



AGENDA

MILWAUKIE DESIGN AND LANDMARKS COMMITTEE

Monday, February 2, 2015, 6:30 PM

**CITY HALL CONFERENCE ROOM
10722 SE MAIN ST**

1.0 Call to Order—Procedural Matters

2.0 Meeting Notes—Motion Needed

2.1 December 1, 2015

3.0 Information Items

4.0 Audience Participation—This is an opportunity for the public to comment on any item not on the agenda

5.0 Public Meetings—None.

6.0 Worksession Items

6.1 Summary: Kellogg Bicycle/Pedestrian Bridge Connections
Presenters: Li Alligood, Senior Planner

6.2 Summary: Moving Forward Milwaukie Project Update
Presenters: Li Alligood, Senior Planner

7.0 Other Business/Updates

7.1 Officer Elections

8.0 Design and Landmark Committee Discussion Items—This is an opportunity for comment or discussion for items not on the agenda.

9.0 Forecast for Future Meetings:

March 2, 2015 1. Public Meeting: Kellogg Bicycle/Pedestrian Bridge Connections

April 6, 2015 1. TBD

Milwaukie Design and Landmarks Committee Statement

The Design and Landmarks Committee is established to advise the Planning Commission on historic preservation activities, compliance with applicable design guidelines, and to review and recommend appropriate design guidelines and design review processes and procedures to the Planning Commission and City Council.

1. **PROCEDURAL MATTERS.** If you wish to speak at this meeting, please fill out a yellow card and give to planning staff. Please turn off all personal communication devices during meeting. For background information on agenda items, call the Planning Department at 503-786-7600 or email planning@ci.milwaukie.or.us. Thank You.
2. **DESIGN AND LANDMARK COMMITTEE MEETING MINUTES.** Approved DLC Minutes can be found on the City website at www.cityofmilwaukie.org
3. **CITY COUNCIL MINUTES** City Council Minutes can be found on the City website at www.cityofmilwaukie.org
4. **FORECAST FOR FUTURE MEETING.** These items are tentatively scheduled, but may be rescheduled prior to the meeting date. Please contact staff with any questions you may have.

Public Meeting Procedure

Those who wish to testify should come to the front podium, state his or her name and address for the record, and remain at the podium until the Chairperson has asked if there are any questions from the Committee members.

1. **STAFF REPORT.** Each design review meeting starts with a brief review of the staff report by staff. The report lists the criteria for the land use action being considered, as well as a recommendation with reasons for that recommendation.
2. **CORRESPONDENCE.** Staff will report any verbal or written correspondence that has been received since the Committee was presented with its meeting packet.
3. **APPLICANT'S PRESENTATION.**
4. **PUBLIC TESTIMONY IN SUPPORT.** Testimony from those in favor of the application.
5. **NEUTRAL PUBLIC TESTIMONY.** Comments or questions from interested persons who are neither in favor of nor opposed to the application.
6. **PUBLIC TESTIMONY IN OPPOSITION.** Testimony from those in opposition to the application.
7. **QUESTIONS FROM COMMITTEE MEMBERS.** The committee members will have the opportunity to ask for clarification from staff, the applicant, or those who have already testified.
8. **REBUTTAL TESTIMONY FROM APPLICANT.** After all public testimony, the Committee will take rebuttal testimony from the applicant.
9. **CLOSING OF PUBLIC MEETING.** The Chairperson will close the public portion of the meeting. The Committee will then enter into deliberation. From this point in the meeting the Committee will not receive any additional testimony from the audience, but may ask questions of anyone who has testified.
10. **COMMITTEE DISCUSSION AND ACTION.** It is the Committee's intention to make a recommendation this evening on each issue on the agenda. Design and Landmark Committee recommendations are not appealable.
11. **MEETING CONTINUANCE.** Prior to the close of the first public meeting, *any person* may request an opportunity to present additional information at another time. If there is such a request, the Design and Landmarks Committee will either continue the public meeting to a date certain, or leave the record open for at least seven days for additional written evidence, argument, or testimony.

The City of Milwaukie will make reasonable accommodation for people with disabilities. Please notify us no less than five (5) business days prior to the meeting.

Milwaukie Design and Landmarks Committee:

Sherry Grau, Chair
Val Ballestrem, Vice Chair
Adam Argo
James Fossen
Scott Jones

Planning Department Staff:

Denny Egner, Planning Director
Li Alligood, Senior Planner
Brett Kelter, Associate Planner
Vera Kolias, Associate Planner
Marcia Hamley, Administrative Specialist II
Alicia Martin, Administrative Specialist II

**CITY OF MILWAUKIE
DESIGN AND LANDMARKS COMMITTEE
NOTES**

**Milwaukie City Hall
10722 SE Main St
MONDAY, DECEMBER 1, 2014
6:30 PM**

COMMITTEE MEMBERS PRESENT

Sherry Grau, Chair
Val Ballestrem Vice Chair
Adam Argo
James Fossen
Scott Jones

STAFF PRESENT

Denny Egner, Planning Director
Vera Kolias, Associate Planner

MEMBERS ABSENT

None

1.0 Call to Order – Procedural Matters

Chair Grau called the meeting to order at 6:32 p.m. and read the conduct of meeting format into the record.

****Note:** The information presented constitutes summarized minutes only. The meeting audio is available from the Planning Department upon request.*

2.0 Design and Landmarks Committee Minutes

Three sets of meeting minutes were approved by the same motion.

2.1 July 7, 2014

2.2 October 6, 2014

2.3 November 3, 2014

DLC Member Ballestrem moved to approve the July 7, 2014, meeting minutes as presented. There was no second. The minutes were approved unanimously.

3.0 Information Items

Denny Egner, Planning Director, noted that an open house for the Monroe Street Neighborhood Greenway was being held on December 3 at 6:00 p.m. at the Public Safety Building.

41

42 **4.0 Audience Participation** –This is an opportunity for the public to comment on any item
43 not on the agenda. There was none.

44

45 **5.0 Public Meetings**

46 5.1 Summary: Reliable Credit Parking Lot

47 Applicant/Owner: Tom Sisul, Sisul Engineering/L & B Holzman, LLC

48 Address: 10605 SE Main St

49 File: DR-14-07

50 Staff Person: Vera Kolias, Associate Planner

51

52 **Chair Grau** called the meeting to order and read the conduct of design review meeting format
53 into the record.

54 **Vera Kolias, Associate Planner**, provided an overview of the application and staff
55 recommendation via PowerPoint presentation.

- 56 • The applicant proposed to construct a new surface parking lot on the site of a
57 commercial building.
- 58 • Because the development was located within the Downtown Commercial zone, it was
59 subject to Type III Downtown Design Review, which required a recommendation from
60 the DLC to the Planning Commission.
- 61 • The applicants had proposed utilitarian light fixtures, rather than the ornamental style
62 recommended by the Downtown Design Guidelines, and the usage of landscaping to
63 define the street edge.
- 64 • The applicant had provided a revised proposal at the meeting, which had been
65 distributed to the Committee. This proposal included a low seat wall along Main St. and
66 turned the corner along Scott St.
- 67 • Staff felt that landscaping did not sufficiently address the pedestrian environment, and
68 recommended a condition of approval requiring the provision of a structural storefront
69 facade or seat wall along the Main St frontage in order to meet the pedestrian emphasis
70 guidelines.
- 71 • Staff recommended approval with recommended findings and conditions of approval.

72 **The Committee** asked questions about the application.

- 73 • "Substantial" was an interpretation for the Committee to make, but staff's
74 recommendations were that a wall along Main St would provide the street edge. The wall
75 had not been designed and the design of the wall would need to return to the Committee
76 for review.

77 **Chair Grau** called for applicant testimony.

78 **Lee Holzman, Reliable Credit, 10690 SE McLoughlin Blvd, Milwaukie**, provided an overview
79 of the reason for the request.

- 80 • Reliable Credit had moved to its current location at 10633 SE Main St in 2001. Parking
81 had been a concern, and he had bought the commercial building at 10605 SE Main St in
82 2010 in the event that additional employee parking was needed.
- 83 • In the past year, an employee had been hit by a car while crossing Harrison St to the
84 City parking lot. This had motivated him to review Reliable Credit's parking situation.
- 85 • There was also concern about losing employee parking spaces at the City Hall parking
86 lot when or if the Texaco Site redeveloped. He was trying to be proactive and address
87 the parking situation now.

88 **Tom Sisul, Sisul Engineering, 375 Portland Ave, Gladstone**, provided additional information
89 about the parking lot design.

- 90 • The staff report had indicated that the lot was 15,000 sf, but that number included both
91 the Reliable Credit lot and the commercial building lot.
- 92 • The proposed parking lot was 15 stalls rather than the 13 stated in the staff report. 13 is
93 the net number of new parking spaces.
- 94 • The applicant did not have significant opposition to the recommended conditions of
95 approval. Staff preferred the use of ornamental lights rather than "shoe box" lights, and
96 the applicant did not have any significant opposition to that request.
- 97 • He reviewed the revised proposal that had been provided to the Committee, which
98 included 4 ornamental ("acorn") lights and a short wall of seating height along Main St
99 and wrap around to Scott St. The seat wall was preferable to a fake building facade,
100 because the seat wall provided visibility to and from the proposed parking lot. There had
101 been some questions about the large tree on the site, which was expected to remain.

102 **DLC Member Jones** asked which materials would be used for the seat wall. **Mr. Sisul** noted
103 that the wall would be constructed of brick or block in a light gray color, which was chosen
104 because it was neutral.

105 **Mr. Ballestrem** asked how the parking lot enhanced the sense of place in downtown Milwaukie.
106 **Mr. Sisul** noted that the parking facility wouldn't have the same character as the existing
107 building. It was an allowed use in the zone, and the application was being submitted at this time
108 to ensure that Mr. Holzman had the opportunity. The lot was proposed to provide convenience
109 and safety for the employees. It would be landscaped and bring greenery to the corner, where
110 there was currently none. The low wall would bring a structural element and the proposed
111 acorn street lights would provide some sense of place.

112 **Mr. Fossen** asked how the current parking lot was used. **Mr. Holzman** stated that the current
113 parking lot was used during the Farmers Market. When the Texaco Site property was
114 developed, he would consider allowing the Farmers Market to locate on the existing and
115 proposed parking lots.

116 **Chair Grau** asked how many employees and parking spaces Reliable Credit currently had. **Mr.**
117 **Holzman** stated that there were currently 50 employees and 21 parking spaces. **Chair Grau**
118 asked if there might be a diminished need for parking with the downtown light rail station. **Mr.**
119 **Holzman** thought that the light rail would help but would not fully address the problem.

120 **DLC Member Argo** asked if Mr. Holzman had a sense of how his employees traveled to work,
121 or if they had done any type of study of how people traveled to work. **Mr. Holzman** stated that
122 the employee that had been struck by a car was walking to his car after work when he was hit
123 while crossing Harrison St. He did not know how many people drove as opposed to riding a bike
124 to work. He offered to find that information.

125 **Mr. Ballestrem** asked for further clarification about a statement that Reliable Credit would not
126 be able to building a surface parking lot in the future. **Mr. Sisul** explained that the City was
127 currently reviewing code revisions for downtown Milwaukie and he assumed that a version of
128 the changes would be adopted. He understood that while surface parking lots were currently
129 allowed along Main St north of Harrison St, the proposed regulations would prohibit surface
130 parking lots along Main Street north of Harrison St. Mr. Holzman wished to preserve the right to
131 build a surface parking lot on the site, and this was the only action he could control.

132 **Mr. Jones** asked whether a best use analysis or needs assessment had been conducted for the
133 site. **Mr. Sisul** stated that no other options had been discussed. The building was currently

134 occupied by several small businesses and the proposal was to remove the building and install a
135 parking lot.

136 **Chair Grau** called for testimony in support of the application. There was none.

137 **Chair Grau** called for neutral testimony.

138 **Denise Baker, 10606 SE Main St, Milwaukie:** She supported the concept of a street wall
139 similar to the New Market Theater in Portland rather than a street wall. She agreed that the
140 pedestrian value and historic value would be changed with the removal of the building.

141 **Charles Maes, 10605 SE Main St, Milwaukie:** Owner of Casa de Tamales and tenant of the
142 building. He respected Mr. Holzman and what he wanted to do with his property. He asked the
143 Committee to help Mr. Holzman find another location for parking. He did not feel that
144 demolishing the building would help downtown. He asked for assistance with saving the
145 building.

146 **Geoffrey Janke, 1237 SE River Forest Ln, Oak Grove:** Spends quite a bit of time in
147 downtown Milwaukie. Questions whether a parking lot is the best use of the space. Would like to
148 see additional discussion about best use of the street and whether the proposal would actually
149 increase the safety of the employees.

150 **Chair Grau** called for testimony in opposition to the application.

151 **Christie Schaffer, 10606 SE Main St, Milwaukie:** Has lived in Milwaukie since the early '70s.
152 Doesn't want another parking lot on Main St. The owner should know the situation of employees
153 before putting in a parking lot. Would like to keep it as a part of Main St. Asked the City to work
154 with the applicant to find another way.

155 **Ceci Denovo, 2615 SE Willard St, Milwaukie:** Has lived in Milwaukie since 2005. Very
156 opposed to the project, feels that it is against the goals of the city. Rather than building business
157 it destroys sense of place and eliminates businesses that provide jobs and bring people in. It is
158 extremely unjust that business owners are losing income and employees as well. It is also very
159 inconvenient for Milwaukie residents who are patronizing these businesses. The
160 recommendation is to mimic storefronts, but we should keep a real storefront with businesses
161 behind them. It does not seem that the applicant is clear about what the employee parking
162 needs are.

163 **Alicia Hamilton, 11921 SE 19th Ave, Milwaukie:** One of the organizers of First Friday event,
164 and has put a lot of volunteer time and effort into making city better. Respects and understands

165 the needs of Mr. Holzman and Reliable Credit. It is devastating to lose 5 businesses for a
166 parking lot. Implored the City and property owner as well as future builders and developers to
167 work together to find solutions to parking so that a businesses don't have to build them on their
168 own. She understood that a surface parking lot was allowed by code, and asked the Committee
169 to consider several things: mimicking storefronts does create a sense of place; would look at
170 lighting, acorn style is consistent but if living across the street might prefer downward lighting;
171 consider providing a mural on the back wall and Mr. Holzman might consider donating to the
172 Milwaukie mural program.

173 **Val Hubbard, 10669 SE 21st Ave, Milwaukie:** Loves walking downtown. The small businesses
174 downtown really enhance her life in Milwaukie. It saddens her to think that this could become a
175 parking lot. Concerned about person getting hit by the car, but he could have been hit going to
176 lunch rather than to his car. Hope that they care about Milwaukie as much as she cares about
177 Milwaukie. We are on cusp of making the downtown a great place, but the proposed design is
178 not architecturally interesting. If the project moves forward would like it to beautify the City.

179 **Chair Grau** called for additional questions from the Committee.

180 **Chair Grau** asked if Reliable Credit had parking incentives for the use of transit. **Mr. Holzman**
181 stated that there was no transit incentive. He addressed comments about how he did not know
182 the employee need for parking. He had asked how many employees purchased parking from
183 the City at the Texaco site. Reliable Credit employees purchase more than the net 13 spaces
184 that would be provided in the new parking lot.

185 **Chair Grau** asked if members of the audience could ask questions of the Committee or the
186 applicant. **Mr. Egner** stated that it was the Committee's choice, and any statements should be
187 directed to the Chair.

188 **Mr. Maes** noted that Mr. Holzman could buy transit passes for 50 employees and it would cost
189 less than building a parking lot or paying for 50% of the parking passes for employees.

190 **Mr. Egner** noted that he was not sure it was proper to restart the hearing by allowing additional
191 comments and testimony.

192 **Chair Grau** noted that the issue at hand was not the removal of the building, but whether the
193 parking lot design met the Downtown Design Guidelines.

194 **Ms. Baker** asked whether the City had considered working with Mr. Holzman on construction of
195 a two-story building that could accommodate commercial spaces and parking, and whether the
196 City had followed up on urban renewal funds that could help with that type of project.

197 **Unknown female in the audience** noted that the applicant had stated that the parking lot would
198 not be permitted in the future due to proposed zoning updates. She asked if there was a
199 possibility that the parking lot permission could be "grandfathered in" so that the applicant could
200 build a parking lot in the future.

201 **Mr. Egner** responded to the questions.

- 202 • The Community Development Director had met with Mr. Holzman several times and the
203 City was still talking with them.
- 204 • The City did not currently have an urban renewal district, though it was part of the
205 Moving Forward Milwaukie discussion.
- 206 • If approval is given for the parking lot the applicant has two years to do so and can also
207 offer an extension to the approval, and they are under no obligation to construct the
208 parking lot right away.

209 **Tim McMenamin, 13063 SE Capistrano Ct, Milwaukie, 97222:** Asked if there were plans for
210 development of the City parking lot across from Reliable Credit (the Texaco Site). **Mr. Egner**
211 noted that the site had been identified as an opportunity site through the Moving Forward
212 Milwaukie project, and the City was looking at joint development opportunities. The City had
213 worked with Metro several years ago to develop the site but the economy had collapsed and the
214 project did not move forward. The City also needed to revisit a downtown parking plan in the
215 event that property developed. **Mr. McMenamin** proposed an alternative option for the site
216 which would be to create a covered Farmers Market and add a second level parking structure.

217 **Mr. Janke** asked if the project would include ADA spaces or promote alternative transportation
218 methods.

219 **Chair Grau** called for applicant rebuttal.

220 **Mr. Sisul** addressed the testimony and comments.

- 221 • The proposed parking lot would be on the same lot, so no one would need to cross the
222 street. It would also be closer than other parking lots.
- 223 • Agreed that down facing street lights would protect adjacent residences from light glare.

224 • The building to the rear of the parking lot is not owned by Mr. Holzman, so the owner of
225 the building would need to install a mural.

226 • The site was too small for a two story facility including parking due to ramps. Would not
227 work well for parking or as a retail area.

228 • The City's lot is large enough to construct a two story parking facility with street-level
229 storefronts.

230 • Sometimes the rules change and you aren't able to get an extension to the approval
231 because the rules could change. They should exercise caution and not assume that an
232 extension would be granted.

233 • An extra ADA stall would be added in front of the main entry to meet ADA requirements
234 triggered by the parking expansion.

235 **Mr. Holzman** noted that he had put a lot of money into making the Reliable Credit building look
236 nice. The parking lot was not a financial venture – he was comfortable spending the money to
237 make it to look nice.

238 **Chair Grau** closed public testimony portion of the meeting.

239 **The Committee** discussed the proposal.

240 • Agreed that the site should be visually interesting.

241 • Agreed that a hybridized approach to the site lighting was appropriate: shoe box lighting
242 was appropriate along the western edge of the parking lot, and acorn lighting was
243 appropriate along the Main St edge.

244 • Supported the low wall concept, but a storefront façade would better meet the Downtown
245 Design Guidelines.

246 • Felt that the lighting along Main St should be shielded from the residences across the
247 street in some manner.

248 • Determined that, as conditioned and with modified conditions of approval, the application
249 met the approval criteria.

250 **Mr. Ballestrem** moved to recommend approval of the application with modified findings
251 allowing shoe box lighting along the western edge of the parking lot and requesting a
252 façade rather than a seat wall along Main St. **Mr. Argo** requested that the motion be

amended to require two or three alternative concepts for DLC approval. Mr. Ballestrem modified the motion to include at least two storefront designs be submitted to the DLC for review. Mr. Fossen seconded the motion, which was approved unanimously.

6.0 Worksession Items

There were none.

7.0 Other Business/Updates

There were none.

8.0 Design and Landmarks Committee Discussion Items

There were none.

9.0 Forecast for Future Meetings:

January 5, 2014 1. Cancelled

February 2, 2014 1. TBD

Meeting adjourned at approximately 8:08 p.m.

Respectfully submitted,

Li Alligood, Senior Planner

Sherry Grau, Chair



To: Design and Landmarks Committee

Through: Dennis Egner, Planning Director

From: Li Alligood, Senior Planner

Date: January 26, 2015, for February 2, 2015, Worksession

Subject: Proposed Design for Kellogg Bicycle/Pedestrian Bridge Connections

ACTION REQUESTED

None. This is a briefing for discussion only. This briefing is in anticipation of a March 2, 2015, public meeting to review the design of the bridge connections and landings.

BACKGROUND INFORMATION

During the land use approval process for the Kellogg light rail bridge, in 2011, TriMet advanced a design for a proposed bicycle/pedestrian bridge to be constructed beneath the light rail bridge. The design for the bicycle/pedestrian bridge was approved as part of that land use process (File #WG-11-01), but the design for the connections between the bridge and the banks of Kellogg Lake was not. The bicycle/pedestrian bridge was constructed in 2014 (see Figure 1); funding was not available to connect the bridge to grade.

Figure 1. Kellogg bicycle/pedestrian bridge, January 2015



Source: Lee Leighton, Westlake Consultants

As shown in Figures 2 and 3, the bicycle/pedestrian bridge is not currently connected to the northern and southern banks of Kellogg Lake. The final step to creating a multimodal connection between downtown Milwaukie and Kronberg Park and the Island Station neighborhood is funding and constructing the bridge connections.

A. Preferred Design

At the December 16, 2014, Executive Session, staff provided 3 potential connection and landing designs for City Council consideration. Council selected Option 3, which consists of a concrete structure with a concrete column supporting it within the 100 year flood plain and Habitat Conservation Area (HCA), and a path supported by an Alan Block retaining wall outside of the flood plain and HCA. The retaining walls will be approximately 13 ft tall at their highest point. See Attachment 1 for a sketch illustrating the selected concept. See Attachment 2 for a photo of the proposed retaining wall finish.

With this decision, Council provided direction to staff and TriMet and committed to finding the funds to construct the connection and landings before the light rail alignment opens in September 2015.

Figure 2. Lake Road perspective, January 2015



Source: Lee Leighton, Westlake Consultants

Figure 3. Kronberg Park perspective, January 2015



Source: Lee Leighton, Westlake Consultants

A. History of Prior Actions and Discussions

- **October 17, 2011:** The Committee recommended Planning Commission approval of the Kellogg Bridge and the design for the Kellogg bicycle/pedestrian bridge (File #WG-11-01).

NEXT STEPS**A. Land Use Review**

The bicycle/pedestrian bridge connections are located within the Downtown Open Space zone DOS and the Willamette Greenway Overlay WG. As such, they are subject to Type III Downtown Design Review and Type III Willamette Greenway review.

The Committee's review will focus on the conformance of the proposed design with the Downtown Design Guidelines. The Committee will make a recommendation to the Planning Commission, which will hold a public hearing on the Downtown Design Review and WG Overlay applications.

The public design review meeting is scheduled for the March 2, 2015, meeting of the Design and Landmarks Committee, and the public hearing is scheduled for the March 24, 2015, meeting of the Planning Commission.

B. Additional Information

Although Council has identified a preferred design for the connections, they must still be reviewed against the Downtown Design Guidelines and the conditional use approval criteria of the WG Overlay.

Staff is seeking Committee feedback regarding the proposed design and what information would be helpful to assist with the design review process.

ATTACHMENTS

Attachments are provided as indicated by the checked boxes. All material is available for viewing upon request.

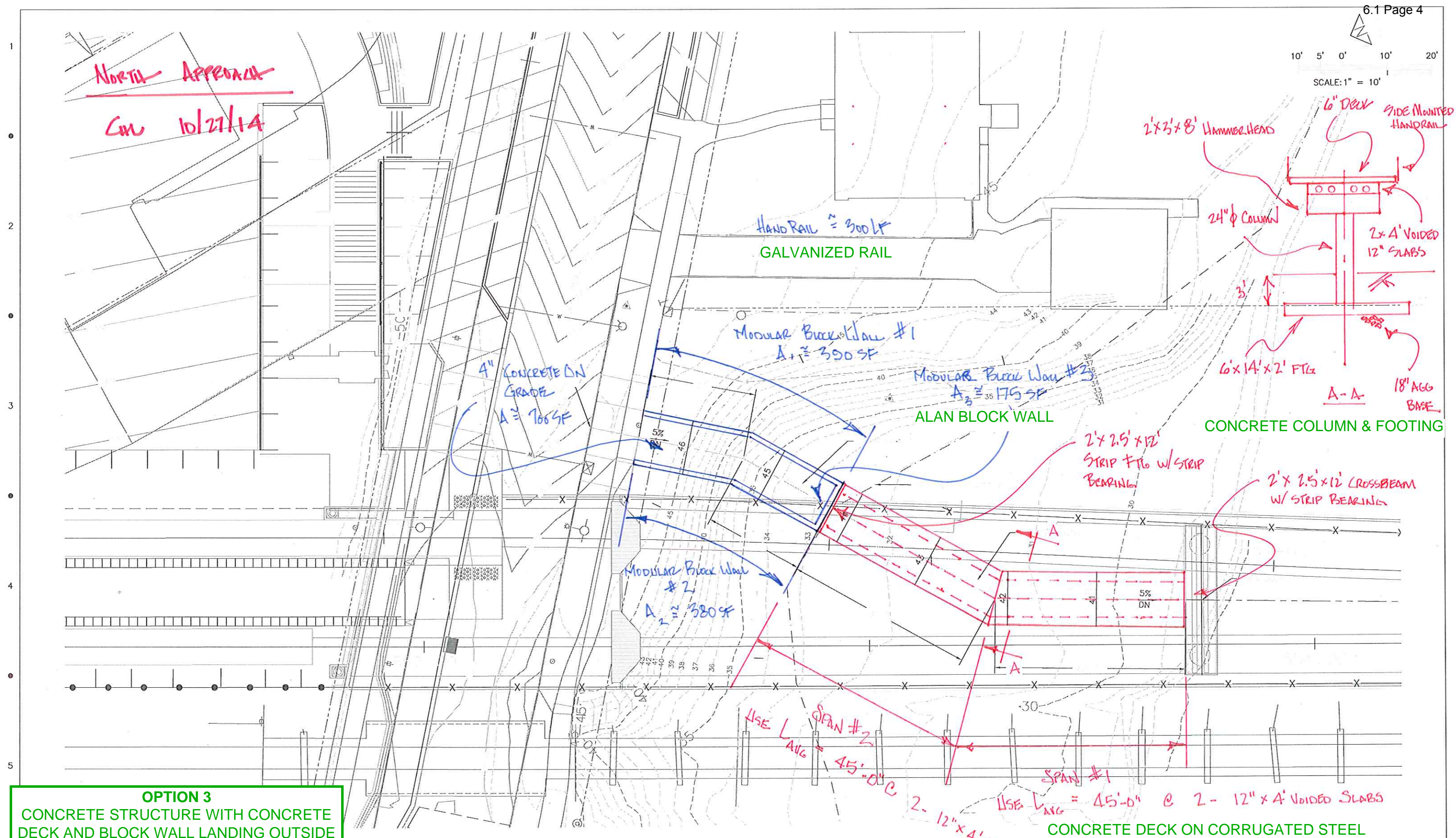
	DLC Packet	Public Copies	E- Packet
1. Proposed Kellogg Bicycle/Pedestrian Bridge connection	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. Proposed retaining wall finish	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Key:

DLC Packet = paper materials provided to Design and Landmarks Committee 7 days prior to the meeting.

Public Copies = paper copies of the packet available for review at City facilities and at the Design and Landmarks Committee meeting.

E-Packet = packet materials available online at <http://www.milwaukieoregon.gov/planning/design-and-landmarks-committee-43>.



OPTION 3



**CONCRETE STRUCTURE WITH CONCRETE
DECK AND BLOCK WALL LANDING OUTSIDE
OF 100 YEAR FLOODPLAIN**

Estimated Construction Cost: \$509,576

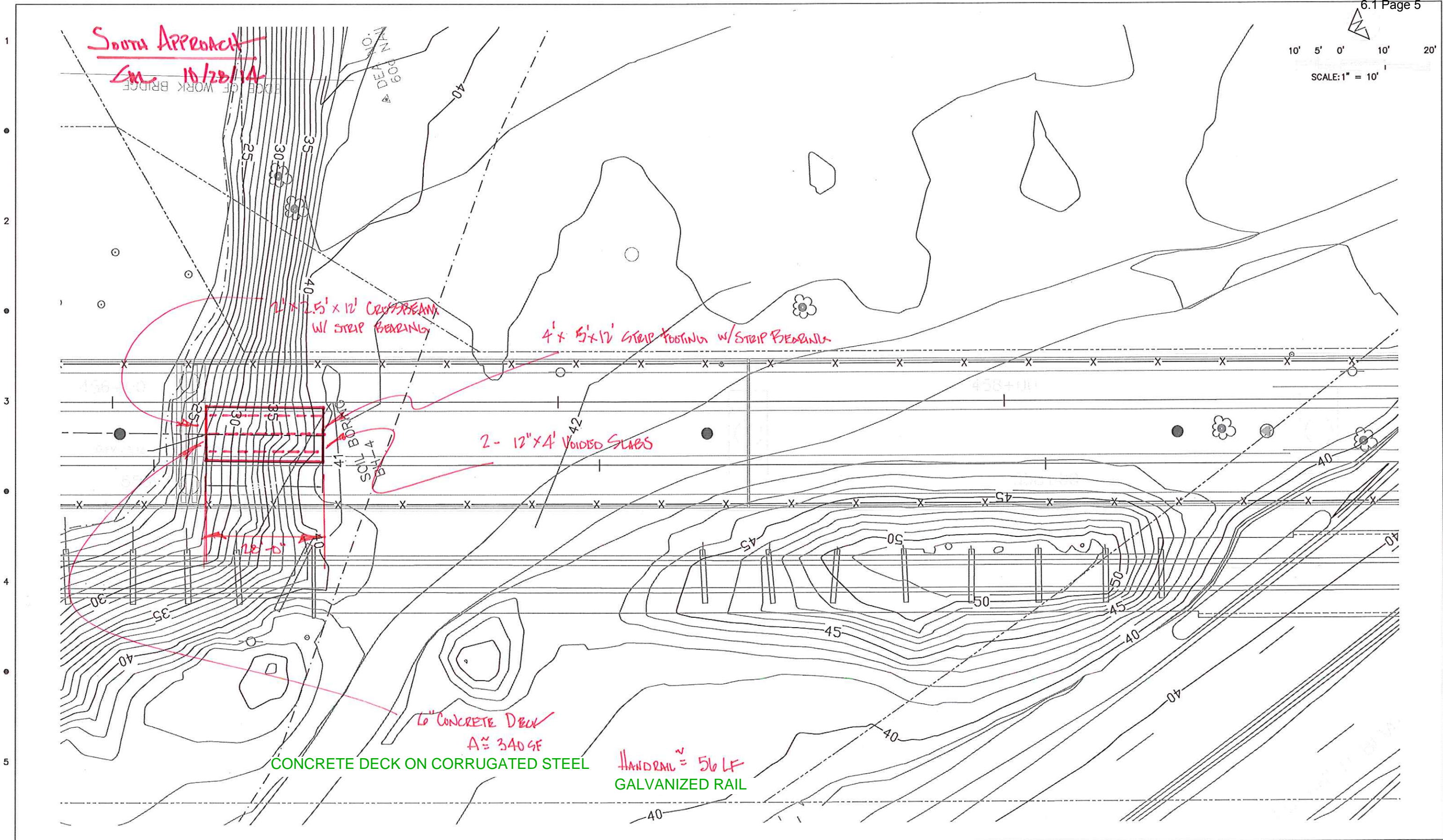
Soft Costs: \$152,873



20% Contingency: \$132,490

TOTAL COST: \$794,939

DESIGNED	DATE	 TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON				PORTLAND TO MILWAUKIE LRT EAST SEGMENT							
DRAWN	DATE	 TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON				CIVIL KELLOG PEDESTRIAN BRIDGE NORTH APPROACH							
CHECKED	DATE	SUBMITTED:		DATE:		APPROVED:		DATE:		SCALE:	DRAWING NO.:	CONTRACT NO.:	SHEET NO.:
APPROVED	DATE									1"=10'	KPB-NORTH		

10' 5' 0' 10' 20'
SCALE: 1" = 10'



<div>NO. DATE BY APPD. REVISIONS</div> <div>CHK.</div>				DESIGNED DATE		<div> TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON</div>				PORTLAND TO MILWAUKIE LRT EAST SEGMENT									
				DRAWN DATE		<div><div></div><div>TRIMET</div><div>CAPITAL PROJECTS DIVISION</div></div>													
				CHECKED DATE															
				APPROVED DATE															
				SUBMITTED:		DATE:		APPROVED:		DATE:		SCALE: 1"=10'		DRAWING NO.: KPB-SOUTH		CONTRACT NO.:		SHEET NO.:	

