



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

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Salem, Oregon 97301-2540

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NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: May 04, 2016
Jurisdiction: City of Hillsboro
Local file no.: PUD-006-15
DLCD file no.: 001-16

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 04/28/2016. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 35 days prior to the first evidentiary hearing.

Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR chapter 661, division 10).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or plan.amendments@state.or.us



NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

FOR DLCD USE

File No.: 001-16 {24264}

Received: 4/28/2016

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: Hillsboro

Local file no.: **PUD-006-15**

Date of adoption: 4/18/16

Date sent: 4/28/2016

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): 2/3/16

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes

(No)

If yes, describe how the adoption differs from the proposal:

NO

Local contact (name and title): Ruth Klein, Senior Planner

Phone: 503-681-6465

E-mail: planningtechs@hillsboro-oregon.gov

Street address: 150 E Main Street

City: Hillsboro

Zip: 97123-

PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this
change.			
Change from	to	acres.	A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:

Non-resource – Acres:

Forest – Acres:

Marginal Lands – Acres:

Rural Residential – Acres:

Natural Resource/Coastal/Open Space – Acres:

Rural Commercial or Industrial – Acres:

Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:

Non-resource – Acres:

Forest – Acres:

Marginal Lands – Acres:

Rural Residential – Acres:

Natural Resource/Coastal/Open Space – Acres:

Rural Commercial or Industrial – Acres:

Other: – Acres:

For a change to the text of an ordinance or code:

Identify the sections of the ordinance or code that were added or amended by title and number:

For a change to a zoning map:

Identify the former and new base zone designations and the area affected:

Change from Multiple Zones	to Multiple Zones, see attached	Acres: 463.0
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation: PUD Acres added: Acres removed: 0

Location of affected property (T, R, Sec., TL and address): 1S210DD00100, 1S2110001600, 1S2140002600

List affected state or federal agencies, local governments and special districts: Metro, Washington County

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

Planned Unit Development for property 463 acres in size from MFR-3 Multi-Family Residential, MFR-2 Multi Family Residential, MFR-1 Multi-Family Residential, SFR 4.5 Single Family Residential, SFR-6 Single Family Residential, SFR-8.5 Single-Family Residential and MU-VTC Mixed Use – Village Town Center to the same zones with the addition of a PUD overlay. Please see attached Ordinance.



April 28, 2016

TO: Plan Amendment Specialist
State of Oregon Department of Land Conservation and Development

FROM: Lisa Califf, Planning Technician

RE: Transmittal of DLCD Form 2 Notice of Adoption
Hillsboro Case File No. Planned Unit Development 006-15

I, Lisa Califf, submitted on this date, April 28, 2016, the DLCD Form 2 and attached Ordinance No. 6158 with exhibits via the DLCD FTP site for the above referenced Case File No., which was adopted by the Hillsboro City Council on April 18, 2016.

If you have any questions regarding this transmittal, please contact me at 503-681-5257. Should you have any questions in regards to the amendments, please contact Ruth Klein at 503-681-6465.

Thank you,

Lisa Califf
Planning Technician

ORDINANCE NO. 6158

PLANNED UNIT DEVELOPMENT 006-15: REED'S CROSSING INFRASTRUCTURE

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP, A PORTION OF THE COMMUNITY DEVELOPMENT CODE, ORDINANCE NO. 6094, AS AMENDED, BY APPROVING A PLANNED UNIT DEVELOPMENT OVERLAY ZONE ON CERTAIN TRACTS OF LAND THROUGH APPROVAL OF A PRELIMINARY DEVELOPMENT PLAN FOR A 9-LOT INFRASTRUCTURE DEVELOPMENT ON A SITE APPROXIMATELY 463 ACRES IN SIZE

WHEREAS, the owners of certain tracts of land more specifically described below, has filed a written application with the City of Hillsboro requesting approval of a planned unit development that includes division of the site into several large lots, establishment of SE Cornelius Pass Road, SE Blanton Street (formerly SE Alexander Street) and a portion of the SE Kinnaman Street alignments and corresponding infrastructure improvements for the northern portion of the site; and

WHEREAS, the Planning Commission held a public hearing on this application on March 9 and March 23, 2016, and received testimony in support and testimony with questions regarding the application. The Planning Commission closed the public hearing, deliberated and granted tentative approval to Order No. 8171, with the modifications read into the record by staff. On March 29, 2016 the Planning Commission granted conditional approval recommending City Council approval.

WHEREAS, the City Council considered the Planning Commission's recommendation at the regular meeting of April 5, 2016, and adopted the site plan, maps, 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 with the Hillsboro Comprehensive Plan and the Community Development Code.

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

Section 1. The following described tracts of land are hereby rezoned with the addition of a Planned Unit Development overlay zone, as described in Planning Department Case File No. Planned Unit Development 006-15:

Tax Lot 100 on Washington County Assessor's Tax Map 1S2-10DD, on record as of August 19, 2015; Tax Lot 1600 on Washington County Assessor's Tax Map 1S2-11, on record as of August 19, 2015; Tax Lot 2600 on Washington County Assessor's Tax Map 1S2-14, with no date, and made a part of this Ordinance as Exhibit C.

Section 2. The City Council approval is based on the conditions of approval as set forth in Exhibit A, findings as set forth in Exhibit B, Cornelius Pass Road and Kinnaman Street Alignments as set forth in Exhibit D, floodplain and floodway impact assessment map as set

forth in Exhibit E, preliminary plat as set forth in Exhibit F and Revised Sections A, C, D, E and F of the Typical Sections Key Map (Plan Sheet CS-0) attached as Exhibit G.

Section 3. The City Planning Director is hereby instructed to cause the official zoning map, a portion of the Community Development Code, to be amended to include the zone change as set forth in Section 1 hereof.

Section 4. Pursuant to Community Development Code, Section 12.70.140, preliminary approval of the Planned Unit Development overlay zone will expire two years from the date of approval of this Ordinance, unless the final development plan has been approved or unless the preliminary approval is extended or modified per Section 12.70.150 of the Community Development Code.

Section 5. Except as herein amended, Community Development Code Ordinance No. 6094, as amended, shall remain in full force and effect.

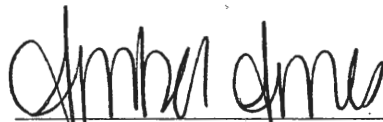
Section 6. This ordinance shall be effective from and after 30 days following its passage and approval by the Mayor.

First approval of the Council on this 5th day of April, 2016.

Second approval and adoption by the Council on this 18th day of April, 2016.

Approved by the Mayor this 18th day of April, 2016.

ATTEST:


Amber Ames, City Recorder

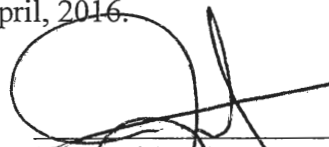

Jerry Willey, Mayor

EXHIBIT A
(Conditions)

1. Prior to final plat approval and recordation, the submittal shall:

a) Identify the rights-of-ways as follows:

- i. The westernmost right-of-way as SE 67th Avenue
- ii. The eastern most right-of-way as SW 209th Avenue
- iii. The middle north/south right-of-way as SE Cornelius Pass Road
- iv. The northernmost west/east right of way as SE Blanton Street
- v. The middle west/east right-of-way as SE Kinnaman Street
- vi. The southernmost west/east right-of-way as SE McInnis Street

b) Provide adjacent to all right-of-way, on both sides, an 8 foot Public Utility Easement (PUE), except for that portion of right-of-way which is adjacent to property zoned MU-VTC Mixed Use – Village Town Center, where the PUE configuration shall be reviewed and approved by the City Engineer.

c) Provide for SW 209th Avenue as follows:

- i. Dedicate additional right-of-way on SW 209th Avenue to provide a total minimum width of 104 feet from the existing eastern right-of-way of SW 209th Avenue. An adjustment to right-of-way width may be required by the Road Agency to accommodate existing variations in the eastern right-of-way location and required roadway transition tapers necessary for future 5-lane road construction.
- ii. Additional right-of-way shall be dedicated, as required by the Road Agency, to accommodate additional widening of SW 209th Avenue in the influence area of the SW 209th Avenue railroad crossing improvements and future signalization improvements at the intersections with SW Kinnaman Road/SE Kinnaman Street and SW Blanton Road/SE Blanton Street. The SW 209th Avenue railroad crossing dedication shall accommodate at a minimum two northbound travel lanes, a northbound left turn lane, two southbound travel lanes, separate northbound and southbound bike lanes, northbound and southbound planter strips, sidewalks, and clearances for railroad gate and cantilever device assemblies.
- iii. Right-of-way dedication for SW 209th Avenue in excess of the 25 foot local street half-width standard shall be deemed Transportation Development Tax (TDT) creditable as a contiguous, on the “TDT Project List”, arterial dedication of extra-capacity right-of-way.

d) Provide for SE McInnis Street/SW McInnis Lane as follows:

- i. Dedicate right-of-way along the southern boundary of the developer's property for an ultimate 36-foot half-width from the centerline of the future SE McInnis Street, which resulting centerline shall coincide with the site's southern property boundary as shown in Exhibit C Tax Map 1S2-14. That portion of public right-of-way dedication associated with the width of the future westbound bicycle lane (6 feet) shall be deemed South Hillsboro Transportation System Development Charge (TSDC) creditable as contiguous on the "TSDC Project List" improvement.
- e) Provide for SE 67th Avenue/SW 229th Avenue as follows:
 - i. Dedicate additional right-of-way on SE 67th Avenue along the western boundary of developer's property between SE Alexander Street and the southern limit of the existing adjacent PUD I-P, Industrial Park with a Planned Unit Development Overlay, zone to provide a total width of 40 feet of right-of-way from the existing monumented centerline of SE 67th Avenue. Dedicate additional right-of-way on SE 67th Avenue along the western boundary of the site between the site's southern boundary and the southern limit of the existing adjacent PUD I-P zoning to provide a total width of 38 feet of right-of-way from the existing monumented centerline of SE 67th Avenue. Dedicated right-of-way in excess of the 27 foot local half-width street standards shall be considered TDT creditable as a collector extra-capacity contiguous "on the TDT Project List" dedication.
 - ii. Dedicate additional right-of-way on SE 67th Avenue along the western boundary of developer's property between SE Alexander Street and the developer's northern property boundary to provide a total right-of-way width of 51.5 feet east of the existing constructed curb face on the west side of the street. At the north end of SE 67th Avenue, adjacent to the railroad and unimproved public parallel right-of-way, the applicant shall dedicate and obtain permits for additional right-of-way as needed to construct a standard offset cul-de-sac, with the offset extending east of the roadway centerline, per Rail Order No. 51058. This segment of SE 67th Avenue north of SE Alexander Street shall be established as an "L4" standard City Mixed-Use local street consistent with Community Development Code Figure 12.65.940-D.
- f) Provide for SE Blanton Street as follows:
 - i. Dedicate a minimum half width of 40 feet of right-of-way on each side of centerline for SE Blanton Street from SE 67th Avenue/SW 229th Avenue to SW 209th Avenue; except where there is an Active Use street dedication per Community Development Code Figure 12.65.930-A adjacent to the developer's property frontage where the developer shall dedicate a minimum half width of 47.5 feet of public right-of-way from centerline (includes additional right-of-way dedication for required on-street parking). For purposes of TDT credit determination the local street right-of-way between SE 67th Avenue/SW 229th Avenue and SE Cornelius Pass Road shall be a 59 foot width and shall be a 56

foot width between SE Cornelius Pass Road and SW 209th Avenue. No TDT credit shall be granted for right-of-way associated with on-street parking.

- ii. Dedicate additional right-of-way as required to accommodate future right-of-way needs for additional lanes within the influence area of the SE Cornelius Pass Road intersection in accordance with Figure 12.65.910-D of the Hillsboro Community Development Code, or the buildout requirements of the SE Blanton Street (formerly SE Alexander Street) and SE Cornelius Pass Road intersection as identified in the applicant's Traffic Impact Analysis (TIA); whichever results in a greater public right-of-way requirement. Length of supplemental intersection approach and receiving lanes shall be as determined by the Road Agency.
- iii. Dedicated right-of-way in excess of the 56 feet of local street right-of-way for SE Blanton Street between SE Cornelius Pass Road and SW 209th Avenue and 59 feet of local street right-of-way for SE Blanton Street between SE Cornelius Pass Road and SE 67th Avenue, except as required to accommodate on-street parking, shall be deemed TDT creditable as a contiguous, "on the Project List" Collector, extra-capacity right-of-way dedication. Any additional future lanes and related transition tapers as identified in Figure 12.65.910-E (Urban Reserves Recommended Intersection Improvements) of the Hillsboro Community Development Code, or the applicant's TIA, whichever yields the greater roadway requirements, shall be protected by the establishment within the plat of protective easements prohibiting use of the area for parking and buildings.
- iv. Applicant may defer designation and establishment of Active Use overlay limits until the full site concept PUD application.

g) Provide for SE Cornelius Pass Road as follows:

- i. Dedicate a minimum width of 131 feet of public right-of-way for SE Cornelius Pass Road from the northern property boundary to SE Blanton Street with additional right-of-way dedication as required in the areas of influence of the railroad crossing, per Rail Order No. 51058, and SE Blanton Street (formerly SE Alexander Street) intersection.
- ii. Dedicate additional right-of-way as necessary to accommodate additional lanes and transition tapers within the influence area of the SE Blanton Street (formerly SE Alexander Street) intersection in accordance with Figure 12.65.910-D of the Hillsboro Community Development Code, or the buildout requirements of the SE Blanton Street (formerly SE Alexander Street) at SE Cornelius Pass Road intersection as identified in the applicant's TIA, whichever results in a greater public right-of-way requirement. Any additional future lanes and related transition tapers as identified in Figure 12.65.910-E (Urban Reserves Recommended Intersection Improvements) of the Hillsboro Community Development Code, or the applicant's TIA whichever yields the

greater roadway requirements, shall be protected by the establishment within the plat of protective easements prohibiting use of the area for parking and buildings.

- iii. Dedication of local street right-of-way area shall be deemed TSDC creditable in accordance with the provisions of the South Hillsboro Transportation System Development Charge implementing ordinance as a contiguous, “on the TSDC Eligible Project List” right-of-way dedication. Dedication of extra-capacity right-of-way shall be deemed TDT creditable in accordance with the Washington County TDT Ordinance as a contiguous, “on the Project List” arterial right-of-way dedication. For purposes of TDT and TSDC credits, the local street right-of-way shall be 50 feet in width.
- iv. Dedicate a minimum 50 foot local street public right-of-way for SE Cornelius Pass Road from SE Blanton Street (formerly SW Alexander Street) to developer’s southern property line centered on the roadway centerline as shown in Exhibit D.
- v. A right-of-way and utility reservation shall be recorded on each side of the dedication mentioned in 1.g.iv above to provide for a future right-of-way dedication totaling a minimum of 131 feet in width on the south side of the SE Blanton Street intersection, or as otherwise approved by the Road Agency, and shall taper down to 104 feet in width as it continues south to the SE McInnis Street right-of-way. The right-of-way and reservation shall be of equal width except within the area of influence at the intersection, as approved by the Road Agency.
- vi. The taper length shall be designed in accordance with Manual on Union Traffic Control Devices MUTCD standards for the transition of SE Cornelius Pass Road from a 7 lane roadway to 5 lanes. The two reservations shall include additional right-of-way width as necessary to accommodate additional lanes and transition tapers within the influence area of the SE Blanton Street (formerly SW Alexander Street) intersection in accordance with Figure 12.65.910-D of the Hillsboro Community Development Code, or the buildout requirements of the SE Blanton Street (formerly SE Alexander Street) at SE Cornelius Pass Road intersection as identified in the applicant’s TIA, whichever results in a greater right-of-way width. Any additional future lanes and related transition tapers as identified in Figure 12.65.910-E (Urban Reserves Recommended Intersection Improvements) of the Hillsboro Community Development Code or the applicant’s TIA, whichever yields the greater roadway requirements, shall be protected by the establishment within the plat of protective easements prohibiting use of the area for parking and buildings.
- vii. The final plat shall include plat notes or equivalent legal instrument indicating that the adjacent property owner(s) shall have the right to use the property within the SE Cornelius Pass Road reservation and right-of-way for agricultural or other compatible uses, and shall have the obligation to maintain the property

within the reservation and right-of-way consistent with these uses. This condition shall apply until such time as the Road Agency opts to accept the property within the reservation for right-of-way dedication and improvements or for utility purposes.

h) Provide for SE Kinnaman Street as follows:

- i. Prior to approval of final plat, the developer shall show a dedication of a minimum width of 56 feet of local street right-of-way for SE Kinnaman Street between SE Cornelius Pass Road and SW 209th Avenue as shown in Exhibit D. Adjacent to the right-of-way, the developer shall record an equal width right-of-way and utility reservation on each side of the dedication to provide for a future right-of-way dedication totaling 80 feet.
 - ii. The final plat shall include plat notes or equivalent legal instrument indicating that the adjacent property owner(s) shall have the right to use the property within the SE Kinnaman Street reservation and right-of-way for agricultural or other compatible uses, and shall have the obligation to maintain the property within the reservation and right-of-way consistent with these uses. This condition shall apply until such time as the Road Agency opts to accept the property within the reservation for right-of-way dedication and improvements or for utility purposes.
- i) Provide a corridor separating the sensitive area(s) from the impact of development, consistent with the City of Hillsboro Design & Construction Standards. The corridor must be set aside in a separate tract, not part of any buildable lot, and shall be subject to a "Storm Sewer, Surface Water, Drainage and Detention Easement over its entirety" to Clean Water Services or the City of Hillsboro.
- j) The applicant's payment amount for the cost of raising five of the eleven Bonneville Power Administration towers shall be deemed fully creditable against future TSDC assessments. Applicant shall reimburse the City six-elevenths (6/11ths or 54.55%) of all costs incurred in the BPA Project; and shall wire transfer its share of the costs to the City within fifteen (15) business days after receipt of an invoice listing the BPA project cost. Within forty-five (45) days of the execution of the Hagg Lane LLC annexation agreement, the City shall reimburse GLC one eleventh (1/11th) of the total cost of the BPA project. All BPA Project costs paid by applicant, except for those costs reimbursed by the City, are fully creditable against TSDC fees assessed in the South Hillsboro planning area.
- k) The final plat shall show not more than 9 lots, with the additional lots being created by the division of the proposed Lot 6 being bifurcated by the conditioned SE Cornelius Pass Road dedication south of the proposed SE Blanton Street, and the SE Kinnaman Street dedication between SE Cornelius Pass Road and SW 209th Avenue.
- l) A Clean Water Services (the District) Storm Water Connection Permit Authorization must be obtained. Application for the District's Permit Authorization must be in

accordance with the requirements of the Design and Construction Standards, Resolution and order No. 07-20 (or current R&O in effect at time of Engineering plan submittal.

2. Development and construction on the site shall conform substantially to the preliminary development plans and conditions approved by the Planning Commission, as contained in Case File No. Planned Unit Development 006-15, and specifically to the approved final construction plans.
3. Prior to the commencement of work on the site, the developer shall apply for and obtain all necessary permits for the development, including but not limited to a Grading and Erosion Control permit and a Public Infrastructure Permit.
4. All permit applications shall include a narrative on the second plan sheet which responds to all conditions, and departmental and agency informational comments associated with the land use decision, which discusses how each condition has or will be satisfied prior to occupancy or final sign off for work on the site. The narrative shall identify any plan revisions which have been necessitated by the requirements of this notice of decision.
5. Prior to approval of construction plans, and issuance of corresponding permits, the developer shall show:
 - a) Extension of SW Cornelius Pass Road south of SE Tualatin Valley Highway to the developer's northern property boundary in accordance with the ODOT Rail Order No. 51058. The order is summarized as requiring two southbound lanes, a northbound left turn lane, two northbound through lanes (one temporarily closed by a concrete island), a northbound right turn lane, northbound and southbound bicycle lanes and sidewalks, railroad gate and cantilever equipment with median protective islands, SE Tualatin Valley Highway widening to provide an eastbound right turn lane at SE Cornelius Pass Road, eastbound and westbound bicycle lanes, two eastbound and two westbound travel lanes, bi-directional left turn lane with barrier curb medians, a northern sidewalk, an eastbound bus pullout, street lighting, where allowable a northern landscape planter strip with street trees, rail crossing construction with associated equipment, markings, signage, and modification or reconstruction of the existing traffic signal as required. Developer shall fund and facilitate the issuance of an ODOT Rail Crossing Order (County as applicant) and required ODOT and County permits., All right of way acquisitions, utility relocations, and construction shall be deemed TDT creditable in accordance with the County TDT Ordinance as non-contiguous, "on the Project List" arterial improvements. Soft costs shall be creditable as TDT credits to 13.5% of the TDT creditable construction cost of the conditioned improvements in accordance with the County TDT Ordinance. Soft costs above the TDT creditable limit shall be eligible for South Hillsboro TSDC credits in accordance with the TSDC implementing Ordinance.

- b) In accordance with the ODOT Rail Order for the SE Cornelius Pass Road extension across the Union Pacific Railroad crossing, that Applicant has obtained necessary permits and agreements as required for Applicant's funding and facilitated decommissioning, and removal of three existing private rail crossings, or alternatively has paid negotiated compensation for third party completion of private crossing removals and related mitigation to impacted private properties. Except for soft costs in excess of 13.5% of the cost of construction or fee-in-lieu compensation to impacted properties and railroad, costs associated with closure of the three private crossings shall be granted TDT credits for the full amount of the expenditures as costs ancillary to the TDT creditable non-contiguous arterial "on the TDT Project List" construction of the SE Cornelius Pass Road railroad crossing improvement at TV Highway. Soft costs in excess of the 13.5% limit shall be granted TSDC credits in accordance with the TSDC implementing Ordinance.
- c) In accordance with the ODOT Rail Order for the SE Cornelius Road extension across the Union Pacific Railroad crossing, developer has obtained the required permits for removal or facilitation of the removal of the existing SE 67th Avenue/SW 229th Avenue railroad crossing. Improvements shall include those identified in the Rail Order, which improvements shall include but not be limited to modification of the existing TV Highway/SE 67th Avenue traffic signal, removal of SW 229th Avenue roadway at the crossing, storm drainage improvements, installation of cyclone fencing along the railroad right of way in the vicinity of the closed intersection, and construction of an offset public cul-de-sac to City of Hillsboro standards within developer's property immediately south of the railroad and unimproved parallel public right of way. All right of way acquisitions, utility relocations, and construction shall be deemed TDT creditable in accordance with the County TDT Ordinance as non-contiguous, "on the Project List" arterial improvements ancillary to the SW Cornelius Pass Road railroad crossing improvement at TV Highway. Soft costs shall be creditable in accordance with the County TDT Ordinance as TDT credits to 13.5% of the TDT creditable construction cost of the conditioned improvements. Soft costs above the TDT creditable limit shall be eligible for South Hillsboro TSDC credits in accordance with the TSDC implementing Ordinance.
- d) Provisions for storm water detention limiting flows leaving the site to the pre-existing flow rates for the 2, 10, and 25 year storms. Said storm water controls shall be designed to be accessible to City crews for maintenance. Storm water controls shall be publicly owned and maintained unless subject to a future separate maintenance agreement between the City and GLC South Hillsboro, LLC. If the City agrees to being party to a maintenance agreement with GLC South Hillsboro, LLC, the agreement shall address, but not be limited to, the following items: short-term and long-term plans for ownership, maintenance program expectations, third party access and use of the facilities and a process to address non-compliance.
- e) Provisions for storm water quality in accordance with Clean Water Services standards. Said storm water controls shall be designed to be accessible to City crews

for maintenance. Storm water quality facilities shall be publicly owned and maintained unless subject to a future separate maintenance agreement between the City and GLC South Hillsboro, LLC. If the City agrees to being party to a maintenance agreement with GLC South Hillsboro, LLC, the agreement shall address, but not be limited to, the following items: short-term and long-term plans for ownership, maintenance program expectations, third party access and use and a process to address non-compliance.

- f) Along SE Blanton Street where there is no Active Use street designations per Figure 12.65.930-A and as noted in Exhibits CS-0 of the application materials and attached Exhibit G depicting revised cross sections C, E and F show street improvements to include a concrete public street with 42 feet between curbs. On the south side of the centerline: 8 foot on-street parking (where requested by the developer), 7 foot wide raised cycle track, street trees with root barrier in a 5 foot wide continuous landscape planter, and 6 foot wide property line sidewalks. On the north side of the centerline: 8 foot on-street parking (where requested by the developer), 7 foot wide raised cycle track, street trees in 5 foot wide interim landscape strip with a corresponding 5 foot square tree root barrier, and an interim 6 foot wide asphalt sidewalk. Improvements shall include PGE Option "C" LED street lighting to be located at ultimate location. Prior to final acceptance of improvements, the developer shall enter into an agreement with the City whereby the developer or adjacent property owner shall be responsible for the maintenance of the sidewalks, cycle track, street trees and landscape strips.

Roadway pavement width exceeding 32 feet curb-to-curb, excluding on-street parking, traffic signal interconnect/communication system, and cycle tracks shall be deemed TDT creditable in accordance with the County TDT Ordinance as "on the Project List" contiguous extra capacity improvements. Both interim and ultimate sidewalks shall be deemed a part of the local street standard and are not TDT creditable.

- g) Along SE Blanton Street where there is an Active Use street designation per Figure 12.65.930-A and/or an adjacent trail designation per Figure 12.65.930-E and as noted in Exhibit CS-0 of the application materials and attached Exhibit G depicting revised cross sections C and D, show street improvements along SE Blanton Street frontage to include a concrete public street with 42 feet between curbs which does not include on-street parking where required. On the south side of the centerline: 8 foot on-street parking (where required), 7 foot wide raised cycle track and 12.5 foot wide sidewalks that includes street trees in 5 foot square tree wells to delineate between the cycle track and sidewalk. On the north side of the centerline: 8 foot on-street parking (where required), 7 foot wide raised cycle track, street trees in an 5 foot wide interim landscape strip with a corresponding 5 foot square tree root barrier, and an interim 6 foot wide asphalt sidewalk. The applicant may elect to show an alternate interim north improvement including a temporary concrete vertical curb, 7 foot wide asphalt interim cycle track and a 6 foot wide interim asphalt sidewalk with street trees in corresponding 5 foot square tree root barrier. Improvements shall include PGE Option "C" LED street lighting to be located at ultimate location. Prior to final acceptance of improvements, the developer shall enter into an agreement with the City whereby the developer or adjacent property owner shall be responsible for the maintenance of the sidewalks,

cycle track, street trees, landscape strips and multi-use path. Where the street adjoins or abuts a trail corridor, the sidewalk and bike facility improvements shall be designed per Figure 12.65.940-T.

Roadway pavement width exceeding 32 feet curb-to-curb, excluding on-street parking, traffic signal interconnect/communication system, and cycle tracks shall be deemed TDT creditable in accordance with the County TDT Ordinance as “on the Project List” contiguous extra capacity improvements. Both interim and ultimate sidewalks, including Active Use street designations and multi-use paths, shall be deemed a part of the local street standard and are not TDT or TSDC creditable consistent with the assumptions of the South Hillsboro Transportation System Finance Plan (Ordinance No. 6129).

- h) Show construction of a 200 foot long northbound left turn lane from SW 209th Avenue to SE Blanton Street and a traffic signal at the same intersection which shall be operable at the time of the opening of SE Blanton Street west of SW 209th Avenue. All related third-party right-of-way acquisition, utility relocates and construction shall be deemed TDT creditable in accordance with the County TDT Ordinance as non-contiguous, “on the Project List” arterial improvements.
- i) Along SE Cornelius Pass Road where there is an active use street designation per Figure 12.65.930-A and as noted in Exhibit CS-0 of the application materials and attached Exhibit G depicting revised cross section A, show Phase 1 initial street improvements along the SE Cornelius Pass Road frontage between the site’s northern property line and the intersection with SE Blanton Street. On the east side of the centerline: 7 foot wide raised cycle track, and 12.5 foot wide sidewalks that includes street trees in 5 foot square tree wells to delineate between the cycle track and sidewalk. On the west side of the centerline: 7 foot wide raised cycle track, street trees in 5 foot wide interim landscape strip with a corresponding 5 foot square tree root barrier, and an interim 6 foot wide asphalt sidewalk.

The improvements shall include a 34 foot wide landscaped center median. Adjacent to the median on both the west and east sides of centerline the developer shall show a public street with 28 feet between the curbs. Improvements shall include PGE Option “C” LED street lighting to be located at ultimate location. SE Cornelius Pass Road will be a Washington County roadway and all improvements must be built in accordance with Washington County requirements. Constructed improvements will be permitted through the City of Hillsboro. Prior to final acceptance of improvements, the applicant shall enter into an agreement with the City whereby the applicant or adjacent property owner shall be responsible for the maintenance of the landscaped median, sidewalks, cycle track, street trees and interim landscape strip.

Pavement width measuring 32 feet, catch basins, storm main and laterals, two concrete curb and gutters, street trees, street lights, permanent sidewalks and soft costs in excess of TDT creditable soft costs shall be deemed local street standard improvements and shall be granted TSDC credits in accordance with the South Hillsboro TSDC Ordinance as contiguous “on the TSDC Project List” improvements.

Pavement width in excess of 32 feet, cycle tracks, the landscaped median, pavement markings, traffic control signage, traffic signal interconnect/communication system and soft costs up to 13.5% of the value of TDT creditable construction shall be deemed TDT creditable in accordance with the County TDT Ordinance as contiguous “on the Project List” extra-capacity improvements.

- j) Show the offset cul-de-sac street improvements on SE 67th Avenue/SW 229th Avenue at the northern terminus per Rail Order No. 51058.
- k) Provide financial assurances for all public infrastructure improvements associated with and conditioned upon this approval for the following road sections: SE 67th Avenue (SW 229th Avenue) at the northern terminus of the offset cul-de-sac, the extension of SE Blanton Street between SE 67th Avenue (229th) and SW 209th Avenue, SW 209th Avenue improvements at SE Blanton Street, and SW Cornelius Pass Road between Tualatin Valley Highway and the intersection with SE Blanton Street. The financial assurance shall be equal to 100 percent of the developer’s engineer’s estimate of probable construction costs; shall be in the form of a cash deposit, letter of credit, or performance bond; and shall stipulate that the City has the priority to claim on the funds and that the developer has no right to delay or otherwise control the dispensation of funds requested by the City.
- l) The plans shall clearly show any 100 year floodplain, wetlands, and buffers. If the project will disturb areas within the wetlands and/or 100 year floodplain, developer shall obtain and submit Department of State Lands and US Army Corps of Engineers permits, as applicable. Construction plans shall comply with all conditions of the Clean Water Service (CWS) Service Provider Letter. Those areas identified as future park trail sites shall not be included in mitigation areas used to compensate for disturbance to existing wetlands and buffers.
- m) Submit a detailed plan showing the sensitive area and corridor delineated along with restoration and enhancement of the corridor.
- n) Gain authorization for the project from the Oregon Department of State Lands (DSL) and US Army Corps of Engineers (USACE) prior to any activity within the sensitive area. The applicant shall provide the City of Hillsboro with copies of all DSL and USACE project authorization permits.
- o) Provide fire hydrants where new water mains are extended along streets and where fire hydrants are not needed for protection of structures or similar fire problems. Hydrants shall be provided at spacing not to exceed 1,000 feet to provide for transportation hazards. Where streets are provided with median dividers which cannot be crossed by fire fighters pulling hose lines, or where arterial streets are provided with four or more traffic lanes and will have a traffic count of more than 30,000 vehicles per day, hydrant spacing shall average 500 feet on each side of the street and be arranged on an alternating basis up to a fire-flow requirement of 7,000 gallons per minute and 400 feet for higher fire-flow requirements.

- p) Provide a median divider design on SE Cornelius Pass Road with openings spaced at a distance not to exceed 2,000 feet to allow for emergency vehicle circulation.
- q) Show the installation of two, 3" diameter Sch. 40 PVC conduits with locate wire and pull line in each conduit under the sidewalk on the south side of SE Blanton Street and the east side of SE Cornelius Pass Road to allow for future installation of fiber optic for signal interconnect/communications as approved by the City Engineer. Install City approved communication vaults (23"x36"x24" min.) outside of traffic areas at 600 foot maximum spacing with vaults placed at the corner of all future traffic signal, pedestrian and trail crossing signals, and intersecting public street locations. Conduit connections with vaults shall utilize 36" minimum sweep radius.
- r) Submit for approval a master plan for the provision of sanitary sewer to each lot within the proposed planned unit development. The master plan shall include design calculations for determining the needed pipe capacity and sizing for all proposed lines.
- s) Include the construction of all public sanitary sewer lines which fall within the required roadway improvements and all sewer lines which are downstream to provide connection to the existing sanitary sewer system. Lines shall be stubbed out beyond street improvements to minimize cutting into streets, unless approved otherwise by the City Engineer. Where proposed lines are located outside of public right-of-way, easements shall be provided in accordance with CWS standards. Line design and location shall take into account future accessibility by City crews for maintenance.
- t) Show provisions for storm water detention limiting flows leaving the site to the pre-existing flow rates for the 2, 10, and 25 year storms. Said storm water controls shall be designed to be accessible to City crews for maintenance. Said water controls shall be publicly owned and maintained unless subject to a future separate maintenance agreement between the City and GLC South Hillsboro, LLC. If the City agrees to be party to a maintenance agreement with GLC South Hillsboro, LLC, the agreement shall address, but not be limited to, the following items: short-term and long-term plans for ownership, maintenance program expectations, third party access and use of the facilities, and a process to address non-compliance.
- u) Show provisions for storm water quality in accordance with CWS standards. Said storm water quality facilities shall be designed to be accessible to City crews for maintenance. Said storm water quality facilities shall be publically owned and maintained unless subject to a future separate maintenance agreement between the City and GLC South Hillsboro, LLC. If the City agrees to be party to a maintenance agreement with GLC South Hillsboro, LLC, the agreement shall address, but not be limited to, the following items: short-term and long term plans for ownership, maintenance program expectations, third party access and use of the facilities, and a process to address non-compliance.
- v) The grading plans and the construction plans shall clearly show no negative impacts such as the impoundment of water, concentrated flow, or erosion with regard to storm

water drainage and the adjacent properties, except where such impoundment and flow is necessary to comply with the code. Improvements shall not increase concentrated flows or result in the impoundment of water where it did not previously exist, except where such impoundment is necessary to comply with the code.

- w) Provide documentation from Bonneville Power Administration (BPA) allowing the placement of any storm water facilities which are proposed to be placed within the BPA easement.
 - x) The grading plans and the construction plans shall show the trail easements. If the trail easements will be impacted by construction activities under this planned unit development, the developer shall cause the proposed trail easements to be graded in a way that allows for future trail construction, per City trail standards. Upon mutual agreement between the City and the developer, trail improvements undertaken by the developer may be eligible for Park South Hillsboro Supplemental System Development Charge credits.
 - y) Show the extension of an 18-inch public waterline in SE Blanton Street (formerly SE Alexander Street) from SE 67th Avenue/SW 229th Avenue to SW 209th Avenue; a 12-inch public waterline in SE Cornelius Pass Road from SE Blanton Street (formerly SE Alexander Street) to the northwestern boundary of future Lot 4; and an 8-inch public waterline in the proposed local streets, which will run through or adjacent to Lots 1-4.
 - z) The proposed water service plan as shown shall be revised to comply with City engineering and construction standards. Contact the Water Department at 503-615-6731 to discuss the water service plan prior to submittal of the engineering and/or building permits.
 - aa) Provide the following comments on the plan set: "Wet tap of the existing water main shall only be completed by a City approved contractor."
 - bb) Any plans for water quality facilities which will be designed and delivered as part of the infrastructure PUD approval shall show and establish the trail corridor segment adjacent to the water quality facility.
6. Prior to the City's approval of the Building Permit Authorization form and submittal of building permits for vertical development:
- a) The developer shall demonstrate compliance with the conditions of approval within this decision which includes recordation of the plat and completion of the public improvements identified in this decision.
 - b) The City shall approve a Financing Program for South Hillsboro as represented in the South Hillsboro Transportation and Parks Supplemental System Development Charge Methodology Report Appendix "C" and any implementing ordinances are adopted and become effective. "Vertical Development" means any structure intended for human

habitation, occupation, or commerce for which a certificate of occupancy is required, except as may be necessary for the construction of public facilities.

- c) In accordance with Section 7.c of the executed annexation agreement between the applicant and the City, and in accordance with CDC Sections 12.80.120 and the South Hillsboro Plan District in 12.65, the developer shall submit and receive approval for a “master concept plan Planned Unit Development” for the entire 463 acre Reed’s Crossing Site.
- 7. Prior to issuance of building permits for vertical development, and subject to the ability of the City of Hillsboro to acquire required right-of-way, where applicable, from third parties utilizing TDT creditable funding from the developer; and subject to the approval of the appropriate Road Agencies, the developer shall design, permit and construct the improvements as described in Condition Nos. 5a, 5b, 5c, 5d, 5e, 5f, 5g, 5h, 5i, 5j and 5q.
 - 8. The developer shall show concept plans for the two neighborhood parks and detailed locations for the trails along the Bonneville Power Administration corridor and the Gordon Creek corridor per the South Hillsboro Community Plan within their submittal of the concept Planned Unit Development application for vertical development on the site.
 - 9. All above conditions of approval addressing any aspect of the future TSDC creditability of improvements and dedications may be modified by the South Hillsboro TSDC Ordinance, Transportation Finance Plan, or Financing Program the City is planning to adopt or by a Development Agreement.

EXHIBIT B
(Findings)

The Planning Commission incorporates herein by this reference and adopts as its own, the summary and analysis of the approval criteria set forth in the application and the complete staff reports dated March 2, March 16 and March 22, 2016. In addition, the Planning Commission adopts the following findings:

The City complied with all required notice and hearing procedures for the Planning Commission's March 9, 2016 and March 23, 2016 hearing in this matter. At the commencement of the March 9th hearing Senior Planner Ruth Klein made the disclosures and announcements required by ORS 197.763(5) and (6) and 197.796. No member of the Planning Commission had any ex parte contacts, conflicts of interest or biases to report. There were no procedural objections or objections to the participation of any member of the Planning Commission in this matter, and no one requested a continuance or that the record be kept open.

At the hearing, Senior Planner Ruth Klein provided a verbal summary of the March 2, 2016 Staff Report, described the proposal, and generally discussed the significant issues relative to the approval criteria. Other staff in attendance included: Colin Cooper, Planning Director; Dan Dias, Development Services Manager and Don Odermott, Transportation Planning Manager. The applicant provided a presentation in support of the application. At the March 23rd hearing, the applicant stated that all of the conditions, listed in the Order, were accepted.

A motion was made to approve the application with the conditions identified in Exhibit A. That motion passed unanimously, approving Order No. 8171 which recommended approval of the preliminary development plan for the proposed planned unit development, with conditions.

Community Development Code No. 6094, Section 12.80.120.J, specifies the approval criteria for approval of a concept plan for a proposed planned unit development (PUD). Analysis is based on the application materials deemed complete on January 28, 2016 and department and agency comments received.

12.80.120 Planned Unit Development.

J. Concept Plan Approval Criteria. To approve a PUD concept plan, the Planning Commission shall make findings, based on evidence provided, that the following criteria are satisfied:

1. The development concept demonstrates that the PUD has some significant advantages over a standard development allowed under base zoning standards. "Significant advantages" in this context may include, but are not limited to, one or more of the following:

a. The PUD is consistent with the provisions of any applicable adopted Community Plan in the Comprehensive Plan and any applicable Plan District in Subchapters 12.60 through 12.65;

The Reed's Crossing Infrastructure PUD innovatively provides "Gateway" transportation and other infrastructure improvements that directly implement the South Hillsboro Community Plan District, as well as the annexation agreement executed by the applicant and the City. Prior to submittal of any Planned Unit Development application the property owner is required to obtain a City approved annexation agreement in accordance with the South Hillsboro Plan District, Community Development Code Section 12.65. The agreement provides a framework for the pending development on the site which includes the developer submitting and receiving approval for a "master concept plan Planned Unit Development" for the entire 463 acre Reed's Crossing site. A condition was added that references that this requirement be completed prior to submittal of permits for vertical development.

This PUD is not the "master concept plan" but an infrastructure PUD that proposes the construction of the northerly arterial and collectors identified in the adopted plan. These improvements include the extension of SE Cornelius Pass Road (arterial) south to the SE Blanton Street (formerly SE Alexander Street) intersection and the construction of SE Blanton Street (formerly SE Alexander Street) (collector) from SE 67th Avenue to SW 209th Avenue providing an west/east connection to both sides of the South Hillsboro Community Plan District. These improvements also include the construction of a cul-de-sac on SE 67th Avenue/SE 229th Avenue just south of the railroad right-of-way as required pursuant to the Oregon Department of Transportation (ODOT) Rail Crossing Order No. 51058 (Rail Crossing Order). These improvements significantly enhance the traffic capacity and local circulation opportunities.

All Gateway street sections are being dedicated, designed and constructed to ultimate right-of-way width and improvement standards necessary to support anticipated buildout of the current urban growth boundary. Where additional lanes may be required to serve future Urban Reserves buildout, protected easements will be required to prohibit parking and buildings from impeding the feasible construction of these facilities, if deemed necessary in the future. This includes the transitional tapers at intersection approaches and the right-of-way turn lanes and parking along 'active use street frontages' within the Town Center. The City Engineer will use the best available information prior to approving intersection design, which includes but is not limited to the applicant's TIA, the Urban Reserves Recommended Intersection Improvements and the Community Development Code.

This PUD also includes provision of the water and sanitary sewer system improvements envisioned in the Community Plan water system and sanitary sewer system master plans. Phase One storm water improvements are designed to permit phased development of a natural appearing storm water treatment amenity and open space within Reed's Crossing.

The combination of these Gateway street and utility improvements provides the basic infrastructure necessary to transition this greenfield to support the future vertical development envisioned in the South Hillsboro Community Plan District.

This PUD creatively provides this infrastructure prior to vertical development. This will lessen the impact of future construction and provide important circulation improvements and capacity for the entire plan district area ahead of development. Future PUD's will be requested for vertical development and will include the necessary additional local road and utility improvements to support the development. This criterion is met.

b. The PUD protects, preserves, and/or manages areas of significant natural resources beyond the requirements of the base zoning regulations;

The Reed's Crossing site has been in agricultural use for over a hundred years. The site has been extensively graded and cultivated. The property has a few large native Oregon oak trees and a few small isolated wetlands with vegetated corridors. This site does not contain any city designated Significant Natural Resource Area (SNRO). The attached Goal 5 Memorandum indicates that no site natural resources qualify for designation as an SNRO area. The natural resource reports within the application delineate six wetlands comprising a total of about 1.5 acres within the 463 acre project area. Five of these small wetland areas will be protected during infrastructure improvements. A wetland will be impacted at the intersection of SE Blanton Street (formerly SE Alexander Street) and SW 209th Avenue. Several of the vegetated corridors will be enhanced when included in future vertical development PUDs. The road alignments, the utility and storm water plans and Infrastructure PUD Site Plan sheets and exhibits illustrate the care that has been exercised to preserve these site features.

An arborist report is included in the application and it contains an inventory and assessment of all of the on-site and adjacent trees. This PUD will impact two of the nearly three hundred trees on or adjacent to the site. These two trees are located along the west side of SW 209th Avenue at the Reed's Crossing east property line on the County right-of-way at SW Blanton Street. The trees will need to be removed to provide for the new SE Blanton Street (formerly SE Alexander Street) and SW 209th Avenue intersection. This criterion is met.

c. The general arrangement of proposed uses in the PUD better integrates future development into the surrounding neighborhood, either through more compatible street layout, architectural styles and housing types, or by providing better transitions between the surrounding neighborhood and the PUD with compatible development or open space buffers;

The proposed street for the infrastructure PUD take the first step towards creating compatible and integrated neighborhoods within the South Hillsboro plan district. This criterion is met.

d. Any requests for Adjustments included in the concept plan, including requests for increased density, comply with the applicable standards in Sections 12.80.154, 12.80.156 and 12.80.158 as applicable;

This PUD does not include any Adjustment requests. This criterion is not applicable.

e. Areas of open space, their intended levels of use, and their relationship to other proposed uses in the PUD provide enhanced opportunities for “third place” gathering areas;

In addition to the applied conditions of approval, the proposed street alignments for the infrastructure PUD take the first step towards creating compatible and integrated neighborhoods within the South Hillsboro plan district. Conditions of approval have been applied which will ensure that open space is designed and delivered in accordance with the South Hillsboro Community Plan as well as in a manner which corresponds with intended levels of use driven by surrounding development as part of the concept planned unit development for vertical development on the site. A condition of approval has also been applied which will ensure that infrastructure improvements now will not negatively impact the provision of parks, trails and open space with future development proposals. This criterion is met.

f. The PUD features outstanding site design and construction; such as enhanced architectural design and materials; best management practices for on-site storm water management, green building materials, water and energy efficiency, and/or horticultural activities;

This is an infrastructure PUD. Future PUDs associated with vertical development will be required to address the specifics of site and architectural design. This criterion is not applicable.

g. Site design in the PUD will create a diverse neighborhood including age- or disability-friendly features such as “visitability”; and

This is an infrastructure PUD. Future PUDs associated with vertical development will be required to address a wider range of specifics of age and/or disability-friendly features such as visitability. The approval ensures the delivery of improved street segments including bicycle and pedestrian facilities for the SE Blanton Street and SE Cornelius Pass Road extensions. To the extent this criterion is applicable, it is met.

h. The PUD features enhanced opportunities for walkability or transit ridership, including separated parking bays, off street walking paths, shorter pedestrian routes than vehicular routes, linkages to or other provisions for bus stops, etc.

This PUD improves upon the opportunities for walkability, bicycling and transit. The streets within this PUD will be improved with sidewalks, raised cycle tracks and the opportunity for future transit stops. This criterion is met.

2. *Any adjustment(s) proposed meet the approval criteria for the specific adjustment(s) as set forth in Section 12.80.158; and*

No adjustments are being requested. This criterion is not applicable.

3. *If a preliminary plat was submitted for approval with the PUD concept plan, then the preliminary plat complied with the applicable approval criteria in Subsection 12.80.096.D or 12.80.098.F.*

The applicant has demonstrated compliance with the subdivision approval criteria within Section 12.80.098 F as encompassed within the narrative and site plans. These criteria are further addressed below. This criterion is met.

12.80.098 Subdivision.

F. Approval Criteria for Subdivision Preliminary Plat. To approve a subdivision preliminary plat, the Review Authority shall make findings of fact, based on evidence provided, that the following criteria are satisfied:

1. *The proposal complies with the criteria and standards of this Code, including the minimum and maximum residential densities of the base zone, if applicable;*

The PUD narrative addresses how this non-vertical PUD complies with the applicable code standards and criteria. This PUD provides initial core street and utility improvements to the northern section of Reed's Crossing. This affected portion of the Reed's Crossing site includes the following base zones: MU-VTC Mixed Use – Village Town Center; MFR-3 Multifamily Residential; MFR-2 Multifamily Residential; MFR-1 Multifamily Residential; SFR-4.5 Single Family Residential; and SFR-6 Single Family Residential. The site improvements proposed in this application will facilitate future development of this approximately 150 acre portion of Reed's Crossing as well as providing opportunities for other areas within the plan district to develop. The proposed and conditioned infrastructure dedications and improvements are essential to provide and vest the applicant's transportation impact analysis (TIA) Phase 1 capacity as provided for in the Annexation Agreement, as well as facilitate future development of this area per the applied zoning. This PUD also creates large interim lots in anticipation that the site will continue to support agriculture use, as portions of the site urbanize. This criterion is met.

2. *The proposal provides for necessary public utilities and facilities including, but not limited to, water, sanitary sewer, storm sewer, streets, parks, fire protection, and police protection;*

This application contains utility master plans for providing public utilities to the site that will support the planned and anticipated urban development of the area. This set of utility master plans lay out a comprehensive approach to providing the services for the entire site by phase. These plans will guide the installation of the utilities as each phase is developed to assure that future utility master plan development considerations are integrated to each proposed phase of development and to provide for the efficient and timely delivery of

public services to the site. This PUD will also extend the necessary sanitary sewer and water mains and provide a storm water facility for the Gateway improvements.

As addressed above, the street dedications and improvements which have been proposed within and conditioned upon this proposal are needed to provide the capacity to vest the TIA's Phase 1 trip capacity as agreed to in the Annexation Agreement and to establish the necessary right-of-way dedication on existing adjacent arterial and collector roadway and the central SE Cornelius Pass Road and SE Kinnaman Street extensions essential to support future TIA phases of the applicant's development and development of other initial South Hillsboro development critical to the adoption of the South Hillsboro Transportation Finance Plan, Ordinance No. 6129. In addition, a condition of approval has been provided for the applicant to dedicate a half street width of 36 feet from the centerline of the future SE McInnis Street. This is needed to clarify some confusion regarding the status of the existing SW McInnis Lane.

While this application contains no vertical development necessitating full police and fire services, they are anticipated to expand to serve this area as it develops inside the current city limits. This criterion is met.

3. *The proposal facilitates safe and convenient bicycle and pedestrian connections and access within the proposed subdivision compliant with Section 12.50.420;*

This proposal is to develop the gateway road sections for the northerly section of the SE Cornelius Pass Road arterial and for the length of the SE Blanton Street (formerly SE Alexander Street) collector from SE 67th Avenue/SW 229th Avenue to SW 209th Avenue at SW Blanton Street. No vertical development is proposed with this PUD. These initial Gateway street improvements provide full street sections and take into consideration future on-street parking and turn lanes, as well as bike and pedestrian facilities. This system will connect to planned facilities at the new SE Cornelius Pass Road rail crossing project and thereby the intersection of SE Tualatin Valley Highway and SW Cornelius Pass Road. The on-site system will provide connections to the limited sidewalks on the west side of SE 67th Avenue. At this time there are no pedestrian or bicycle facilities to connect to at SW 209th Avenue. New signals will be installed at the new intersection of SW 209th Avenue and SE Blanton Street and at the intersection of SE Cornelius Pass Road and SE Blanton Street when warranted with future development. These new signal improvements will contribute to and improve safer and more convenient bicycle and pedestrian connections and access. These improvements are particularly important for the vested capacity as established in the Annexation Agreement as well as improving existing capacity along the SW 209th Avenue corridor.

At the March 23rd public hearing, the Planning Commission gave tentative approval to defer the designation and establishment of Active Use overlay limits until the full site concept PUD application. This was adopted by the Commission as a City Council recommendation on March 29, 2016. Prior to this shift the improvements associated with the Active Use overlay were as follows: *In this first phase, SE Cornelius Pass Road will provide the raised 7-foot cycle track and 12-foot sidewalk with street tree wells from SE Tualatin Valley Highway to SE Blanton Street, along the active use street frontages. These improvements*

will provide for a safe pedestrian and bicycle environment from the Rail crossing extension south for about 1/3 of a mile to the intersection with SE Blanton Street. Along the extension of SE Blanton Street from SE Cornelius Pass Road to SW 209th Avenue is a 7-foot cycle track and the required full street improvements which includes sidewalks and street trees. An additional 2 feet is needed to be added to each cycle track facility for the purposes of buffering and shy distance. This additional width is contemplated within the street cross sections contained in the South Hillsboro Plan District Section 12.65.940, which states "Bike lane design as approved by the road agency". This will provide safe two way bike routes throughout the Gateway roadways along with safe pedestrian access along both sides of all streets.

Currently there are no sidewalks or bicycle paths along the frontages abutting the west and east edges of Reed's Crossing. On the west edge is SE 67th Avenue/SW 229th Avenue which has very limited sidewalks on the west side and no sidewalks on the east side. This PUD proposes right-of-way dedications for SE 67th Avenue. The improvements for the offset cul-de-sac at the northern portion of SE 67th Avenue north of SE Alexander Street will be conditioned upon this approval and in compliance with the Rail Crossing Order, as needed to deliver the other gateway infrastructure. The SE 67th Avenue street frontage improvements south and north of the SE Alexander Street intersection will be provided with adjacent vertical development as part of a future PUD. It is important to note that the portion of SE SE 67th Avenue/SW 229th Avenue north of the existing SE Alexander Street intersection is a local street, and the portion of SE 67th/229th Avenue south of the intersection is a collector street per the Transportation System Plan.

On the east side of Reed's Crossing is SW 209th Avenue, a partially improved County right-of-way. This PUD proposes to provide the necessary right-of-way dedications for this arterial street, consistent with the South Hillsboro Finance Plan, and frontage improvements will be provided with adjacent vertical development as part of a future PUD and in part through anticipated bonded MSTIP program improvements by Washington County (SE Blanton Street to SW Tualatin Valley Highway). The improvements planned for this PUD will permit future vertical development to provide safe and convenient bicycle and pedestrian connections and access that meets the code requirements.

This PUD approval is conditioned to ensure that subsequent PUD proposals for the site identify and provide regionally serving trail segments, primarily along the Bonneville Power Administration corridor and along the water quality corridor along the northwestern portion of the site, along with the two planned Neighborhood Parks as identified in the South Hillsboro Community Plan. Future Reed's Crossing PUD's will also construct the trails that complement the parks and trail facilities. This criterion is met.

4. *The proposal facilitates the efficient development of and safe access to and from the proposed subdivision and to adjoining undeveloped properties compliant with Sections 12.50.430 and 12.50.520;*

This PUD delivers the first phase access and public utility improvements to support the future vertical development planned for this portion of the South Hillsboro Plan District at Reed's Crossing. These improvements do not include any vertical development and

therefore the PUD creates no development impacts beyond roadway and utility construction activities. However, the delivery of the improvements will provide the transportation capacity from which the applicant will be able to secure rights to that portion of the capacity as created by the construction of the new roadways need to accommodate the TIA's Phase 1 trip projections, as well as allows certain credits to be obtained by the developer for additional capacity provided. This creates a nexus and a proportionality component to the proposal, conditions of approval and reasoning for this approval. As a result, the PUD provides critical early mitigation elements for development that will come in the future phases. This approach reduces the development impact on the local area by implementing planned improvements ahead of vertical construction, while also securing an identified share of that capacity for development on the subject site. This approach will also assist local vehicle circulation by developing the SE Blanton Street (formerly SE Alexander Street) connection between SE 67th Avenue and SW 209th Avenue and by the connection of SE Cornelius Pass Road from SE Tualatin Valley Highway to the SE Blanton Street intersection. Cumulatively, these improvement will mitigate the impacts of the required closure of the SE 67th Avenue rail crossing and SW Tualatin Valley Highway access. They will also provide congestion relief to the constrained intersection of SW Tualatin Valley Highway and SW 209th Avenue by the creation of a new alternate route for existing area commuters and freight. These Gateway improvements provide access to a new and fully improved SE Cornelius Pass Road and SE Tualatin Valley Highway intersection and new fully improved railroad crossing. These improvements built to current best engineering practices and based on extensive traffic analysis will provide a 'Gateway' into the South Hillsboro Plan District. They will also significantly improve the safety of access to the South Hillsboro area and vicinity.

The Reed's Crossing Infrastructure PUD improvements will allow future development to be constructed without the need to provide these core access and utility improvements at the same time. The Gateway improvements proposed by the Infrastructure PUD implement planned portions of the South Hillsboro Community Plan Streets Plan and Utility Service Master Plans thereby providing an efficient approach to delivering urban services to this area.

This preliminary plat fronts on two active public streets and an unimproved county right-of-way along the north. The conditions of approval require the dedication along the perimeter streets of SE 67th/SW 229th Avenue, SE McInnis Street and SW 209th Avenue to provide the ability to deliver public improvements along these street segments with future development. The conditions of approval also require the dedication and adjacent right-of-way and utility reservations along the portion of SE Cornelius Pass Road, which is a critical north/south arterial through the South Hillsboro Community Plan, and along SE Kinnaman Road, from SE Cornelius Pass Road to SW 209th Avenue, which is a collector roadway called out in the Community Plan. These dedications and reservations are critical to demonstrate compliance with this approval criteria as well as ensure the ability to deliver these regionally significant segments of infrastructure, both for transportation and other utility purposes, to the subject site as well as to surrounding properties. Due to its district wide significance, broad need and multiple methods of delivery, the City has undertaken an effort to determine the ultimate centerline for SE Cornelius Pass Road through the South

Hillsboro Plan Area. This effort and the resulting centerline has been used to establish the location of SE Cornelius Pass Road for the purposes of this decision.

The adjacent off site pedestrian and bicycle facilities that front on the Reed's Crossing site are limited. On the Reed's Crossing side of these public street frontages there are no pedestrian or bicycle improvements. SE 67th Avenue has sidewalks on the west side from south of the railroad tracks to SE Alexander Street/SE Blanton Street and south of the existing intersection with SE Alexander Street they are on very limited portions of the west side of the street. SW 209th Avenue has no sidewalks on the east side of the street. This plat will provide right of way dedications for SW 209th Avenue and SE 67th Avenue. No improvements to any existing abutting streets are proposed at this time and no improvement bonds will be required where no improvements are occurring.

The road cross-sections identified in Community Development Code Section 12.65.930 and 12.65.940 are the basis for determining the design and cross-sectional elements needed for the road improvements and general dedication requirements. The local road dimensions, as identified in the South Hillsboro Finance Plan, Ordinance No. 6129, assumptions, are used where right-of-way dedications are identified for the purposes of determining TDT and Transportation Supplemental Development Charge (TSDC) credits, which are addressed within the respective conditions of approval establishing the credits.

South Hillsboro Finance Plan Road Assumptions for Calculation of Credits		
	Local Right-of-Way	Local Curb-to-Curb
SE Cornelius Pass Road	50'	24'
SE Alexander Street (SE 67 th Avenue/SW 229 th Avenue to SE Cornelius Pass Road)	59'	32'
SE Alexander Street (SE Cornelius Pass Road to SW 209 th Avenue)	56'	32'
SE/67 th Avenue/SW 229 th Avenue (SE Alexander Street to South Property Line)	54'	32'
209 th Avenue (Railroad Right-of-Way to SW Farmington Road)	50'	24'
SE Kinnaman Street	56'	32'

Future PUD's providing for vertical development will provide for other on and off site vehicular, pedestrian and bicycle connectivity and capacity improvements consistent with CDC Section 12.50.430 and CDC Section 12.65 South Hillsboro Plan District standards. This criterion is met through the added conditions of approval.

5. *The proposal complies with the development and design standards in Subchapter 12.50 relating to street and bicycle/pedestrian design, usable open space, and development*

and design guidelines, and with any other applicable standards identified at the pre-application conference;

This PUD does not propose any vertical development. Most of the Design and Development standards in Chapter 12.50 relate to vertical development. Those standards from 12.50 and 12.65 that apply to this PUD are addressed elsewhere in these findings. This PUD complies with corresponding elements of the South Hillsboro District Plan and is the first step being proposed in the process of complying with all Design and Development standards. This criterion is met.

6. *The proposal complies with the requirements of any other affected agencies, including but not limited to: Washington County; CWS; DSL; and ODOT;*

All necessary permit requirements will be complied with in the process of permitting, constructing and transferring ownership of all public streets and utilities to the appropriate jurisdiction. After construction, storm water quality facilities will be owned and maintained by the City or the developer in compliance with all regulations. All utilities will be provided the appropriate easements. The preliminary plat indicates the anticipated sanitary sewer, water and storm easements, which will be adjusted as necessary for final engineering and compliance with the conditions of approval.

SE Blanton Street (formerly SE Alexander Street) is a designated collector street on the South Hillsboro Plan District Street Plan. The west end of this collector is an extension of the existing and improved SE Alexander Street and the east end is an extension of the existing and improved SW Blanton Street. This adopted alignment at SE Blanton Street will unfortunately impact an isolated vegetated corridor/wetland of approximately .38 acres. This is an unavoidable impact as this extension and the future SE Alexander Street and SW 209th Avenue intersection is an important component of the TIA supporting the Plan District's anticipated development. All necessary fill and mitigation permits from Clean Water Services, Department of State Lands and other required jurisdictions will be secured prior to construction activity occurring. The application contains an assessment of all six surveyed wetland areas and vegetated corridors. The Wetland Delineation and Goal 5 Memorandum for the Reed's Crossing Project can be found in Appendix H of the application. This criterion is met.

7. *Any oversized lots within the development are configured to allow future division in accordance with the requirements of this Code; and*

The PUD will facilitate conveyance of improved public streets and utility easements to the appropriate jurisdictions. The proposed PUD, as shown in the preliminary plat in Exhibit F is designed to facilitate the Gateway Improvements and the plat includes a request to create a legal lot for the Hillsboro School District's 40 acre site. The anticipated 9 lot plat creates large parcels from 8 to 215+ acres in size. The lots in the northern portion of the site range from 8 acres to over 70 acres. Two of the lots were created to correspond to future street alignments in the vicinity of the future Town Center, and several of the lots are created by the Gateway road improvement pattern. All of these parcels will be developed with future PUDs designed to implement the South Hillsboro Plan Districts

standards and most, if not all, of these large blocks of land will be re-subdivided at the time of vertical development. Several of the lots and tracts will continue to be farmed as appropriate until development. This criterion is met.

8. *Streets, driveways, and utilities will be sufficiently sized to serve the proposed development and future development on any oversized lots.*

The Gateway core street improvements and utilities will be sufficiently sized to permit the improvements necessary to fully support the South Hillsboro Plan and Reed's Crossing development. All rights-of-ways, first phase street improvements and utility easements and line sizes will be provided to implement Plan District standards. No driveways are proposed at this time. This criterion is met.

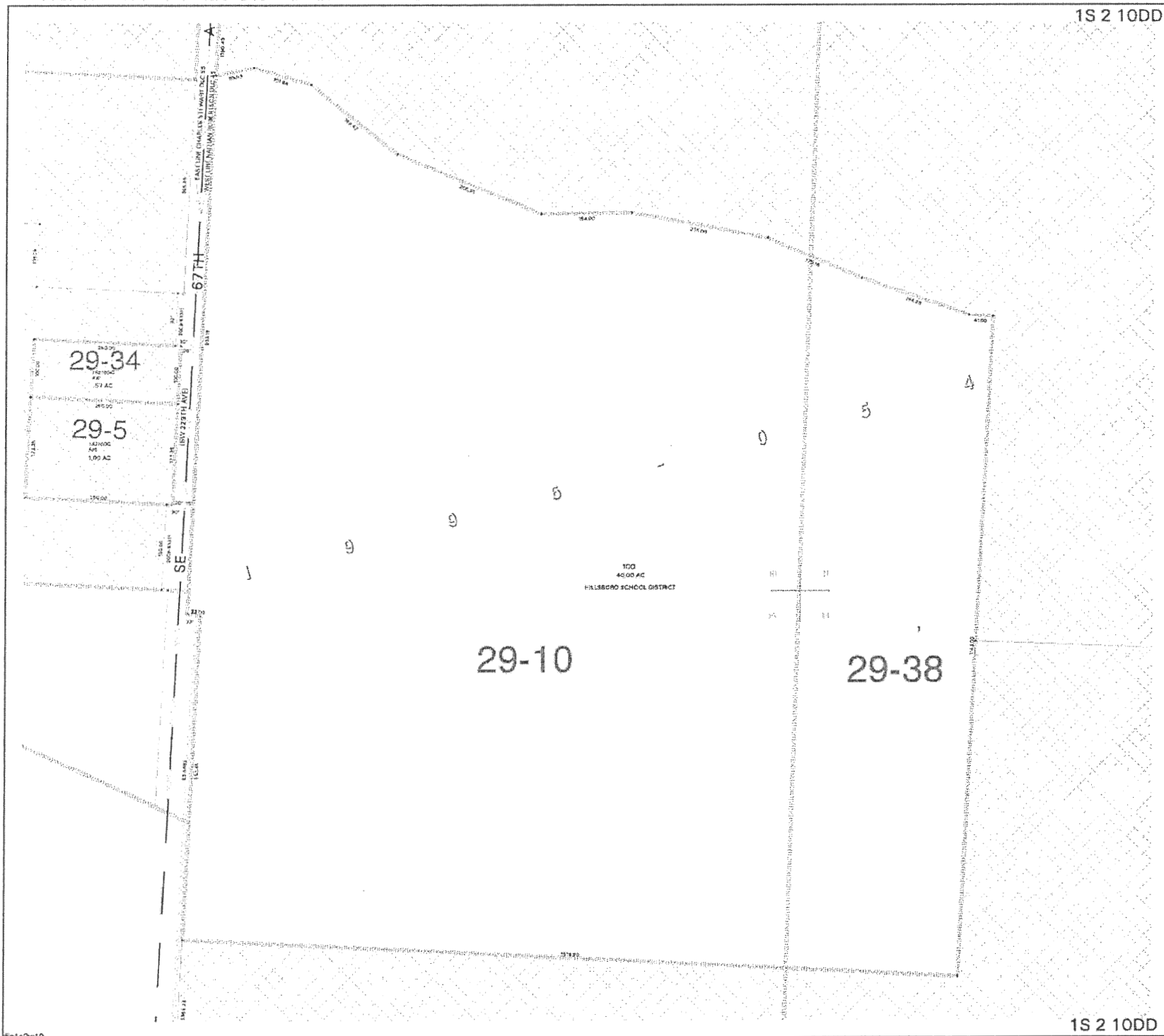


Exhibit C

1S 2 10DD

WASHINGTON COUNTY OREGON
SE 1/4 SE 1/4 SECTION 10 T1S R2W W.M.
SCALE 1" = 100'

36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6
12	7	8	9	10	11	12	7
13	18	17	16	15	14	13	18
24	19	20	21	22	23	24	19
25	30	29	28	27	26	25	30
36	31	32	33	34	35	36	31
1	6	5	4	3	2	1	6

FOR ADDITIONAL MAPS VISIT OUR WEBSITE AT
www.co.washington.or.us

SECTION 10

BB	BA	AB	AA
B		A	
BC	BD	AC	AD
CB	CA	DB	DA
C		D	
CC	CD	DC	DD

SCALE 1" = 100'

0 50 100 200 300

CARTOGRAPHY

PLOT DATE: August 19, 2015
FOR ASSESSMENT PURPOSES ONLY - DO NOT RELY ON FOR OTHER USE

Map areas delineated by other governmental agencies or a professional surveyor are for reference only and may not reflect the most current property boundaries. Please consult the surveyor or map for the most current information.

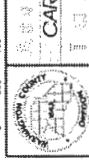
HILLSBORO
1S 2 10DD

[illegible]

Figure 1 shows a 2D hexagonal lattice. A central site is labeled '0'. Six sites are labeled '1' and are connected to the central site by solid bonds. Six sites are labeled '2' and are connected to the '1' sites by dashed bonds. The lattice extends further outwards with more solid and dashed bonds and sites.

36	31	32	33
1	6	5	4
12	7	8	9
13	18	17	16
24	19	20	21
25	30	29	28
36	31	32	33
1	6	5	4

0 100 400

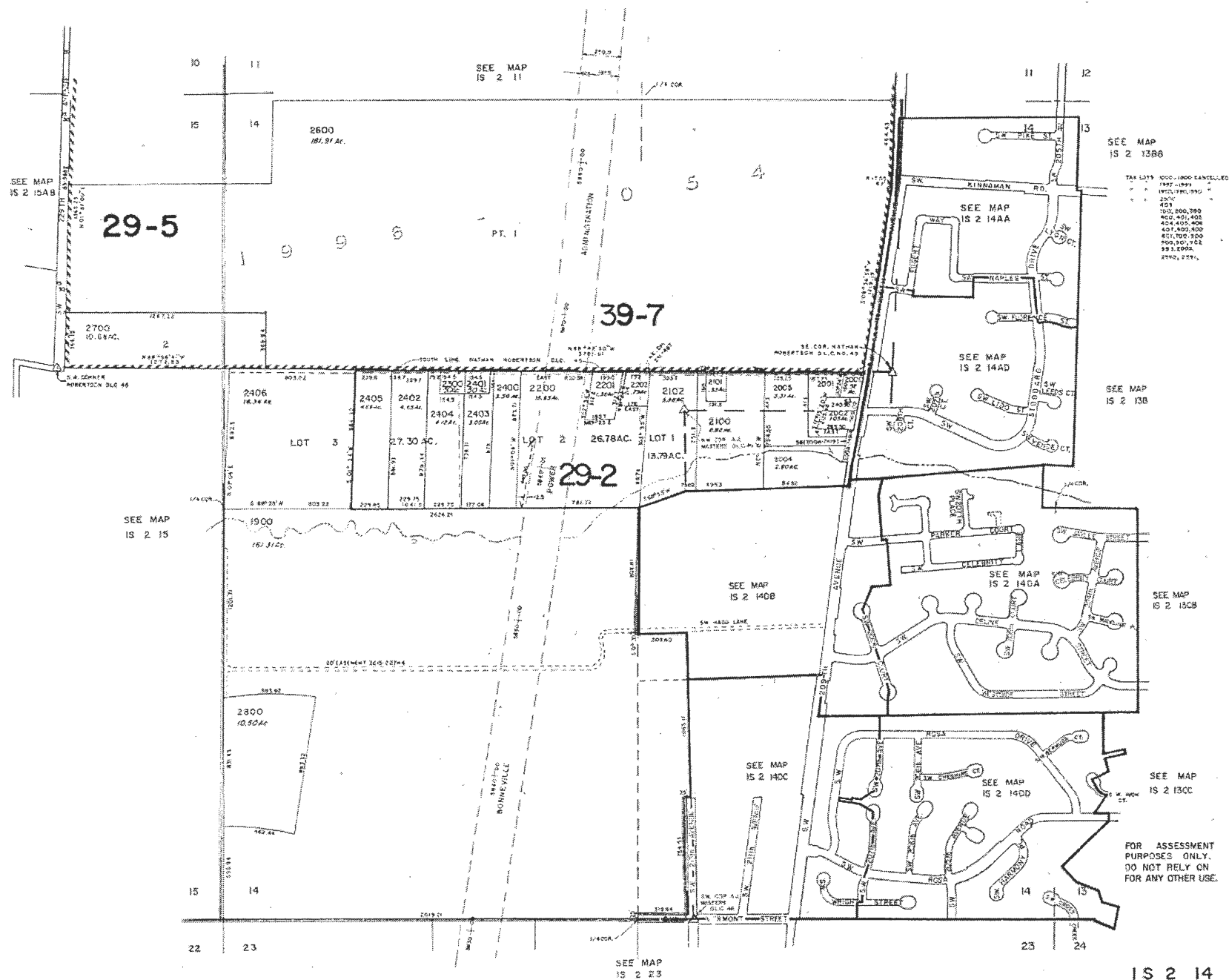


As a result, the program is not only a success, but it is also a model for other states.

[illegible]

SCALE 1" = 400'

Exhibit C



15 2 14

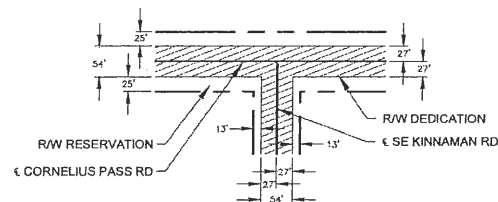
CURVE DATA						
NO.	PC STA.	PT STA.	R	Δ	T	e
C1	69+07.78	77+18.03	1150'	40°22'06"	422.76'	N.C.
C2	81+09.58	88+38.15	1150'	36°17'56"	376.98'	N.C.

ALIGNMENT CONTROL POINTS			
NO.	DESCRIPTION	NORTHING	EASTING
P1	☐ OF CORN. PASS RD & ☐ OF 60' R/W FOR MCINNIS LN	672564.356	758577.740
P2	☐ OF CORN. PASS RD & ☐ OF KINNAMAN RD	673459.896	7586240.365
P3	☐ OF CORN. PASS RD & ☐ OF ALEXANDER ST	674904.961	7586766.796

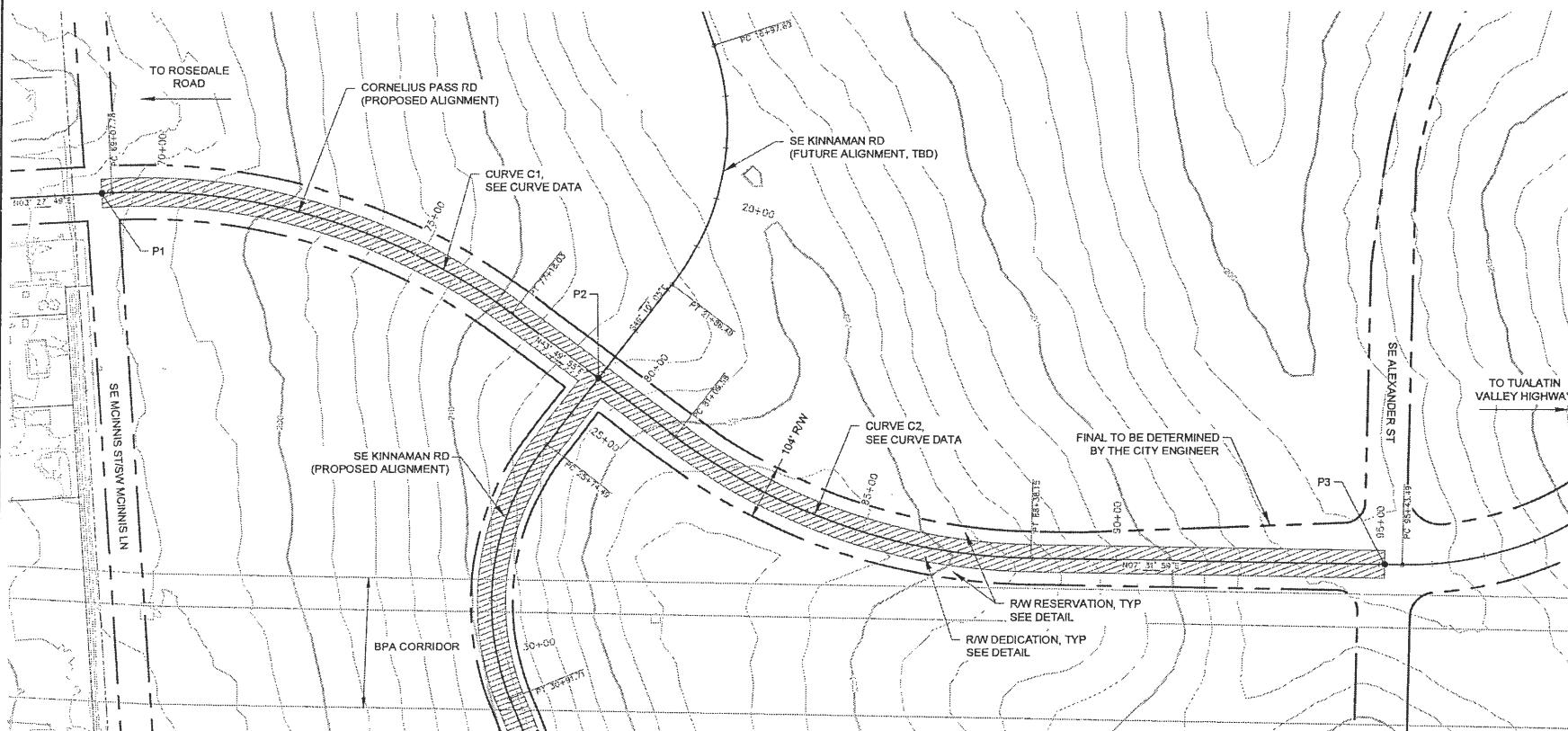
COORDINATES ARE OREGON STATE PLANE, NORTH ZONE (NAD 83)

PRELIMINARY

SUBJECT TO FINAL APPROVAL BY
THE CITY AND COUNTY ENGINEER



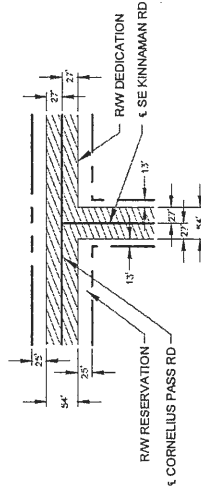
DETAIL



KINNAMAN ROAD RIGHT-OF-WAY DEDICATION

CURVE DATA				
P.T. STA.	R	Δ	T	e
19+30.41 71	500'	59°16'09"	284.44'	N.C.
15+50.01 95	950'	25°13'42"	212.60'	N.C.

STATION	ALIGNMENT	CONTROL POINTS	NORTHING	EASTING
10+00	CORNELIUS PASS RD & E OF KINNAMAN RD		672564.356	7568777.540
15+50	KINNAMAN RD ALIGNMENT		673630.350	7568777.082
ALL ARE OREGON STATE PLANE, NORTH ZONE (NAD 83)				



DETAIL

MINIARY
INAL APPROVAL BY
COUNTY ENGINEER

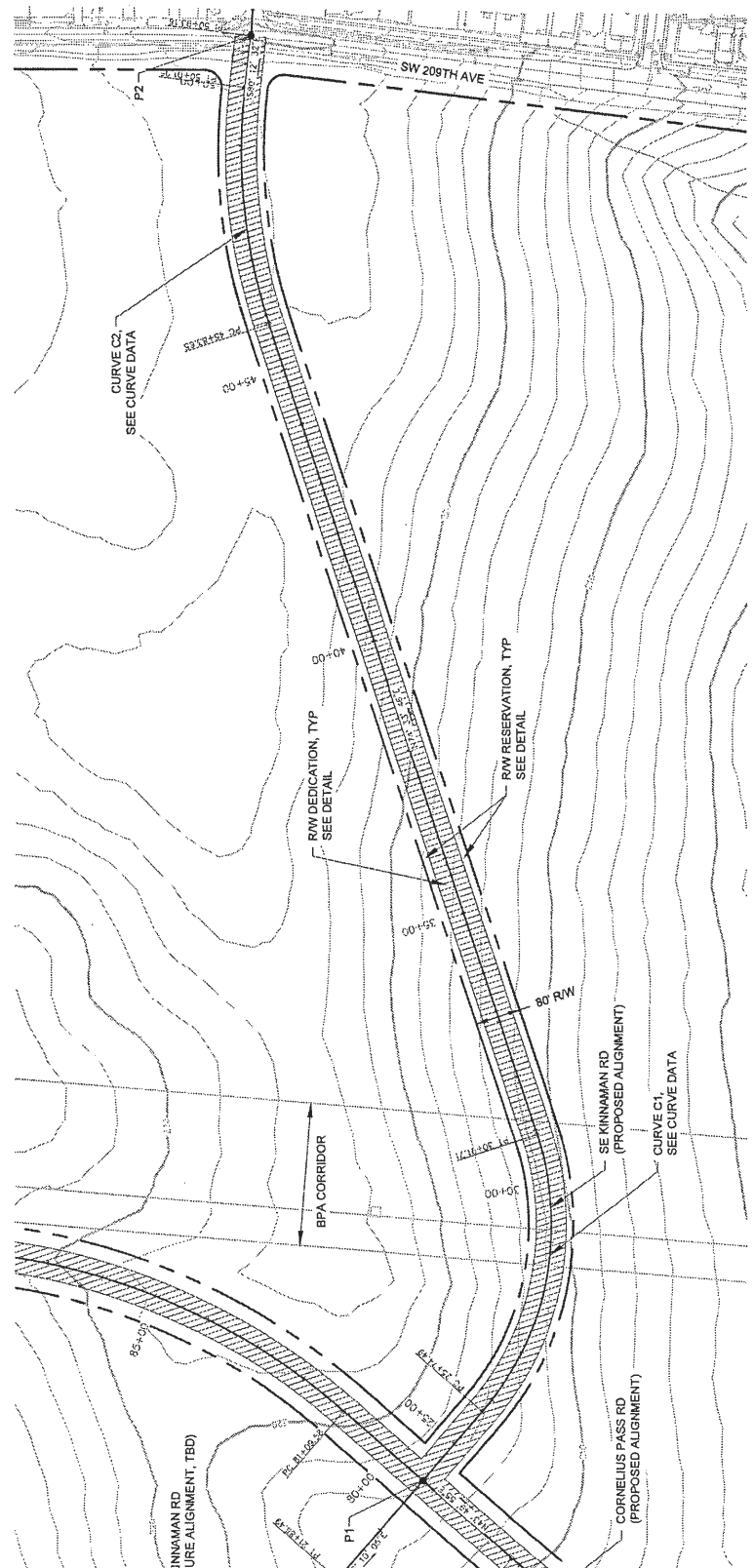
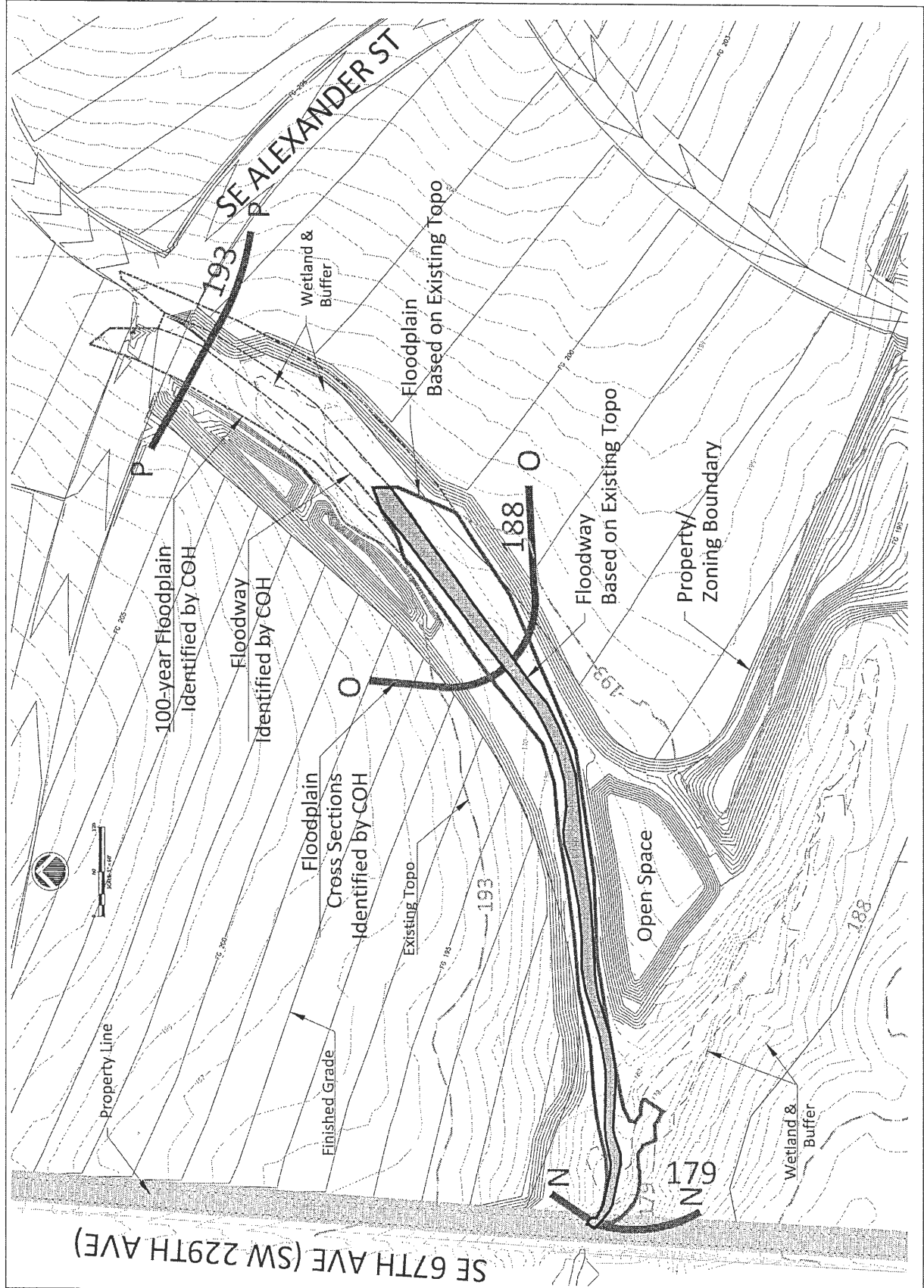


Exhibit E



FILE: W:\15426-REDS CROSSING\GVI\DOCS\FEMA\FLOODPLAIN\MAP-FROM COUNTY-OCT 2015.DWG

Mackay & Spósito
DIRECT PUBLIC WORKS LAND DEVELOPMENT
www.mackaysposito.com

REDAKING
COMPUTING

REED'S CROSSING
HILLSBORO, OR
Floodplain and Floodway Map
Impact Assessment

REVISIONS	
NO.	DESCRIPTION
1	ISSUED
2	DATE
3	SCALE
4	DATE
5	DATE
6	DATE
7	DATE
8	DATE
9	DATE
10	DATE

FL-1

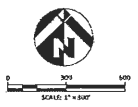
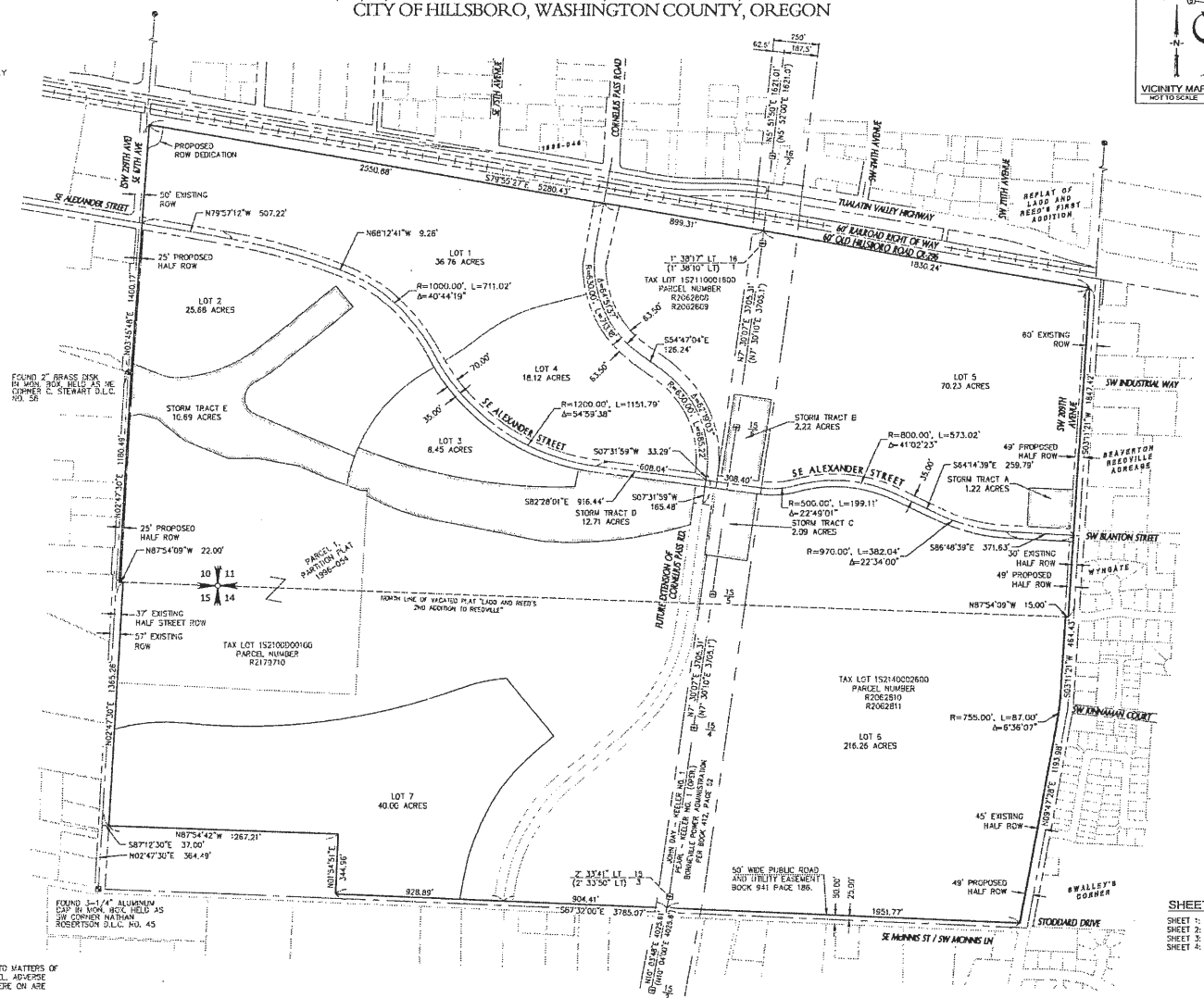
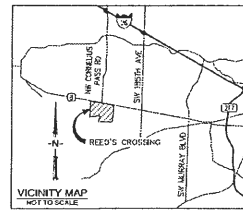
NO. 1 OF 1

REED'S CROSSING

PRELIMINARY SUBDIVISION PLAT
SECTIONS 10, 11, 14, & 15 TOWNSHIP 2 SOUTH, RANGE 2 WEST, WILLAMETTE MERIDIAN
CITY OF HILLSBORO, WASHINGTON COUNTY, OREGON

NOTES:

- 1. THE PLAT BOUNDARY WAS PREVIOUSLY ESTABLISHED BY WASHINGTON COUNTY RECORD OF SURVEY
- 2. THE BASIS OF BEARINGS IS THE OREGON STATE PLANE COORDINATE SYSTEM NORTH ZONE, NAD83/91



SHEET INDEX:
SHEET 1: EXTERIOR BOUNDARIES
SHEET 2: DETAIL LOTS 1, 2, 3, & 4
SHEET 3: DETAIL LOT 5
SHEET 4: DETAIL LOT 6 & 7

Mackay & Sposito
ENERGY PUBLIC ROAD LAND DEVELOPMENT
www.mackaysposito.com

PRELIMINARY
NOT FOR
CONSTRUCTION

REED'S CROSSING
HILLSBORO, OREGON
PRELIMINARY PLAT

REVISIONS:	
001	
002	
003	
004	
005	
006	
007	
008	
JOB NO.: 15432	
DATE: JANUARY 7, 2016	
SCALE: AS NOTED	
DESIGNED BY: AJS/BAH/JLM	
DRAWN BY: AJS/BAH/JLM	
CHECKED BY: JLM	

P1

ABBREVIATION

MU	Mixed Use
RM	Residential Medium Density
RH	Residential High Density
RR	Residential Medium Density
RS	Residential Single-Family

LEGEND

Existing Property Line	Proposed Property Line
Existing Right of Way	Proposed Right of Way
Center Line	Center Line
Street Light	Street Light
Utility Pole	Utility Pole
Utility Pole	Utility Pole

SCALE 1" = 200'

SE 67th Ave (SW 229th Ave)

SE Alexander St

SW Blanton St

SE Kinman Ct

Stoddard Dr.

SE McInnis Sub McInnis Ln

SW Cornelius Pass Road

Tualatin Valley Highway

LOT #1 36.66 Acres

LOT #2 25.68 Acres

LOT #3 8.45 Acres

LOT #4 18.09 Acres

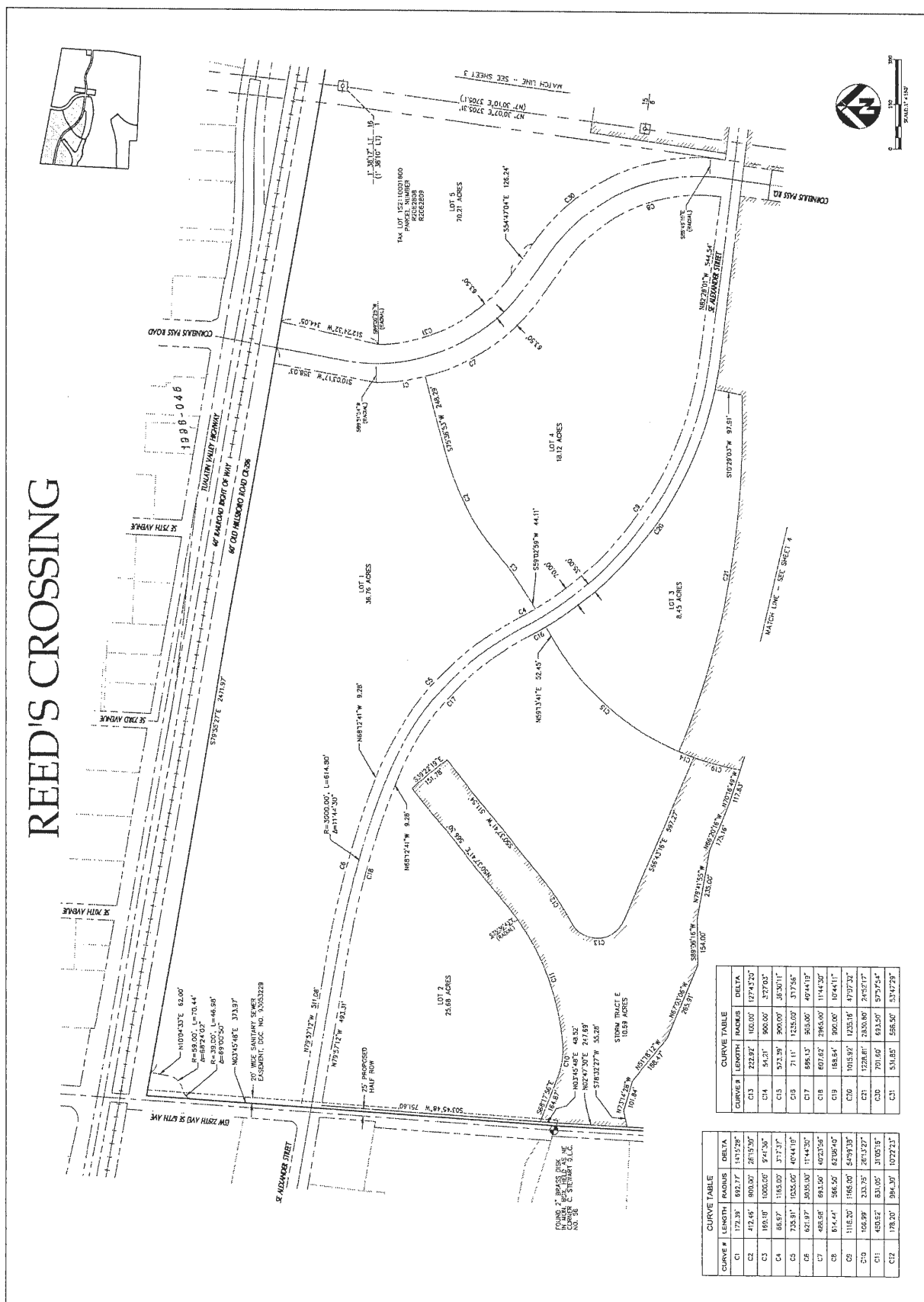
LOT #5 70.30 Acres

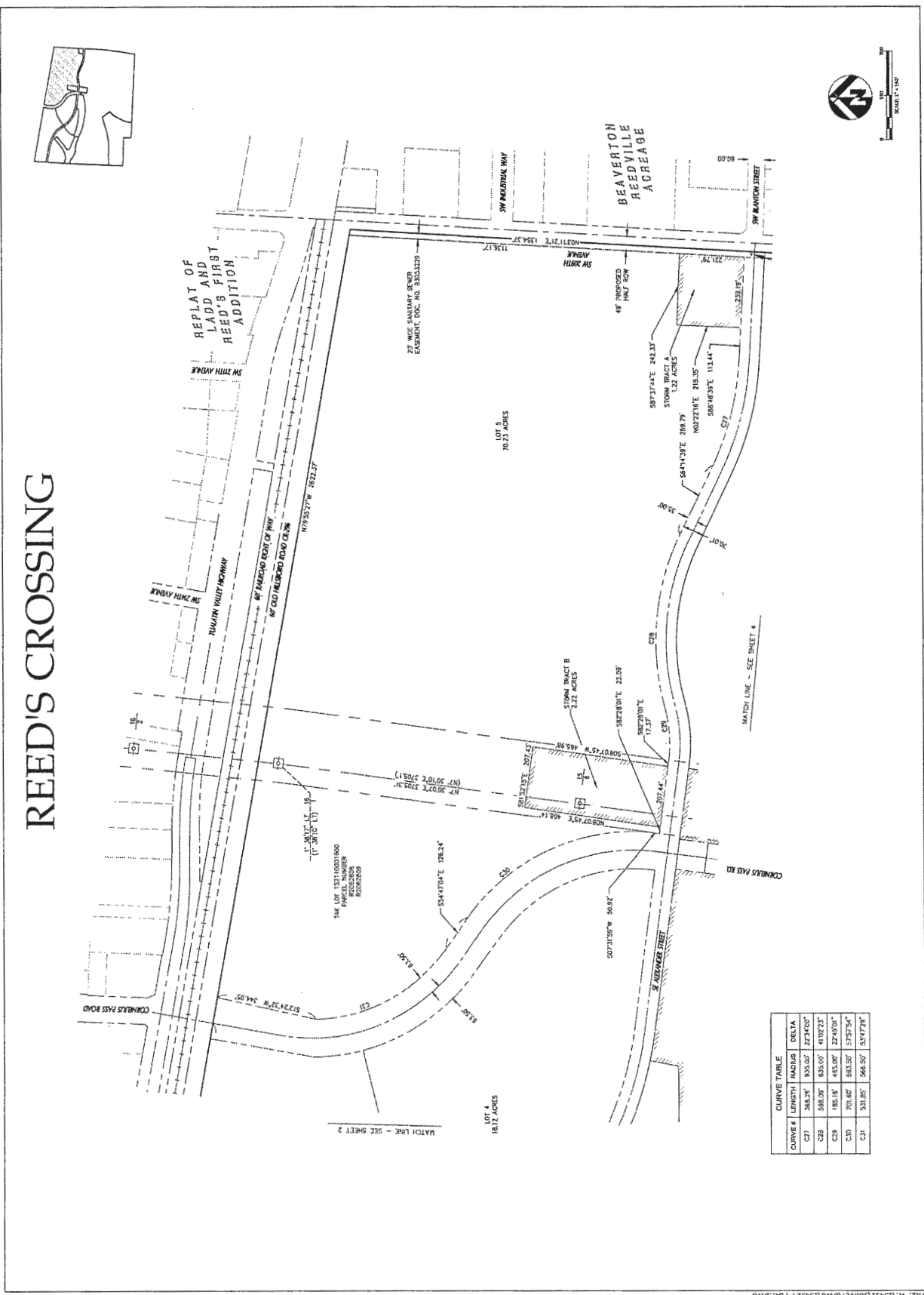
LOT #6 216.30 Acres

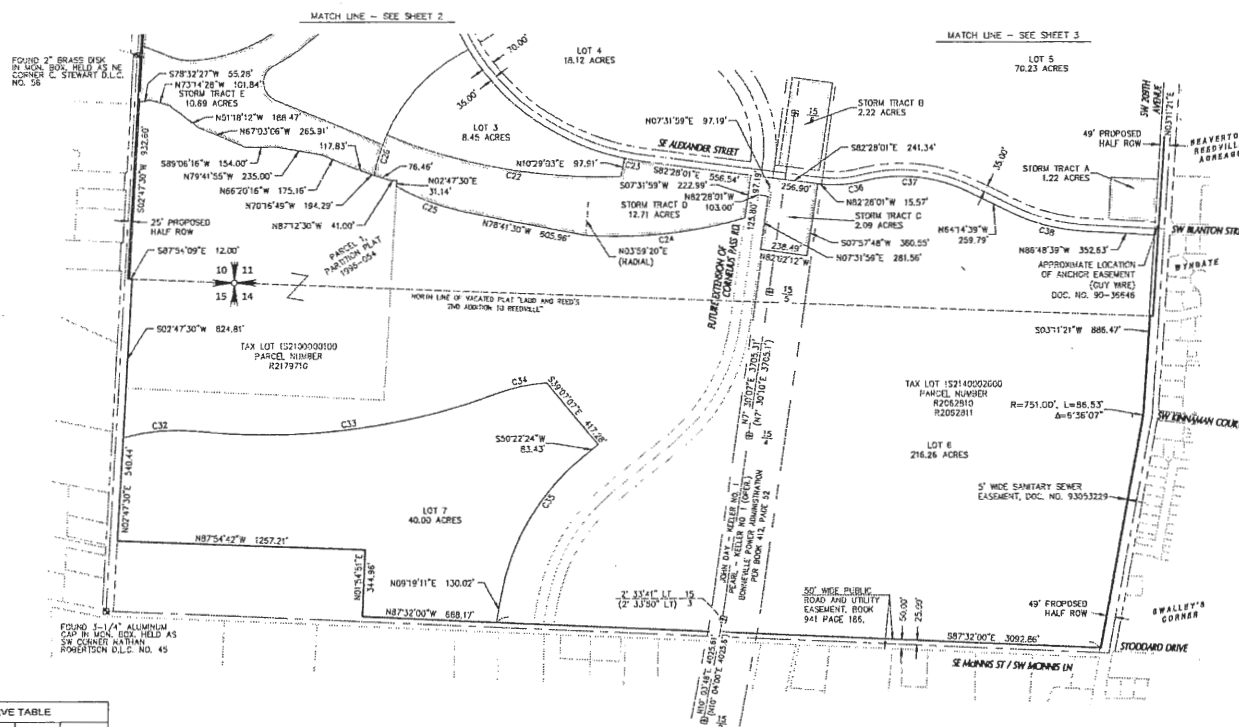
LOT #7 40.00 Acres

SW Noble Street

УДК 62-50:62-50:62-50



[illegible]



CURVE TABLE			
CURVE #	LENGTH	RADIUS	DELTA
C22	1228.81'	2830.80'	24°32'17"
C23	88.35'	1233.25'	43°40'09"
C24	825.52'	2248.35'	21°02'13"
C25	400.44'	1336.23'	17°07'55"
C26	165.64'	900.00'	10°44'11"
C32	387.62'	1000.00'	22°12'39"
C33	1547.61'	3300.00'	26°52'12"
C34	266.04'	900.00'	18°36'13"
C35	873.44'	1219.00'	11°03'31"
C36	211.05'	535.00'	22°49'01"
C37	547.05'	765.00'	41°02'23"
C38	395.83'	1005.00'	22°34'40"

FILE: W:\15432\SURVEY\DWG\15432-P-PLAT.DWG

MS DRAWING FILE: WCAPITAL PROGRAM PROJECTS/PLANNING PROJECTS/CITY OF HILLSBORO/DESIGN/REVIEW/MSD-24-PLANS/2017/30 SPEEDS CROSSING SECTIONS/SECTION A - CORNELIUS PASS ROAD NORTH/PLAN 2154.DWG

Exhibit G



PRELIMINARY
NOT FOR
CONSTRUCTION

HILLSBORO, OREGON CORNELIUS PASS ROAD ASPHALT CROSS SECTION

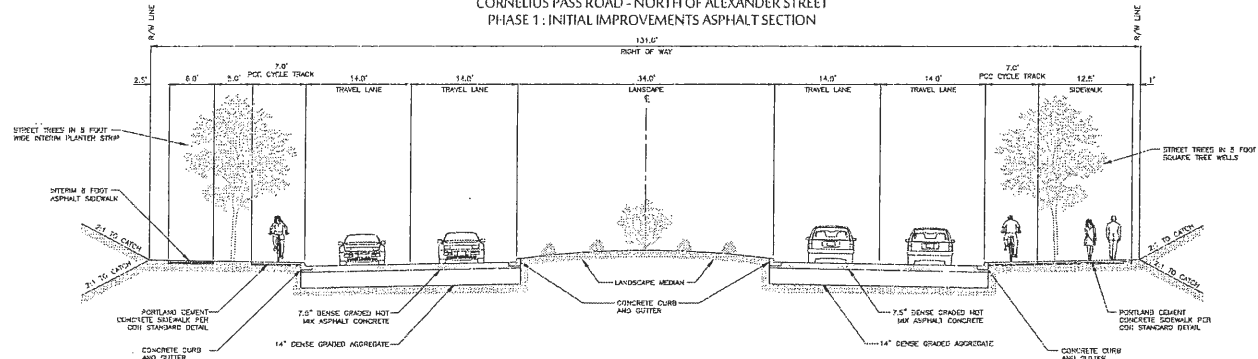
REVISIONS:

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3		
4		
5		

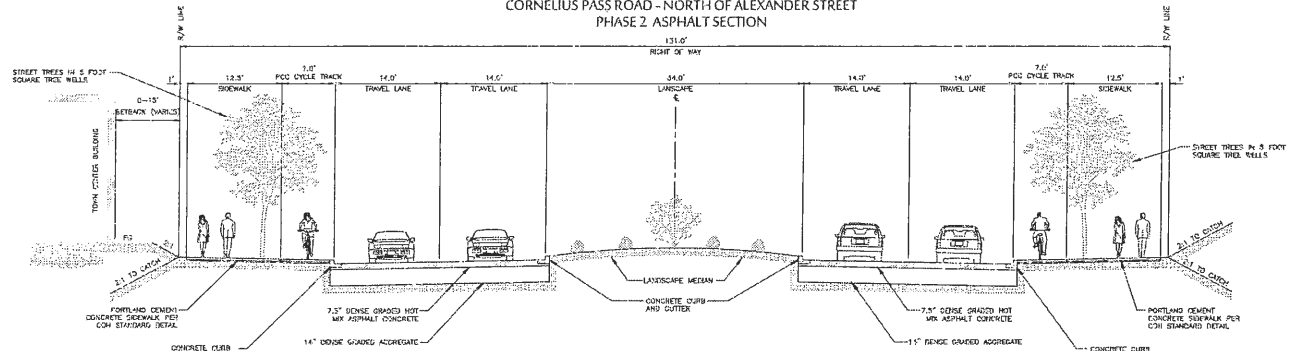
JOB NO.: 15426
DATE: 02/15/16
SCALE: NO SCALE
DESIGNED BY: HCD
DRAWN BY: HCD/M.E.
CHECKED BY:

HCS - 1

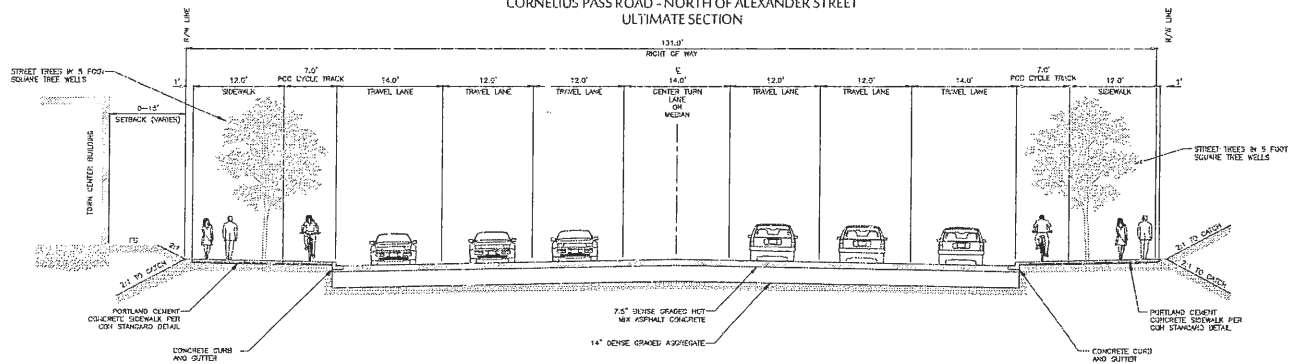
SECTION A (REVISED) CORNELIUS PASS ROAD - NORTH OF ALEXANDER STREET PHASE 1: INITIAL IMPROVEMENTS ASPHALT SECTION



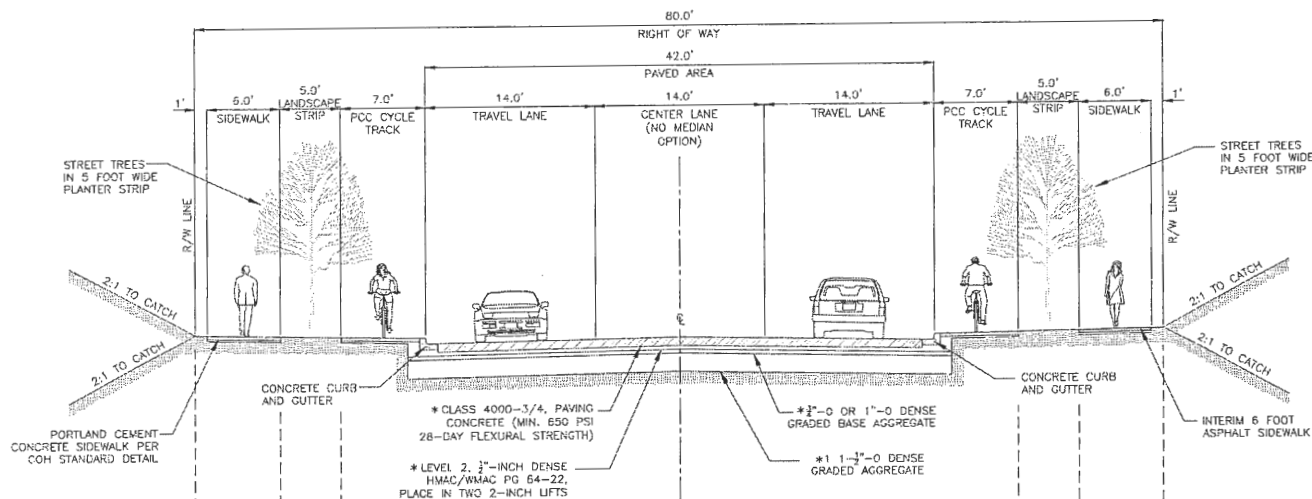
SECTION A (REVISED) CORNELIUS PASS ROAD - NORTH OF ALEXANDER STREET PHASE 2: ASPHALT SECTION



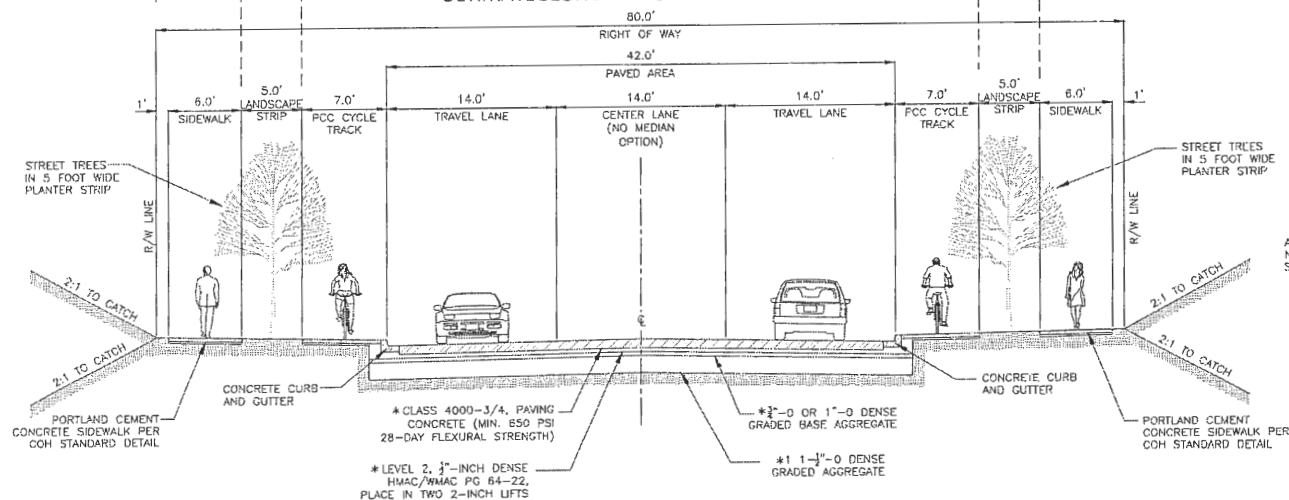
SECTION A (REVISED) CORNELIUS PASS ROAD - NORTH OF ALEXANDER STREET ULTIMATE SECTION



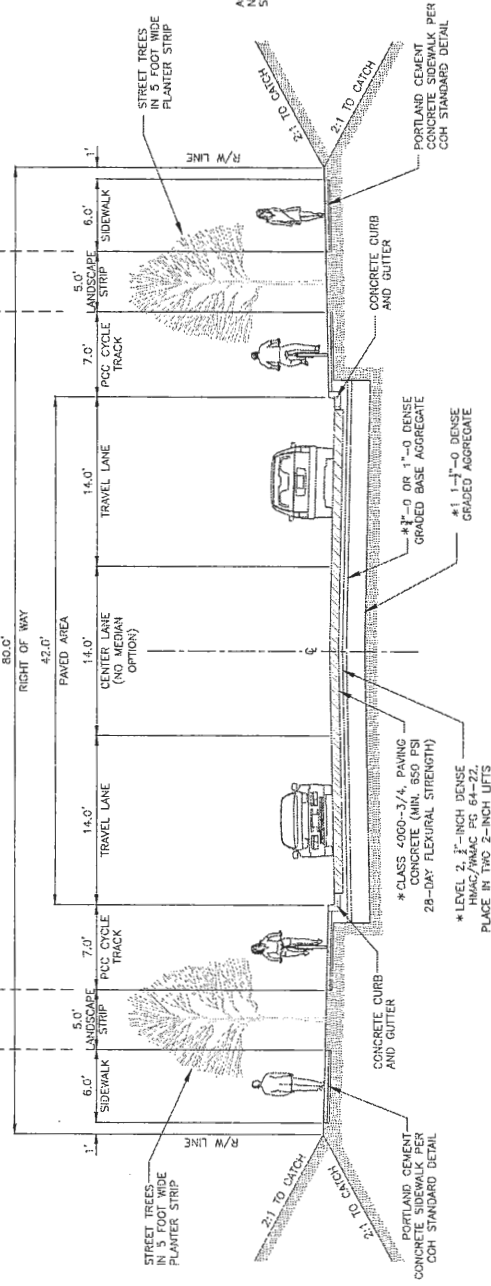
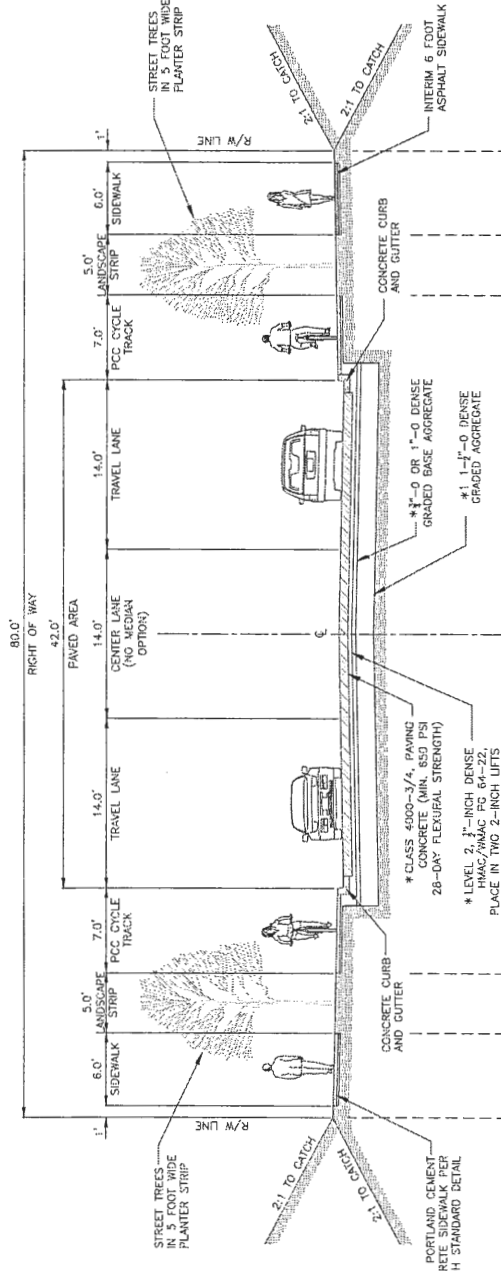
SECTION E (REVISED)
SE ALEXANDER STREET - WEST
INTERIM SECTION - NO ACTIVE USE OVERLAY



SECTION E (REVISED)
SE ALEXANDER STREET - WEST
ULTIMATE SECTION - NO ACTIVE USE OVERLAY



ACTUAL PAVEMENT AND AGGREGATE DEPTHS ARE NOT SHOWN YET AND ARE SUBJECT TO GEOTECHNICAL STUDY AND TRAFFIC VOLUME ALLOCATIONS.



ACTUAL PAVEMENT AND AGGREGATE DEPTHS ARE NOT SHOWN YET AND ARE SUBJECT TO GEOTECHNICAL STUDY AND TRAFFIC VOLUME ALLOCATIONS.