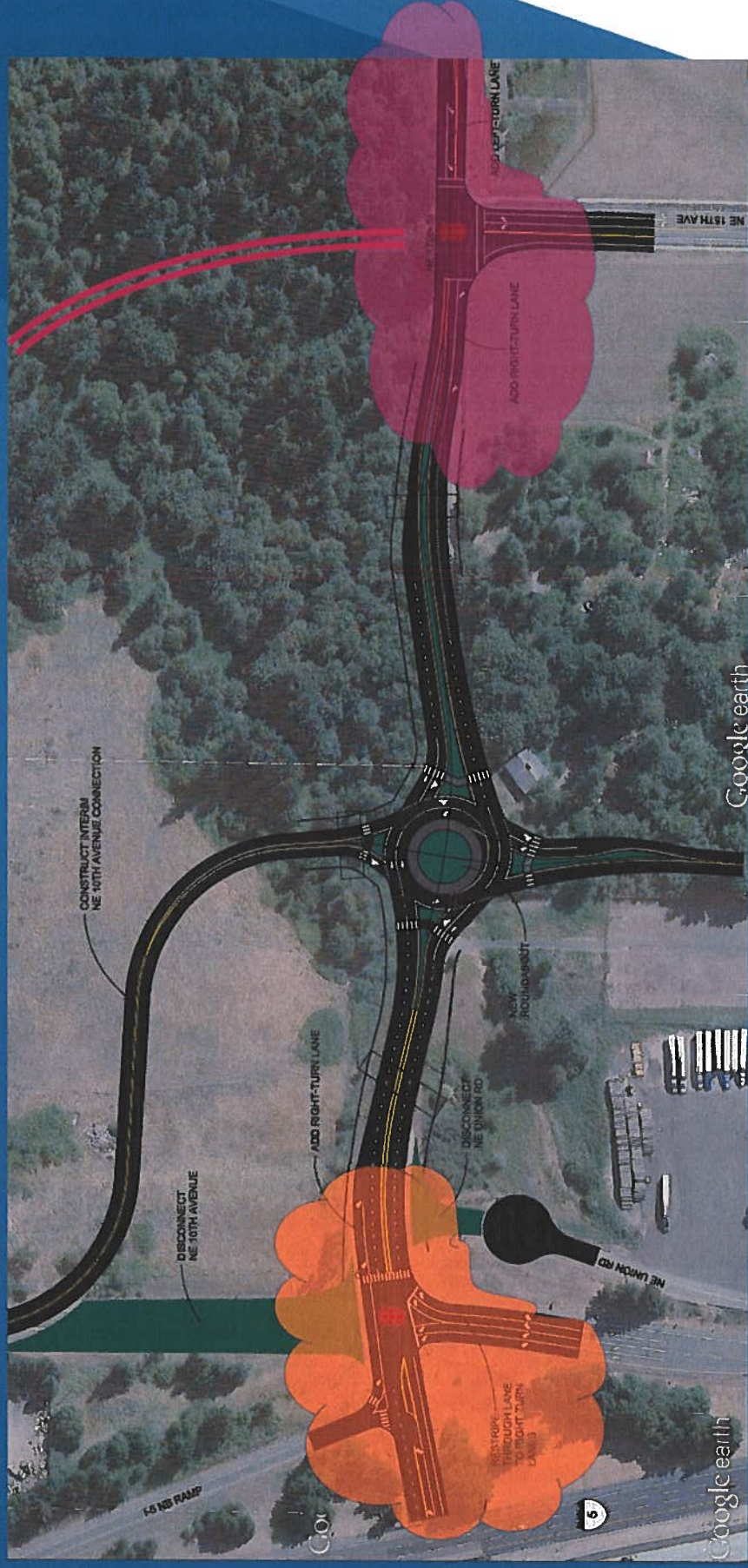


# Future Queues with Interim Improvements 2020 PM Peak Hour Analysis





# Interim Roundabout Compatibility with Long-term Plans



Area to be improved with WSDOT Interchange Project

Ultimate Improvements

Future 15<sup>th</sup> Avenue, Roundabout & 4-5 Lane 179<sup>th</sup> Street



**Extra slides for Questions (if needed)**



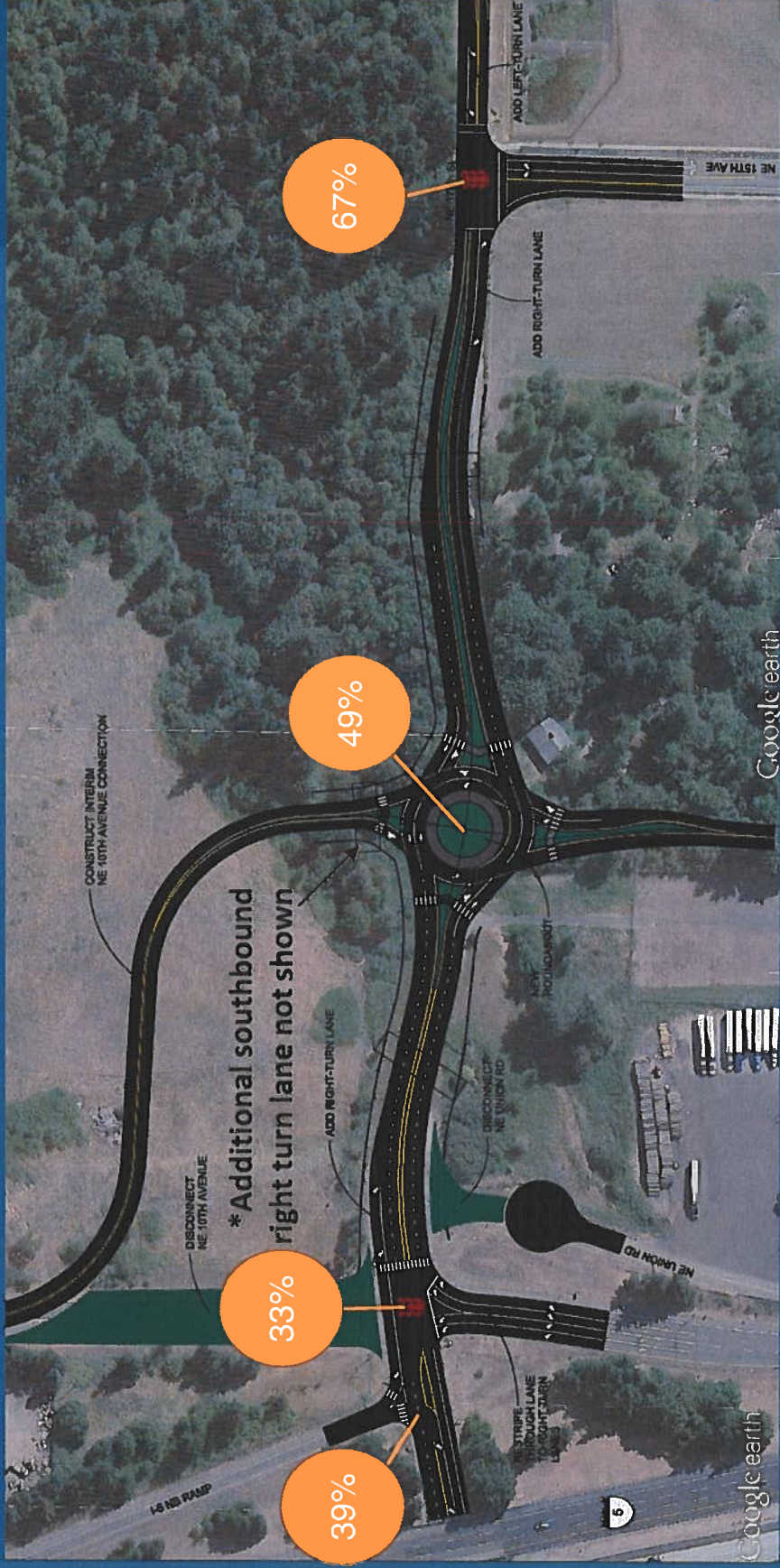


# Conceptual Ultimate Improvement





# Interim Improvements: AM Peak Hour % of Capacity Utilized





# Recommended Mitigations

Project	Phase	Recommended Mitigation on NE 179 <sup>th</sup> Street between NE Delfel Road (North) and NE 15 <sup>th</sup> Avenue
Killian Pacific/Three Creeks Master Plan	60,000 Sq. Ft. Retail (DA Approved Phase 1)	No mitigation required, proceed as previously approved.
	Three Creeks North Phase 1 (up to 200 single family detached homes and 326 apartment units)	<p>1) NE 15<sup>th</sup> Avenue/NE 179<sup>th</sup> Street intersection: construct an eastbound right-turn lane with a right-turn signal overlap</p> <p>While not required for concurrency, consider voluntary improvements to terminate Union Road connection to NE 179<sup>th</sup> Street</p>
Mill Creek PUD	Phase 2 NE 179 <sup>th</sup> Street Commercial Center (DA Approved Phase 2)	<p>1) Construction of a new multi-lane roundabout on NE 179<sup>th</sup> Street (with separate southbound right-turn lane) approximately midway between NE 15<sup>th</sup> Avenue and the I-5 Northbound off-ramp (NE 12<sup>th</sup> Avenue)</p> <p>2) Elimination of the existing NE 10<sup>th</sup> Avenue connection to NE 179<sup>th</sup> Street aligned with the I-5 Northbound off-ramp (Refer to Figure 4)</p> <p>3) Temporary extension of NE 10<sup>th</sup> Avenue to the new NE 12<sup>th</sup> Avenue multi-lane roundabout (forming the north approach to the roundabout)</p>
	PUD Buildout (606 single family homes and 99 townhomes)	<p>a. This change allows for re-routing the existing NE 10<sup>th</sup> Avenue trips on an interim basis, creating capacity at the I-5 Northbound off-ramp/NE 179<sup>th</sup> Street intersection</p> <p>b. In the alternative, the temporary NE 10<sup>th</sup> Avenue extension would be unnecessary, if NE 15<sup>th</sup> Avenue is first extended from NE 179<sup>th</sup> Street to NE 10<sup>th</sup> Avenue. Should NE 15<sup>th</sup> Avenue be constructed first, the north approach of the new NE 12<sup>th</sup> Avenue roundabout would be operated as a local street connection to serve properties between the NE 15<sup>th</sup> Avenue extension and NE 179<sup>th</sup> Street.</p>
Hinton Property	129 single family homes	<p>4) Reconfiguration of the I-5 Northbound off-ramp/NE 179<sup>th</sup> Street intersection to provide:</p> <p>a. two northbound left-turn lanes and two northbound right-turn lanes; and</p> <p>b. two westbound through lanes and a separate westbound right-turn lane to the I-5 northbound on-ramp</p>
Wollam Property	220 single family homes	<p>5) Widening of NE 179<sup>th</sup> Street to provide two westbound and two eastbound through travel lanes between the I-5 Northbound off-ramp/NE 179<sup>th</sup> Street intersection and the new NE 12<sup>th</sup> Avenue roundabout</p>
		<p>6) Termination of Union Road south of NE 179<sup>th</sup> Street through provision of alternative access for properties along Union Road south of NE 179<sup>th</sup> Street</p> <p>7) Widening of NE 179<sup>th</sup> Street between the new NE 12<sup>th</sup> Avenue roundabout and NE 15<sup>th</sup> Avenue to provide:</p> <p>a. two eastbound through travel lanes through the NE 12<sup>th</sup> Avenue roundabout, with the second eastbound lane becoming an interim right-turn drop lane at NE 15<sup>th</sup> Avenue; and</p> <p>b. one westbound through lane at NE 15<sup>th</sup> Avenue that opens to two westbound through travel lanes approaching the NE 12<sup>th</sup> Avenue roundabout.</p> <p>8) Modification of the NE 15<sup>th</sup> Avenue/NE 179<sup>th</sup> Street intersection: construct a westbound left-turn lane</p>