

Mission Park Subdivision

Type III Variance

5126 SE King Rd. Milwaukie, OR 97222

October 14, 2016

Mission Park Subdivision

Type III Variance

5126 SE King Rd. Milwaukie, OR 97222

Prepared for:

Mission Homes Northwest, LLC.

PO Box 1689

Lake Oswego, OR 97035

Phone: (503) 781 - 1814

Prepared by:

Westlake Consultants, Inc.

15115 SW Sequoia Parkway, Suite 150

Tigard, Oregon 97224

Phone: (503) 684-0652

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- A Application Form
- B Tax Map 12E30CD
- C Preliminary Engineering Plan Set

Application and Subject Site Summary

SUBJECT PROPERTY: Tax Map 12E30CD
Tax Lots: 6900, 7400, 7700, 7701, 10300, 10400

PROPERTY LOCATION: 5126 SE King Rd.
Milwaukie, OR 97222

PROPOSAL: Type III Variance

SITE SIZE: 2.66 Acres

ZONING DESIGNATION: R-5

PROPERTY OWNER & APPLICANT: Kurt Dalbey
Mission Homes NM, LLC
PO Box 1689
Lake Oswego, OR 97035

APPLICANT'S REPRESENTATIVE: Ken Sandblast, AICP
Westlake Consultants, Inc.
15115 SW Sequoia Parkway, Suite 150
Tigard, OR 97224
Phone: 503.684.0652
Email: ksandblast@westlakeconsultants.com

Project Description

1. Description of Application.

The application is a replat of a 32-lot recorded subdivision to fourteen (14) lots. *Milwaukie Municipal Code (“MMC”) 17.16.010, “Application Required”, provides: “Application submissions for lot consolidation, property line adjustment, partition, subdivision, and replat shall be made in accordance with provisions of this Chapter” (emphasis added). MMC 17.08.250, “Replat”, defines replat as:*

“Replat” means the act of platting the lots, parcels, and easements in a recorded subdivision or partition plat to achieve a reconfiguration of the existing subdivision or partition plat including an increase or decrease in the number of lots.”

The MMC definition of replat is the same as the definition in *ORS 92.010(13)*. Additionally, *ORS 92.180(1)* authorizes local governments to have the same review and approval authority over a proposed replat as the authority to approve a proposed subdivision or partition plat. *ORS 92.185* provides that the act of replatting is the reconfiguration of lots or parcels and public easements within a recorded plat. As the application demonstrates, the land that is subject to the application is within a recorded plat. *ORS 92.185(1)* provides that a replat shall apply only to a recorded plat.

The Planning Commission can find that the application is a replat of a recorded subdivision. The MMC distinguishes between replat applications and other land division applications.

2. MMC Chapter 19.708, “Transportation Facility Requirements”.

MMC Chapter 19.708 is entitled “Transportation Facility Requirements”. The Chapter provides for requirements and standards applying to public streets. MMC 19.708.1, “General Street Requirements and Standards”, establishes such standards. MMC 19.708.1.F.6 provides: “Minimum and maximum intersection spacing standards are provided in Table 19.708.1.” MMC Table 19.708.1, “Street/Intersection Spacing”, provides that the minimum distance between street intersections on an arterial street (SE King Street is classified on the City’s TSP as an “Arterial Street”) is 530 feet. The proposed SE 51st Avenue intersection in the subdivision application does not propose a distance between the intersections of SE King Street and SE Home and SE 52nd Ave that meets the 530 foot spacing requirement established in MMC Table 19.708.1.

MMC 19.702.1, “General”, establishes the types of development in all zoning districts to which MMC Chapter 19.700 applies. MMC 19.702.1.C provides that the Chapter applies to “replats that increase the number of lots” (Emphasis added). Further, MMC 19.702.4, “Exemptions”, provides for the types of development to which MMC 19.700 does not apply. MMC 19.702.4.C provides as follows:

“Chapter 19.700 does not apply to the following types of development in all zones:

* * *

C. Replats that do not increase the number of lots.”

The Planning Commission must find that *MMC Chapter 19.700* expressly exempts replats that do not increase the number of lots from the requirements of *MMC Chapter 19.700*. This application is a replat because it reconfigures a recorded subdivision. Further, the replat application reduces the number of lots from 32-lots to 14-lots. Thus, the Planning Commission must find that the Transportation Improvement Requirements in *MMC Chapter 19.700* do not apply to this application because of the express terms of the *MMC*.

This Type III Variance application is submitted concurrently with pending Subdivision Replat Application (S-2016-001). The proposed subdivision, Mission Park, is comprised of 14 lots and 2 tracts on a 2.66 acre property fronting the south side of King Rd., west of SE 52nd Ave. in the City of Milwaukie (5126 SE King Rd, Milwaukie, OR 97222, Tax Map 12E30CD, Tax Lots: 6900, 7400, 7700, 7701, 10300, 10400). The applicant is requesting a variance to *MMC Section 19.708.1.F.6 Intersection Design and Spacing and Public Works Standards 5.0014 Intersections*.

Compliance with Applicable Standards for Type III Variance Approval

After reviewing the City of *Milwaukie Municipal Code*, the applicant has found the following sections to be applicable to this Type III Variance application:

MMC 12.02 Public Works Standards
MMC 19.708 Transportation Facility Requirements
MMC 19.911 Variances
MMC 19.1006 Type III Review
PWS 5.0014 Intersections

Land Use Permit Request: Type III Variance Application

The requested Variance is not specifically listed as a Type II Variance per *MMC 19.911.3.B*. As noted by *MMC 19.911.3 Review Process*, this variance application shall be evaluated through a Type III review procedure, and shall be subject to the provisions of *19.1006 Type III Review*. Thus, this application presents facts and narrative responses for approval of a Type III Variance Application, pursuant to applicable requirements of the *MMC*. References are made to several attached Exhibits containing evidence in support of the application.

Title 12 Streets, Sidewalks, and Public Places

Chapter 12.02 Public Works Standards

12.02.010 Standards

As per *MMC 12.02.010 Standards*, any new streets proposed by this application must be in compliance with the applicable *Public Works Standards (PWS)* adopted under *MMC 12.02.020 Adoption*. PWS 5.0014 contains the same 530 foot standard as Section 19.708.1. With this Section 12.02.010 referencing the PWS, this variance application to intersection spacing on King Road for the proposed new public street intersection includes the requested spacing reduction under PWS 5.00014. Title 19 Zoning

Chapter 19.708 Transportation Facility Requirements

19.708.1. General Street Requirements and Standards

The applicant requests a Type III Variance from the minimum intersection spacing requirement on King Rd. between SE Home Ave. and SE 51st Ave., and SE 51st Ave. and SE 52nd Ave. As per *Milwaukie Transportation System Plan Figure 8-1 Functional Classification*, King Rd. has a functional classification of Arterial street. As per *MMC Table 19.708.1 Street/Intersection Spacing* and *PWS 5.0014*, street intersections on Arterial streets shall be spaced at a minimum of 530 feet. The applicant requests a Variance to allow for intersection spacing on King Rd. of approximately 375 feet between SE Home Ave. and SE 51st Ave., and approximately 285 feet between SE 51st Ave. and SE 52nd Ave., instead of 530 feet in each case.

Chapter 19.911 Variances

19.911.2 Applicability

As per *Subsection 19.911.2.A* as this Type III Variance application requests a variance to a standard of *Title 19* of the *MMC* it is an eligible Variance request.

19.911.3 Review Process

As per *Subsection 19.911.3.A General Provisions*, Type III Variance applications may be reviewed concurrently with other land use applications. The applicant thereby respectfully requests this Type III Variance Application be reviewed currently with pending Subdivision Replat Application (S-2016-001).

As noted by *Subsection 19.911.3.C Type III Variances*, as the requested Variance is not specifically listed as a Type II Variance per *Subsection 19.911.3.B*. Thus this intersection spacing variance application shall be evaluated through a Type III review procedure, and shall be subject to the provisions of *19.1006 Type III Review*.

19.911.4 Approval Criteria

This application is for an intersection spacing variance concurrent with a 14 lot Subdivision Replat Application. As per *Subsection 19.911.4.B* an application for a Type III Variance must satisfy criteria of either *Subsection 19.911.4.B.1. Discretionary Relief Criteria*, or *Subsection 19.911.4.B.2 Economic Hardship Criteria*. Based upon the existing public street rights-of-way in the area around the subject property, the existing site conditions and configuration, and the proposed subdivision site development, this application requests approval through the applicable provisions of *Subsection 19.911.4.B.1 Discretionary Relief Criteria* as follows:

19.911.4.B Type III Variances

1. Discretionary Relief Criteria

a, b and c

As depicted on the Exhibit B, public right-of-way frontage for the subject property is provided onto SE King Road along property's north boundary and the subject property has no other public right-of-way frontage. The concurrent Mission Park Subdivision dedicates two new public rights-of-way, Llewellyn St. and SE 51st Ave, to serve the subject property and provide for future connectivity to adjacent parcels. As depicted on Exhibit C, to serve the replat subdivision of the subject property, the proposed SE 51st intersects SE King Rd. at the NE corner of the subject property. Given both the existing SE Home Ave and existing SE 52nd intersections with SE King Rd., the SE 51st intersection on SE King Rd. is less than minimum intersection spacing standard for arterial. The development's frontage on SE King Rd. and the location of the existing streets are fixed.

Adjacent properties to the east, west and south of the subject property containing existing single-family homes and are zoned both R-5 and R-7. Based on this existing residential development in the surrounding neighborhood, the Mission Park Subdivision cannot take access from the east, west, or south. Thus, the subject property takes access from its public street frontage on SE King Rd. between SE Home Ave. and SE 52nd Ave. As per *Milwaukie Transportation System Plan Figure 8-1 Functional Classification*, King Rd. is classified as an Arterial. As per *MMC Table 19.708.1 Street/Intersection Spacing* and *PWS 5.0014* street intersections on arterial streets shall be spaced at a minimum of 530 feet. The existing block length between SE Home Ave. and SE 52nd Ave. on King Rd. is approximately 660 feet. Given that the subject property takes access onto King Rd. between SE Home Ave. and SE 52nd Ave., it is not feasible to provide access to the subject property, while satisfying the standards of *Table 19.708.1 Street/Intersection Spacing* and *PWS 5.0014*. Therefore, the applicant requests a Variance to allow for intersection spacing on King Rd. of approximately 375 feet between SE Home Ave. and SE 51st Ave., and approximately 285 feet between SE 51st Ave. and SE 52nd Ave. The applicant has reviewed all possible alternatives to the proposed intersection of SE 51st Ave. and King Rd. and has found the proposed access point, mitigates impact to surrounding properties to the greatest extent possible.

Taking into account existing conditions, the proposed Variance allows the intersection of SE 51st Ave. and King Rd. to be centered between SE Home Ave. and SE 52nd Ave. to the greatest extent possible, so as to maximize intersection spacing on King Rd.

There is an existing center turning lane located in the King Rd. right-of-way between SE Home and SE 52nd. This turn refuge lane provides the proposed SE 51st & King Rd intersection serving the subject property replat subdivision with vehicle access without obstructing the flow of traffic on King Rd. This intersection configuration satisfies the Arterial Management Objective of *Table 8-1 City of Milwaukie Functional Classifications*, "to provide for safe and efficient traffic flow".

As noted by *Chapter 8 Street Network Element, Access Management Strategies* "the presence of numerous driveways can erode the capacity of arterial and collector roadways". Approval of this Variance will achieve this Access Management Strategy by providing one public street intersection access point onto King Rd. for all new lots. Furthermore, an existing single family home with frontage on SE King Rd., adjacent to the east boundary of the subject property, currently takes access onto King Rd. As depicted on Exhibit C, approval of this Variance provides this adjacent property driveway access onto SE 51st Ave and eliminates a driveway on King Rd. Thus, approval of this intersection spacing variance concurrent with the Mission Park replat subdivision will provide one public street intersection onto King Rd. for the 14 subdivision lots and the 1 existing home adjacent to the east. The number of access points onto King Rd. will not increase as a result of the Mission Park Subdivision. This application satisfies the applicable Access Management Strategy by preserving the functional integrity of King Rd., while proposing an alternative to the *MMC* which responds to and minimizes impact on the existing built environment.

A number of existing streets in the surrounding vicinity taking access onto SE King Rd. have intersection spacing less than that of the required minimum of 530 feet. To the west of the subject property, intersection spacing on SE King Rd. between SE 52nd Ave. and SE 53rd Pl. is approximately 340 feet. Intersection spacing between SE 53rd Pl. and SE 55th Ave. is approximately 320 feet. North of the subject property, on the north side of King Rd., intersection spacing between SE 54th Ave. and SE Carmel Ct. is approximately 280 feet. This variance application requests approval of intersection spacing consistent with existing intersections on SE King Road in the vicinity around the subject property.

There is no existing intersection north of King Rd. across from the proposed intersection of King Rd. and SE. 51st Ave., thus provisions regarding the limiting of offset centerlines are not applicable. The proposed streets are generally rectilinear, and are compatible with the existing street network. As per *Subsection 19.708.1.E. Street Layout and Connectivity*, the proposed “street length, width and shape of blocks take lot size standards, access and circulation needs, traffic safety and topographic limitations into consideration”. As depicted on Exhibit C, the proposed SE 51st Street is designed to intersect at a 90 degree angle, and street rights-of-way will be dedicated to the public in accordance with all applicable subsections of *Chapter 19.708 Transportation Facility Requirements*. Street design will comply with all applicable standards of *Subsection 19.708.1.D Development in Non-Downtown Zones*. Streets will be designed and improved in accordance with all applicable *Public Works Standards*, as well as all applicable provisions of *Chapter 19.700 Public Facility Improvements*. All proposed streets are designed according to the Local functional classification as per the *Milwaukie Transportation System Plan*. The proposed street design considers traffic flow, safety, and turning movements. Thus, the applicant has satisfied *Goal 1 Livability of Chapter 11 Neighborhood Traffic Management of the Milwaukie Transportation System Plan*, which “guides the City to protect residential neighborhood from excessive through traffic and travel speeds while providing reasonable access to and from residential areas”. As per *Subsection 19.708.1.E.3* to the greatest extent possible, proposed streets are extended to the boundary lines of the subject property, so as to allow for the future development of adjacent properties. The proposed Llewellyn St. public street dedication ends on the western side of the subject property at the front property lines of Lot 5 and Lot 6. The extension of Llewellyn St. to the existing street network is not required or feasible due to the location of existing single family homes and overall lot sizes adjacent to the west in this area of the subject property. As depicted on Exhibit C, SE 51st Ave, bisects the subject property from north to south, before turning west and ending in the southwest corner of the subject property to provide future public street connectivity. SE 51st Ave. is not proposed to connect to SE Home Ave. at this time. This public street configuration upon the subject property satisfies *Goal 5 Reliability and Mobility of Chapter 8 Street Network Element of the Milwaukie Transportation System Plan*, which “directs the City to enhance street connectivity and maintain traffic flow”. SE 51st Ave. is designed and located to align with a vacated right-of-way to the southwest of the subject property. Thus, the proposed street design allows for the future connection of SE 51st Ave. and SE Home Ave., promoting neighborhood connectivity, and facilitating local circulation.

Chapter 10 Street Design of the Milwaukie Transportation System Plan includes a Policy Direction to “maintain flexibility in street design standards to allow for local design preferences and to avoid costly and time-consuming Variance process requirements”. In support of this Policy Direction, City staff has discussed applicable street design standards with the applicant in detail. While City staff agree the concurrent subdivision application is a replat of the subject property, the applicant is submitting this Type III variance to the minimum intersection spacing on an arterial to insure all applicable provisions of City of Milwaukie Title 17 and Title 19 for the concurrent subdivision application are responded to by the applicant.

Chapter 19.1006 Type III Review

The applicant has reviewed and is in compliance with all applicable provisions regarding Type III Review procedures. A pre-application conference for the concurrent Subdivision Application (S-2016-001) was held on March 10, 2016. Based upon discussions with City of Milwaukie staff over the two weeks submittal of this variance application, no additional Pre-Application Conference is required. All applicable provisions of *Subsection 19.1001.6 Applications* regarding public notice and sign notice will be satisfied.

Milwaukie Public Works Standards

5.0000 Streets

5.0014 Intersections

The applicant requests a Type III Variance from the minimum intersection spacing requirement on King Rd. between SE Home Ave. and SE 51st Ave., and SE 51st Ave. and SE 52nd Ave. As per *Milwaukie Transportation System Plan Figure 8-1 Functional Classification*, King Rd. has a functional classification of Arterial street. As per *MMC Table 19.708.1 Street/Intersection Spacing* and *PWS 5.0014*, street intersections on Arterial streets shall be spaced at a minimum of 530 feet. The applicant requests a Variance to allow for intersection spacing on King Rd. of approximately 375 feet between SE Home Ave. and SE 51st Ave., and approximately 285 feet between SE 51st Ave. and SE 52nd Ave., instead of 530 feet in each case.

Adjacent properties to the east, west and south of the subject property containing existing single-family homes and are zoned both R-5 and R-7. Based on this existing residential development in the surrounding neighborhood, the Mission Park Subdivision cannot take access from the east, west, or south. Thus, the subject property takes access from its public street frontage on SE King Rd. between SE Home Ave. and SE 52nd Ave.

The existing block length between SE Home Ave. and SE 52nd Ave. on King Rd. is approximately 660 feet. Given that the subject property takes access onto King Rd. between SE Home Ave. and SE 52nd Ave., it is not feasible to provide access to the subject property, while satisfying the standards of *Table 19.708.1 Street/Intersection Spacing* and *PWS 5.0014*. Therefore, the applicant requests a Variance to allow for intersection spacing on King Rd. of approximately 375 feet between SE Home Ave. and SE 51st Ave., and approximately 285 feet between SE 51st. Ave. and SE 52nd Ave. The applicant has reviewed all possible alternatives to the proposed intersection of SE 51st Ave. and King Rd. and has found the proposed access point, mitigates impact to surrounding properties to the greatest extent possible.

There is no existing intersection north of King Rd. across from the proposed intersection of King Rd. and SE. 51st Ave., thus provisions regarding the limiting of offset centerlines are not applicable. The proposed streets are generally rectilinear, are designed to intersect a 90 degree angles, and are compatible with the existing street network.

Taking into account existing conditions, the proposed Variance allows the intersection of SE 51st Ave. and King Rd. to be centered between SE Home Ave. and SE 52nd Ave. to the greatest extent possible, so as to maximize intersection spacing on King Rd.

There is an existing center turning lane located in the King Rd. right-of-way between SE Home and SE 52nd. This turn refuge lane provides the proposed SE 51st & King Rd intersection serving the subject property replat subdivision with vehicle access without obstructing the flow of traffic on King Rd. This intersection configuration satisfies the Arterial Management Objective of *Table 8-1 City of Milwaukie Functional Classifications*, "to provide for safe and efficient traffic flow".

The proposed development is designed to provide safe traffic flow and turning movements.

Summary and Request

In summary, this application submittal provides substantial evidence to demonstrate that a variance reducing the minimum required intersection spacing on King Rd. for the subject property is satisfied. This application demonstrates the impacts and benefits of the proposed variance, addresses how the variance minimizes impacts to surrounding properties, has desirable public benefits, and responds to the existing built and natural environment. The applicant thereby respectfully requests approval of this Type III Variance Land Use Application.

Applicant's Reservation of Rights

The City's completeness review did not identify the issue of the applicability of *MMC Chapter 19.700* or *PWS 5.0014* to the application. After the completeness review, the Planning Department conferred with the Applicant and asked the Applicant to address the requirements of *MMC Table 19.708.1*, and subsequent review by City Engineer identified *PWS 5.0014*. The Applicant agreed to address both these standards through the Type III Variance but subject to an express reservation of rights. This submittal explains why the replat application is not subject to the requirements of *MMC Chapter 19.700* because the express provisions of *MMC Chapter 19.700* exempt a replat creating fewer lots than the currently platted subdivision is exempt from the standards of *MMC Chapter 19.700*.

The Applicant reserves its rights to assert that *MMC Chapter 19.700* and *PWS 5.0014* do not apply to the application in the event the City does not approve the Type III Variance application.

Exhibit A

Land Use Application Form



PLANNING DEPARTMENT
 6101 SE Johnson Creek Blvd
 Milwaukie OR 97206

PHONE: 503-786-7630
 FAX: 503-774-8236
 E-MAIL: planning@milwaukieoregon.gov

Application for Land Use Action

Master File #: _____

Review type*: I II III IV V

CHOOSE APPLICATION TYPE(S):

Variance: Variance

...

...

...

...

Use separate application forms for:

- Annexation and/or Boundary Change
- Compensation for Reduction in Property Value (Measure 37)
- Daily Display Sign
- Appeal

RESPONSIBLE PARTIES:

APPLICANT (owner or other eligible applicant—see reverse): Mission Homes Northwest, LLC.

Mailing address: PO Box 1689 Lake Oswego, OR Zip: 97035

Phone(s): (503) 781 1814 E-mail: kdalbey@gmail.com

APPLICANT'S REPRESENTATIVE (if different than above): Ken Sandblast

Mailing address: 15115 SW Sequoia Pkwy. Ste. 150 Tigard, OR Zip: 97224

Phone(s): (503) 684 - 0652 E-mail: ksandblast@westlakeconsultants.com

SITE INFORMATION:

Address: 5126 SE King Rd. Milwaukie, OR 97222 Tax Map 12E30CD
 Map & Tax Lot(s): Tax Lots: 6900, 7400, 7700, 7701, 10300, 10400

Comprehensive Plan Designation: MD Zoning: R-5 Size of property: 2.66 Acres

PROPOSAL (describe briefly):

Type III Variance application requesting variance from Table 19.708.1 Street/Intersection Spacing.

SIGNATURE:

ATTEST: I am the property owner or I am eligible to initiate this application per Milwaukie Municipal Code (MMC) Subsection 19.1001.6.A. If required, I have attached written authorization to submit this application. To the best of my knowledge, the information provided within this application package is complete and accurate.

Submitted by: _____ Date: _____

IMPORTANT INFORMATION ON REVERSE SIDE

RESET

*For multiple applications, this is based on the highest required review type. See MMC Subsection 19.1001.6.B.1.

WHO IS ELIGIBLE TO SUBMIT A LAND USE APPLICATION (excerpted from MMC Subsection 19.1001.6.A):

Type I, II, III, and IV applications may be initiated by the property owner or contract purchaser of the subject property, any person authorized in writing to represent the property owner or contract purchaser, and any agency that has statutory rights of eminent domain for projects they have the authority to construct.

Type V applications may be initiated by any individual.

PREAPPLICATION CONFERENCE:

A preapplication conference may be required or desirable prior to submitting this application. Please discuss with Planning staff.

REVIEW TYPES:

This application will be processed per the assigned review type, as described in the following sections of the Milwaukee Municipal Code:

- Type I: Section 19.1004
- Type II: Section 19.1005
- Type III: Section 19.1006
- Type IV: Section 19.1007
- Type V: Section 19.1008

THIS SECTION FOR OFFICE USE ONLY:

FILE TYPE	FILE NUMBER	FEE AMOUNT*	PERCENT DISCOUNT	DISCOUNT TYPE	DEPOSIT AMOUNT	DATE STAMP
Master file		\$			\$	
Concurrent application files		\$			\$	
		\$			\$	
		\$			\$	
		\$			\$	
SUBTOTALS		\$			\$	
TOTAL AMOUNT RECEIVED: \$			RECEIPT #:		RCD BY:	
Associated application file #s (appeals, modifications, previous approvals, etc.):						
Neighborhood District Association(s):						
Notes:						

*After discount (if any)

Exhibit B

Tax Map 1S2E30CD

1 2 E 30CD
MILWAUKIE

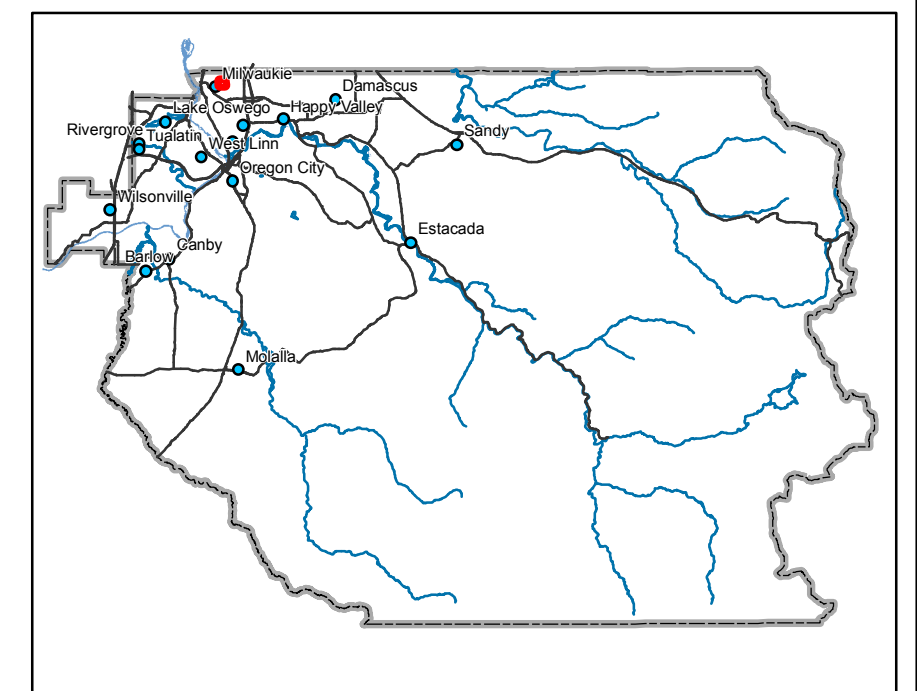
S.E. 1/4 S.W. 1/4 SEC. 30 T.1S. R.2E. W.M.
CLACKAMAS COUNTY
1" = 100'

D. L. C.
DANIEL HATHAWAY NO. 40
HECTOR CAMPBEL NO. 41

Cancelled Taxlots

- 300
- 400
- 3900E1
- 4400
- 4900
- 5000
- 6300
- 6401
- 6501
- 7300
- 7401
- 7500
- 7600
- 8900
- 9000
- 9400
- 9500
- 9801
- 10000
- 10200

- Parcel Boundary
- Private Road ROW
- Historical Boundary
- Railroad Centerline
- TaxCodeLines
- Map Index
- WaterLines
- Land Use Zoning
- Plats
- Water
- Corner
- Section Corner
- 1/16th Line
- Govt Lot Line
- DLC Line
- Meander Line
- PLSS Section Line
- Historic Corridor 40'
- Historic Corridor 20'



THIS MAP IS FOR ASSESSMENT
PURPOSES ONLY

2/23/2016

1 2 E 30CD
MILWAUKIE

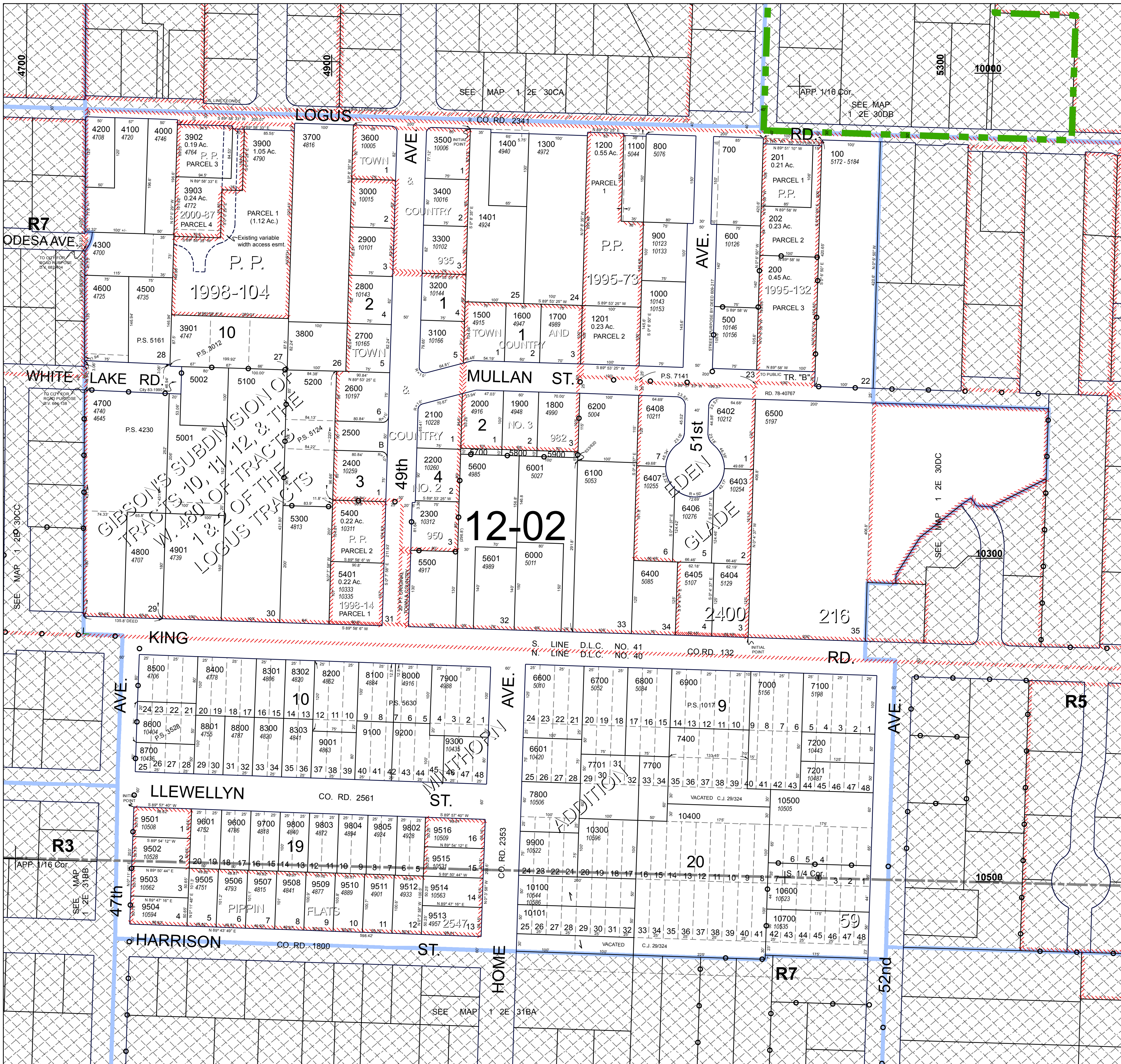


Exhibit C

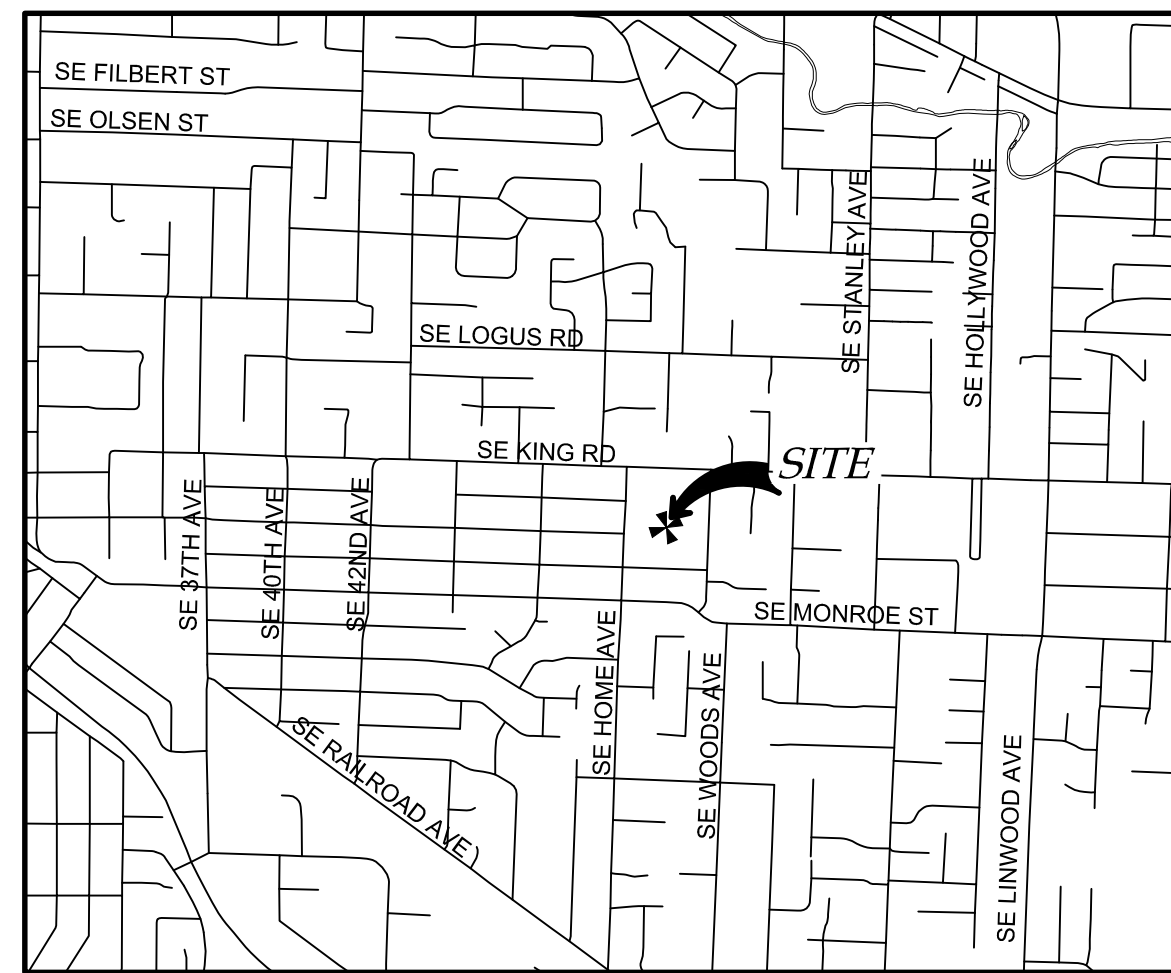
Preliminary Engineering Plan Set

PRELIMINARY PLANS FOR MISSION PARK

CITY OF MILWAUKIE, OREGON

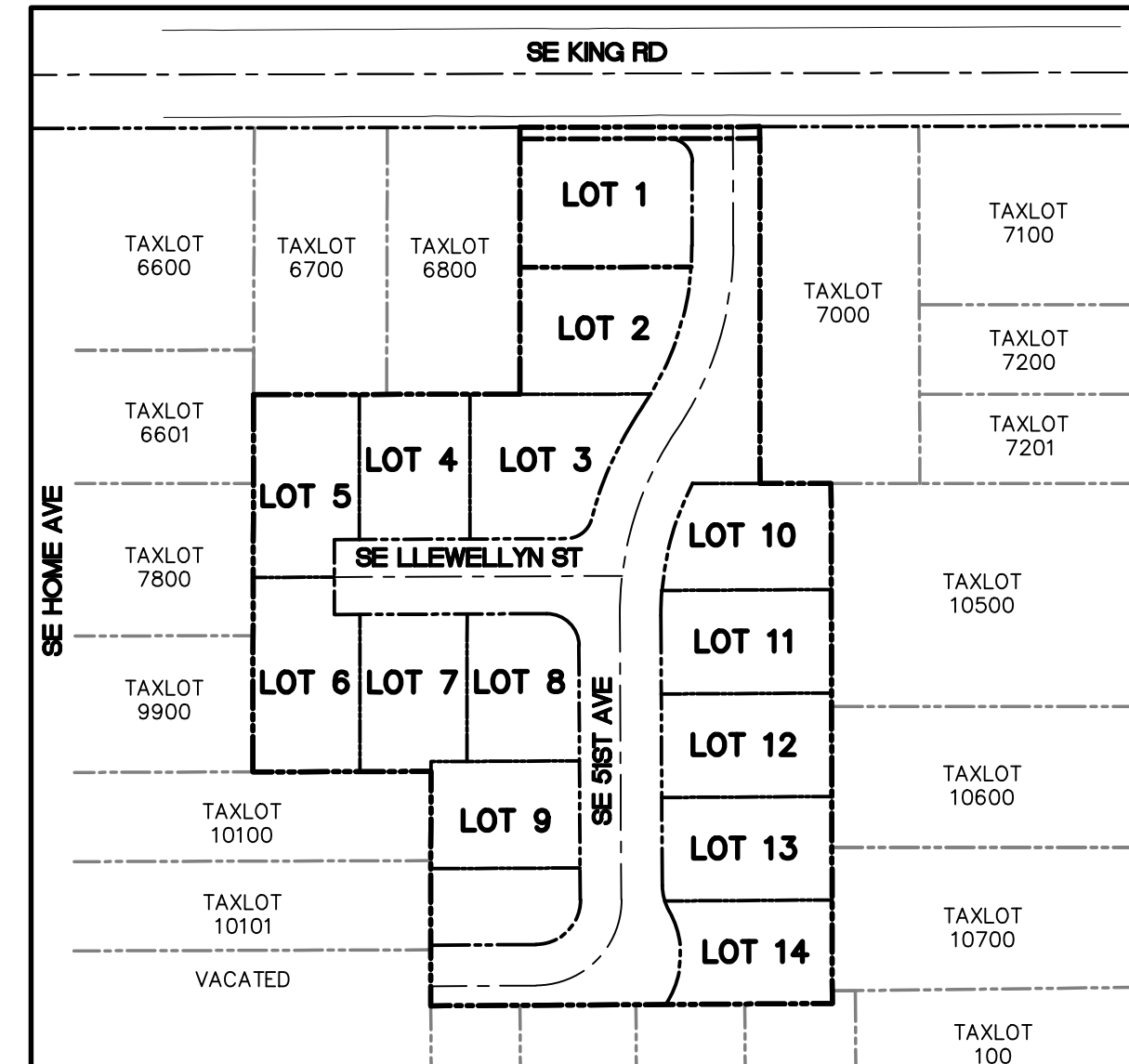
SHEET INDEX

NAME:	NO.
COVER SHEET	P100
EXISTING CONDITIONS	P200
PRELIMINARY PLAT	P300
PRELIMINARY CONCEPT/SITE PLAN	P400
PRELIMINARY GRADING PLAN	P500
PRELIMINARY UTILITY PLAN	P600



VICINITY MAP

NOT TO SCALE



LOCATION MAP

SCALE: 1"=100'



PROPERTY OWNER

PAUL DEGGENDORFER
11813 NE 15TH ST
VANCOUVER, WA 98684
EVA MARIA DEGGENDORFER
4230 SE KING RD
MILWAUKIE, OR 97222

APPLICANT

MISSION HOMES NW, LLC
PO BOX 1689
LAKE OSWEGO, OR 97035
PHONE: (503) 781-1814
CONTACT: KURT DALBEY

CIVIL ENGINEER

WESTLAKE CONSULTANTS, INC.
PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY, SUITE 150
TIGARD, OREGON 97224
PHONE: (503) 684-0652
FAX: (503) 624-0157
CONTACT: JEFF A. VANDERDASSON, PE
KENNETH SANDBLAST, AICP

SURVEYOR

WESTLAKE CONSULTANTS, INC.
PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY, SUITE 150
TIGARD, OREGON 97224
PHONE: (503) 684-0652
FAX: (503) 624-0157
CONTACT: KENNETH SANDBLAST, AICP

PROPERTY DESCRIPTION

TAX MAP + LOT:
1S2E 30CD TAX LOTS 6900, 7400,
7700, 7701, 10,300 & 10,400

SITE SIZE:
2.66 ACRES

ZONING DESIGNATION:
R-5 (MODERATE DENSITY)

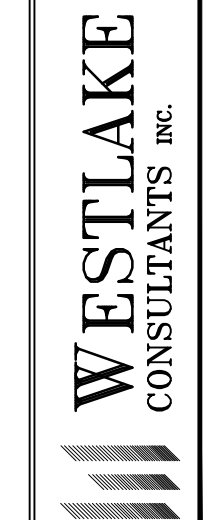
PROPOSAL:
14-LOT RESIDENTIAL SUBDIVISION

STREET ADDRESS

5126 SE KING RD
MILWAUKIE, OR 97222

BENCHMARK

SET A MAGNAIL IN ASPHALTIC CONCRETE PARKING LOT NORTH OF THE MILWAUKIE CHRISTIAN CHURCH BUILDING AND SOUTH OF THE WESTERLY CONCRETE CURBED PARKING ISLAND. ELEVATION= 191.40 FEET (NAVD88, GEOID 12B)



ENGINEERING ♦ SURVEYING ♦ PLANNING
PACIFIC CORPORATE CENTER
15115 S.W. SEQUOIA PARKWAY, SUITE 150
TIGARD, OREGON 97224
(503) 684-0652
FAX (503) 624-0157

MISSION PARK
CITY OF MILWAUKIE, OR

COVER SHEET

THESE DRAWINGS ARE THE PROPERTY OF WESTLAKE CONSULTANTS INC. (WCI) AND ARE NOT TO BE REPRODUCED IN ANY MANNER EXCEPT WITH THE WRITTEN PERMISSION OF WCI

NO.	DATE	DESCRIPTION	DRAFT BY:	CHECK BY:

REVISIONS

SHEET

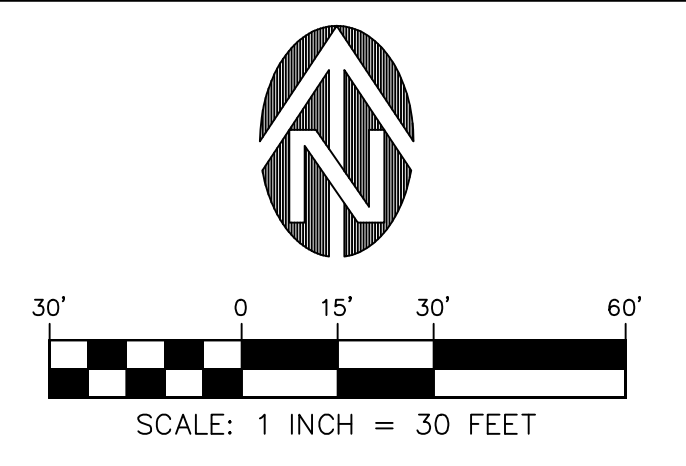
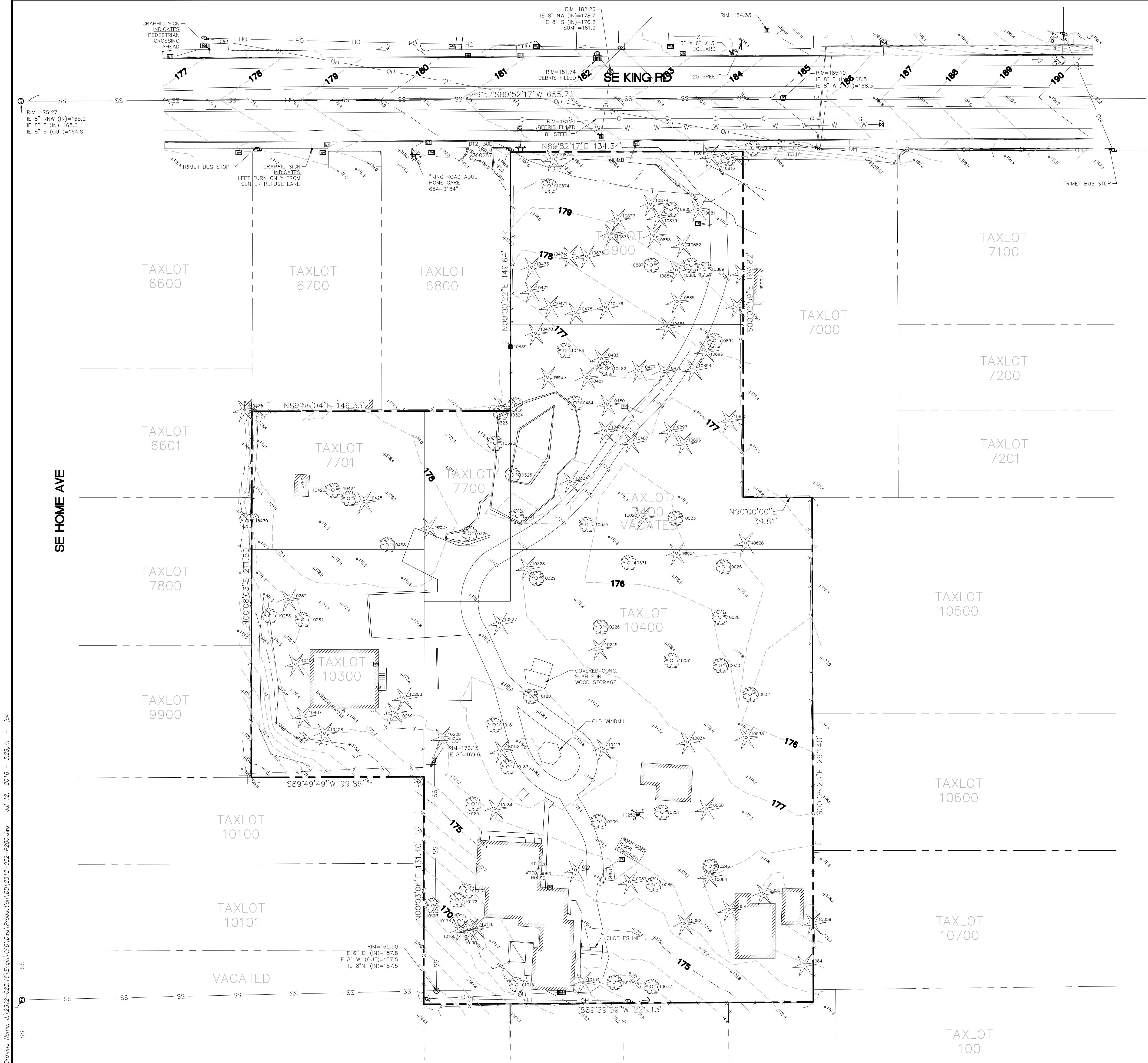
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JOB NO.
2312-022

ATTENTION: OREGON LAW REQUIRES YOU TO FOLLOW RULES ADOPTED BY THE OREGON UTILITY NOTIFICATION CENTER. THOSE RULES ARE SET FORTH IN OAR 952-001-0010 THROUGH OAR 952-001-0090. YOU MAY OBTAIN COPIES OF THESE RULES BY CALLING THE CENTER. (NOTE: THE TELEPHONE NUMBER FOR THE OREGON UTILITY NOTIFICATION CENTER IS (503) 232-1987).

UTILITY STATEMENT: THE UNDERGROUND UTILITIES SHOWN ARE PER FIELD MARKINGS AND RECORD DRAWINGS PROVIDED BY THE RESPECTIVE UTILITY AGENCIES. LOCATION OF NON-OBSERVABLE AND/OR UNDERGROUND UTILITIES ARE SHOWN FOR INFORMATION ONLY AND ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE.

UTILITY VERIFICATION: CONTRACTOR SHALL POTHOLE TO VERIFY LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING CONSTRUCTION AND SHALL PROVIDE WESTLAKE CONSULTANTS, INC. 72-HOURS NOTICE OF ANY POTENTIAL CONFLICTS.



- LEGEND**
- FOUND SURVEY MONUMENT AS NOTED
 - FH FIRE HYDRANT
 - WV VALVE
 - SANITARY SEWER MANHOLE
 - CATCH BASIN
 - STORM SEWER MANHOLE
 - SS UNDERGROUND SANITARY SEWER LINE
 - ST UNDERGROUND STORM DRAIN LINE
 - OH OVERHEAD WIRES
 - ★ EVERGREEN TREE

NOTES
 THE BASIS OF BEARING IS THE RECORDED PLAT OF MINTHORN ADDITION, PLATS NUMBERED 59 AND 63, CLACKAMAS COUNTY PLAT RECORDS, MORE PARTICULARLY: THE BEARING OF THE SOUTH LINE OF BLOCK 9 WAS HELD PER PLAT, SAID PLATTED BEARING BEING NORTH 00°00'00" EAST.

UTILITY STATEMENT
 THE UNDERGROUND UTILITIES SHOWN HAVE BEEN MAPPED FROM FIELD SURVEY INFORMATION, OBSERVED ABOVE GROUND EVIDENCE AND GROUND MARKINGS BY OTHERS, AND EXISTING DRAWINGS SUPPLIED BY OTHERS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.

TREE TABLE

PT. NO.	TREE TYPE/TRUNK DIA.	PT. NO.	TREE TYPE/TRUNK DIA.	PT. NO.	TREE TYPE/TRUNK DIA.
10022	T-EG 48	10228	T-EG 52	10482	T-DC 10
10023	T-DC 14	10246	T-DC 18	10483	T-EG 28
10024	T-EG 12	10251	T-DC 12	10484	T-DC 10
10025	T-DC 15	10252	T-DD 12	10485	T-EG 36
10026	T-EG 22	10268	T-EG 33	10486	T-DC 16
10028	T-DC 21	10269	T-EG 50	10487	T-EG 40
10030	T-DC 18	10282	T-EG 46	10814	T-DC 10
10031	T-DC 26	10283	T-DC 16	10815	T-EG 50
10032	T-DC 18	10284	T-DC 26	10816	T-DC 2X11-15
10033	T-EG 17	10321	T-DC 16	10873	T-EG
10034	T-EG 20	10322	T-DC 18	10874	T-DC 20
10038	T-EG 38	10323	T-DC 18	10875	T-EG 14
10054	T-EG 2X12	10324	T-DC 18	10876	T-EG 25
10055	T-EG 18	10325	T-DC 20	10877	T-EG 36
10059	T-EG 48	10326	T-DC 16	10878	T-EG 28
10064	T-EG 3X12	10327	T-EG 29	10879	T-EG 20
10072	T-DC 12	10328	T-EG 24	10880	T-DC 12
10082	T-EG 48	10329	T-DC 11	10881	T-EG-48
10084	T-EG 24	10331	T-DC 21	10882	T-EG-36
10086	T-DC 18	10334	T-EG 48	10883	T-EG-22
10087	T-EG 16	10335	T-DC 18	10884	T-EG-22
10091	T-EG 48	10406	T-EG 48	10885	T-EG-27
10117	T-DC 30	10407	T-EG 48	10886	T-EG-31
10134	T-EG 18	10408	T-EG 48	10887	T-DC 18
10151	T-DC 20	10424	T-DC 24	10888	T-DC 12
10158	T-EG 11	10425	T-EG 52	10889	T-DC 22
10171	T-DC 14	10426	T-DC 28	10890	T-EG 30
10172	T-DC 40	10430	T-DC 18	10891	T-EG 32
10173	T-DC 10	10439	T-EG 20	10892	T-DC 12
10176	T-DC 42	10468	T-DC 10	10893	T-EG 36
10177	T-EG 12	10469	T-ST 30	10894	T-EG 36
10178	T-EG 12	10470	T-EG 36	10895	T-EG 45
10180	T-DC 24	10471	T-EG 18	10896	T-EG 24
10181	T-DC 24	10472	T-EG 28	10896	T-EG 40
10182	T-EG 48	10473	T-EG 30	10897	T-EG 40
10183	T-DC 27	10474	T-EG 32		
10184	T-EG 28	10475	T-EG 24		
10185	T-DC 15	10476	T-EG 30		
10209	T-DC 11	10477	T-EG 48		
10217	T-EG 54	10478	T-EG 34		
10225	T-EG 30	10479	T-EG 38		
10226	T-DC 12	10480	T-EG 38		
10227	T-EG 28	10481	T-EG 26		

TREE TABLE LEGEND
 T-DC = DECIDUOUS TREE
 T-EG = EVERGREEN TREE
 T-DD = DEAD TREE
 T-ST = TREE STUMP

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 (503) 684-0652
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MISSION PARK
 CITY OF MILWAUKIE, OR
 EXISTING CONDITIONS

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TOWNSHIP 1 SOUTH, RANGE 2 EAST, SECTION 30

LEGAL DESCRIPTIONS

REAL PROPERTY IN THE COUNTY OF CLACKAMAS, STATE OF OREGON, DESCRIBED AS FOLLOWS:

PARCEL I: TL 6900 & 7400

PART OF BLOCK 9, ACCORDING TO THE DULY FILED PLAT OF MINTHORN ADDITION TO THE CITY OF PORTLAND, IN THE CITY OF MILWAUKIE, FILED JUNE 23, 1890 AS MAP NO. 59, RECORDS OF THE COUNTY OF CLACKAMAS AND STATE OF OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 14, SAID BLOCK 9; THENCE EAST ALONG THE NORTH LINE OF SAID BLOCK A DISTANCE OF 135 FEET TO A POINT WHICH IS 10 FEET EAST OF THE NORTHWEST CORNER OF LOT 9; THENCE SOUTH PARALLEL WITH THE EAST LINE OF LOTS 10 AND 39 A DISTANCE OF 200 FEET TO A POINT IN THE SOUTH LINE OF LOT 40, SAID BLOCK 9; THENCE EAST A DISTANCE OF 40 FEET TO THE SOUTHEAST CORNER OF LOT 41, SAID BLOCK 9; THENCE SOUTH A DISTANCE OF 30 FEET TO THE CENTER LINE OF VACATED LLEWELLYN STREET; THENCE WEST ALONG THE CENTER LINE OF LLEWELLYN STREET, SAID LINE RUNNING PARALLEL WITH AND 30 FEET SOUTH OF THE SOUTH LINE OF BLOCK 9, A DISTANCE OF 175 FEET TO A POINT DUE SOUTH OF THE SOUTHWEST CORNER OF LOT 35, BLOCK 9; THENCE NORTH 30 FEET TO THE SOUTHWEST CORNER OF SAID LOT 35, BLOCK 9; THENCE CONTINUING NORTH 200 FEET TO THE POINT OF BEGINNING.

RESERVING THEREFROM AN EASEMENT FOR INGRESS AND EGRESS BEING A PART OF BLOCK 9, ACCORDING TO THE DULY FILED PLAT OF MINTHORN ADDITION TO THE CITY OF PORTLAND, IN THE CITY OF MILWAUKIE, FILED JUNE 23, 1890 AS MAP NO. 59, RECORDS OF THE COUNTY OF CLACKAMAS AND STATE OF OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 14, SAID BLOCK 9; THENCE EAST ALONG THE NORTH LINE OF SAID BLOCK A DISTANCE OF 15 FEET TO A POINT; THENCE SOUTH PARALLEL WITH THE WEST LINE OF LOT 14 AND IT'S SOUTHERLY EXTENSION THEREOF, A DISTANCE OF 200 FEET TO A POINT IN THE CENTER OF VACATED LLEWELLYN STREET; THENCE WEST 15 FEET TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF SAID LOT 14; THENCE NORTH ALONG THE SOUTHERLY EXTENSION OF SAID WEST LINE OF LOT 14 AND THE WEST LINE OF LOT 14, TO THE POINT OF BEGINNING.

NOTE: THIS LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 1, 2008.

PARCEL II: TL 7700

THE SOUTH HALF OF LOTS 33 AND 34, BLOCK 9, MINTHORN ADDITION TO THE CITY OF PORTLAND.

ALSO THAT PORTION OF VACATED MAGNOLIA STREET LYING BETWEEN THE SOUTH LINE OF SAID LOTS AND THE NORTH LINE OF LOTS 15 AND 16, BLOCK 20, MINTHORN ADDITION TO THE CITY OF PORTLAND.

NOTE: THIS LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 1, 2008.

PARCEL III: TL 7701

THE SOUTH ONE-HALF OF LOTS 29, 30, 31 AND 32, BLOCK 9, MINTHORN ADDITION TO THE CITY OF PORTLAND, IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON.

TOGETHER WITH THAT PORTION OF VACATED MAGNOLIA AVENUE THAT INURED TO THE PREMISES BY REASON OF THE VACATION THEREOF.

NOTE: THIS LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 1, 2008.

PARCEL IV: TL 10300

LOTS 17, 18, 19 AND 20, BLOCK 20, MINTHORN ADDITION TO THE CITY OF PORTLAND, IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON, TOGETHER WITH THAT PORTION OF VACATED MAGNOLIA AVENUE THAT INURED TO THE PREMISES BY REASON OF THE VACATION THEREOF.

PARCEL V: TL 10400

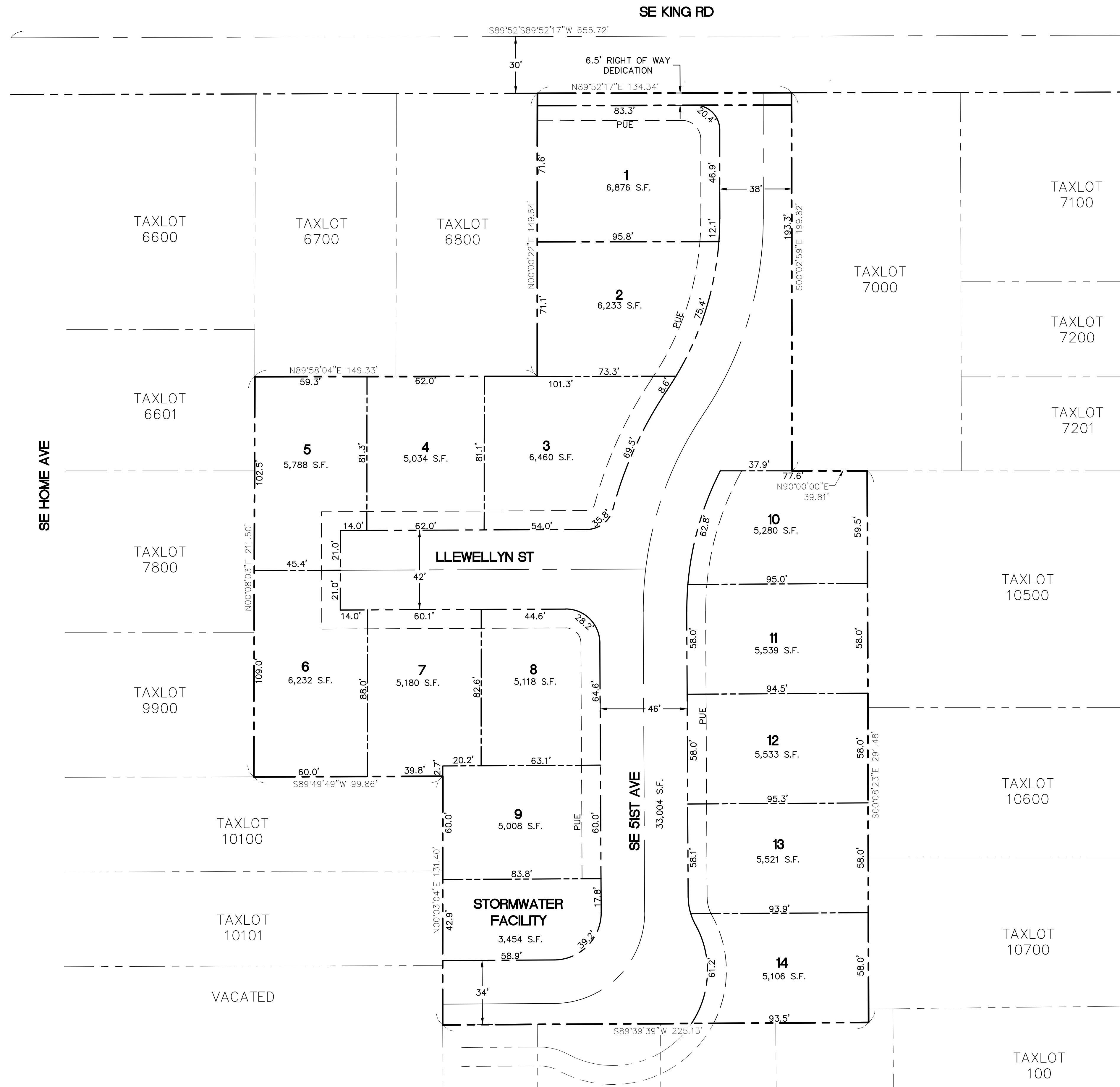
PART OF BLOCK 20, ACCORDING TO THE DULY FILED PLAT OF MINTHORN ADDITION TO THE CITY OF PORTLAND, IN THE CITY OF MILWAUKIE, FILED JUNE 23, 1890 AS MAP NO. 59, RECORDS OF THE COUNTY OF CLACKAMAS AND STATE OF OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 14, SAID BLOCK 9; THENCE EAST ALONG THE NORTH LINE OF SAID BLOCK A DISTANCE OF 135 FEET TO A POINT WHICH IS 10 FEET EAST OF THE NORTHWEST CORNER OF LOT 9; THENCE SOUTH PARALLEL WITH THE EAST LINE OF LOTS 10 AND 39 A DISTANCE OF 200 FEET TO A POINT IN THE SOUTH LINE OF LOT 40, SAID BLOCK 9; THENCE EAST A DISTANCE OF 40 FEET TO THE SOUTHEAST CORNER OF LOT 41, SAID BLOCK 9; THENCE SOUTH A DISTANCE OF 30 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH A DISTANCE OF 30 FEET TO THE NORTHEAST CORNER OF LOT 8, BLOCK 20; THENCE CONTINUING SOUTH ALONG THE EAST LINE OF LOTS 8 AND 41, SAID BLOCK 20, AND SOUTHERLY EXTENSION THEREOF A DISTANCE OF 230 FEET TO THE CENTER LINE OF VACATED HARRISON STREET; THENCE WEST ALONG SAID CENTER LINE A DISTANCE OF 225 FEET TO A POINT WHICH IS 30 FEET SOUTH OF THE SOUTHWEST CORNER OF LOT 33, SAID BLOCK 20; THENCE NORTH 30 FEET TO SAID SOUTHWEST CORNER; THENCE CONTINUING NORTH ALONG THE WEST LINE OF LOTS 33 AND 16 A DISTANCE OF 200 FEET TO THE NORTHWEST CORNER OF SAID LOT 16; THENCE EAST 50 FEET TO THE NORTHEAST CORNER OF LOT 15; THENCE NORTH 30 FEET TO THE CENTER LINE OF VACATED LLEWELLYN STREET; THENCE EAST ALONG THE CENTER LINE OF SAID VACATED LLEWELLYN A DISTANCE OF 175 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS BEING A PART OF BLOCK 9, ACCORDING TO THE DULY FILED PLAT OF MINTHORN ADDITION TO THE CITY OF PORTLAND, IN THE CITY OF MILWAUKIE, FILED JUNE 23, 1890 AS MAP NO. 59, RECORDS OF THE COUNTY OF CLACKAMAS AND STATE OF OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF LOT 14, SAID BLOCK 9; THENCE EAST ALONG THE NORTH LINE OF SAID BLOCK A DISTANCE OF 15 FEET TO A POINT; THENCE SOUTH PARALLEL WITH THE WEST LINE OF LOT 14 AND IT'S SOUTHERLY EXTENSION THEREOF, A DISTANCE OF 200 FEET TO A POINT IN THE CENTER OF VACATED LLEWELLYN STREET; THENCE WEST 15 FEET TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF SAID LOT 14; THENCE NORTH ALONG THE SOUTHERLY EXTENSION OF SAID WEST LINE OF LOT 14 AND THE WEST LINE OF LOT 14, TO THE POINT OF BEGINNING.

NOTE: THIS LEGAL DESCRIPTION WAS CREATED PRIOR TO JANUARY 1, 2008.



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MISSION PARK
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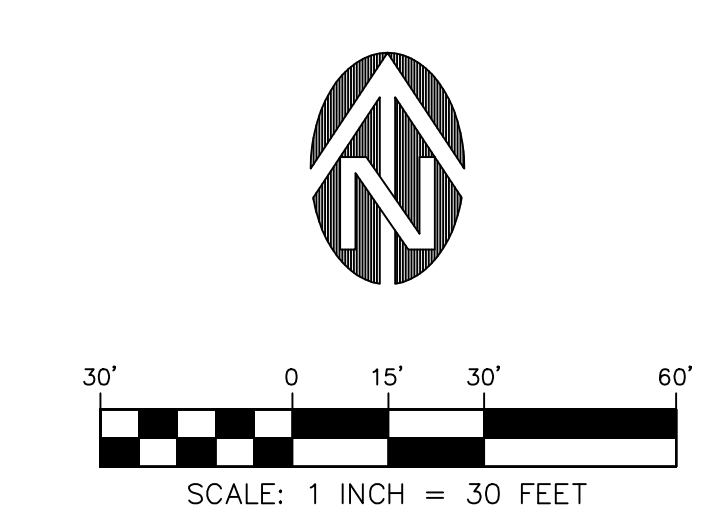
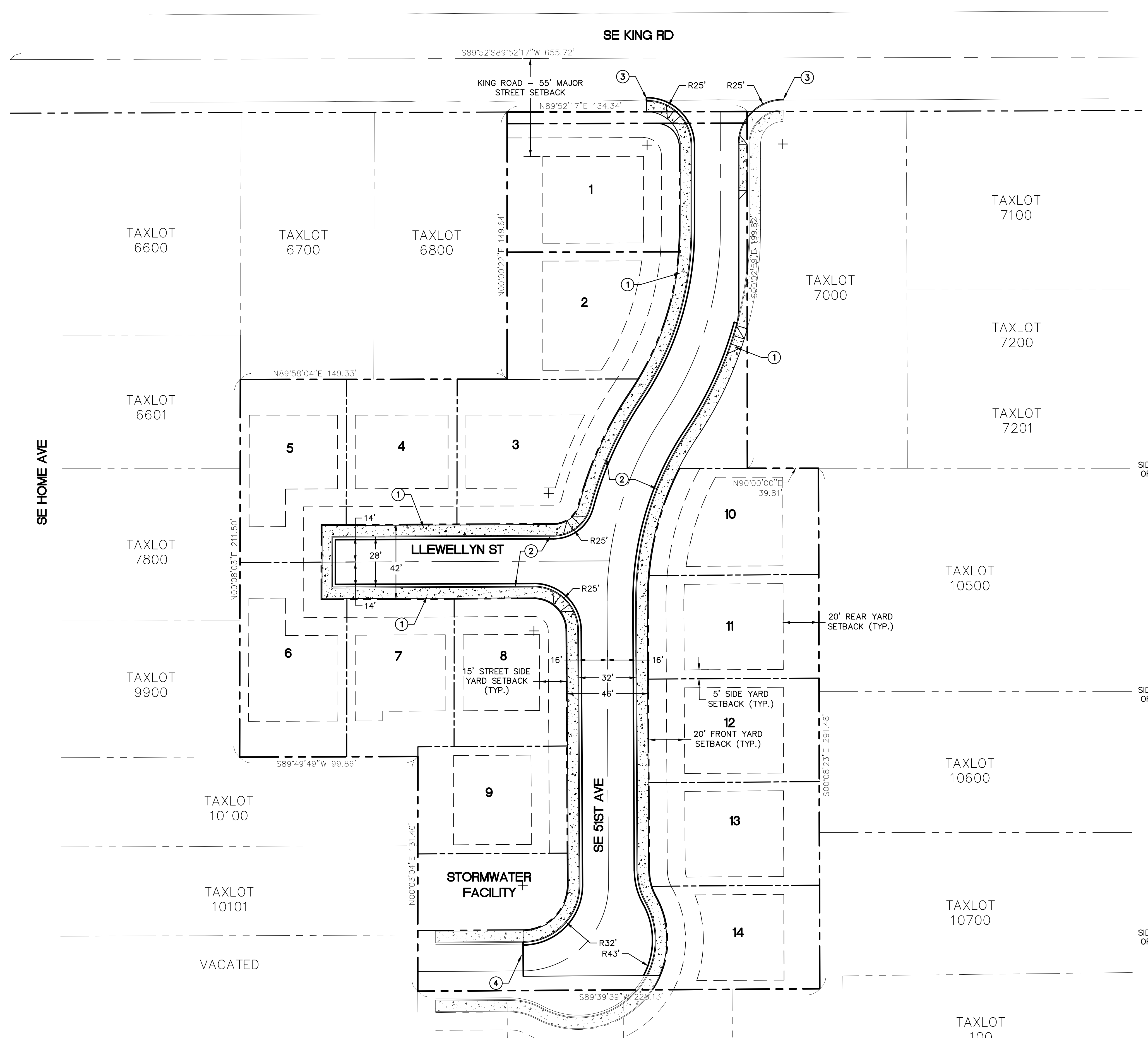
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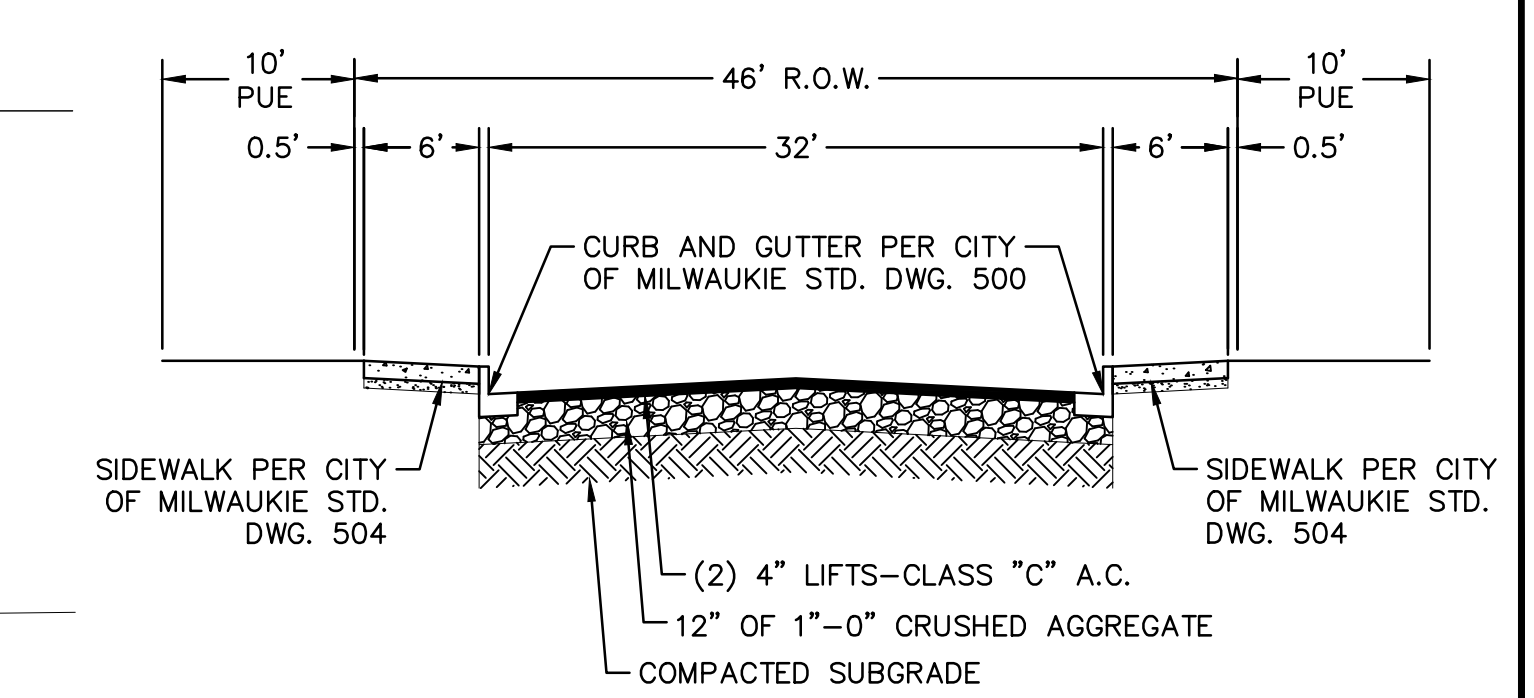
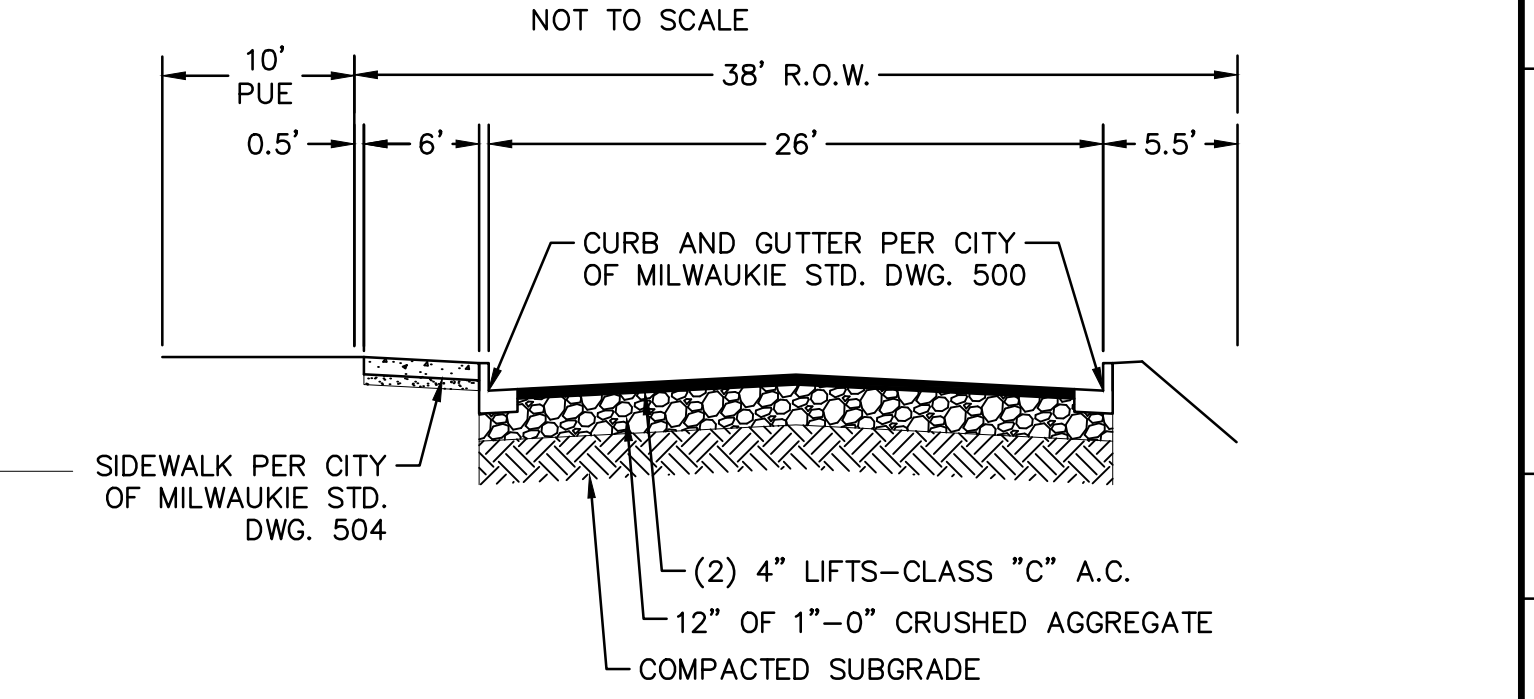
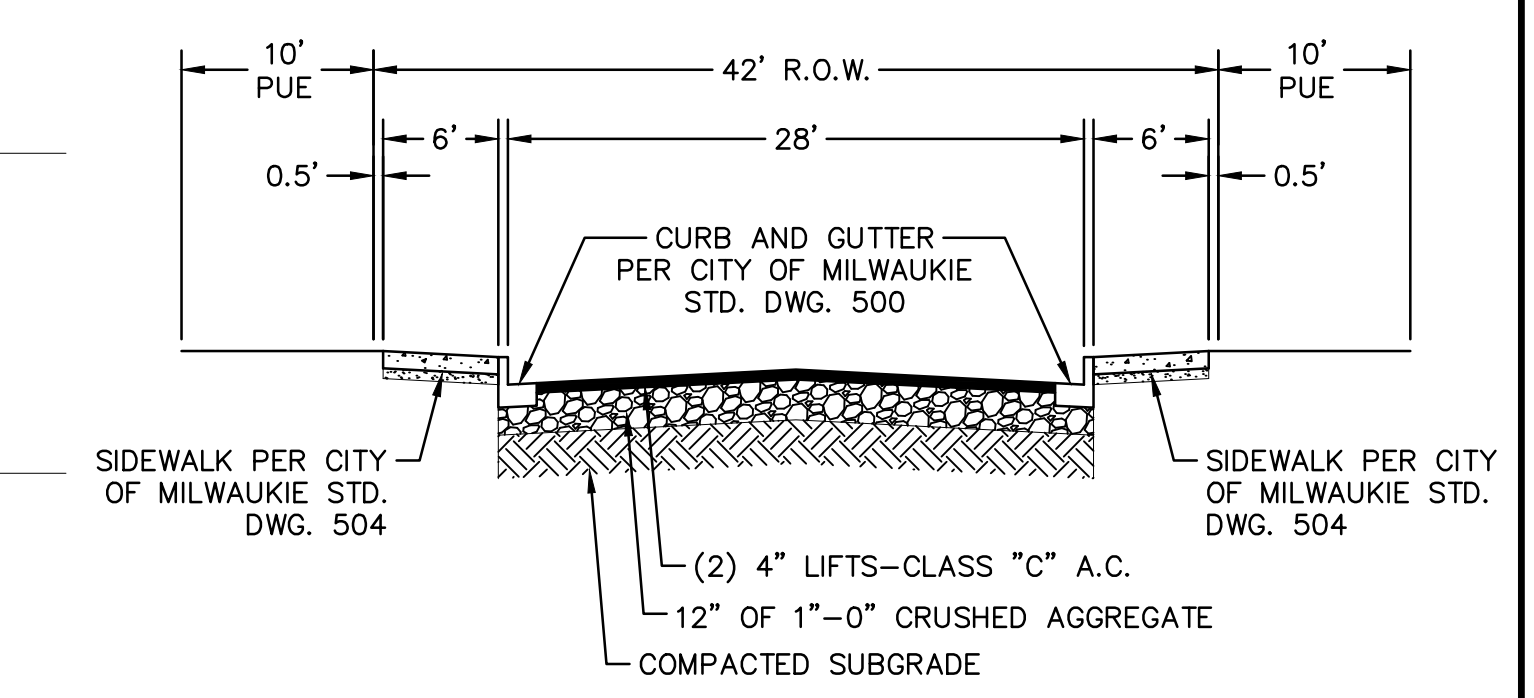
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CONSTRUCTION KEYNOTES:

- ① INSTALL 6" CONCRETE SIDEWALK.
- ② INSTALL STANDARD CURB & GUTTER.
- ③ MATCH EXISTING SIDEWALK, CURB & GUTTER.
- ④ INSTALL BARRICADE



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MISSION PARK
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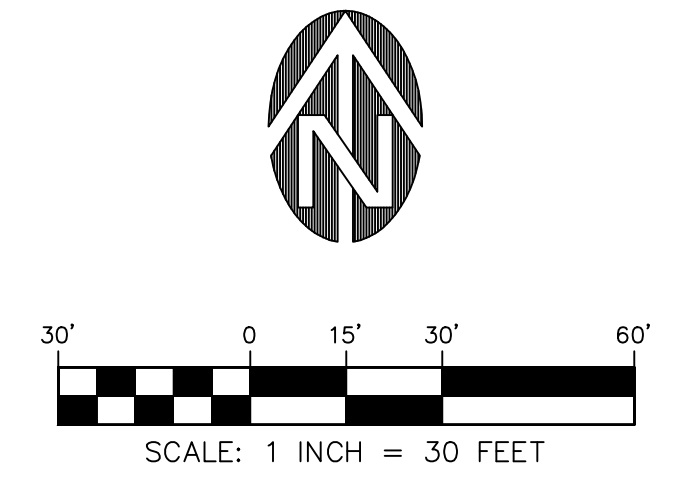
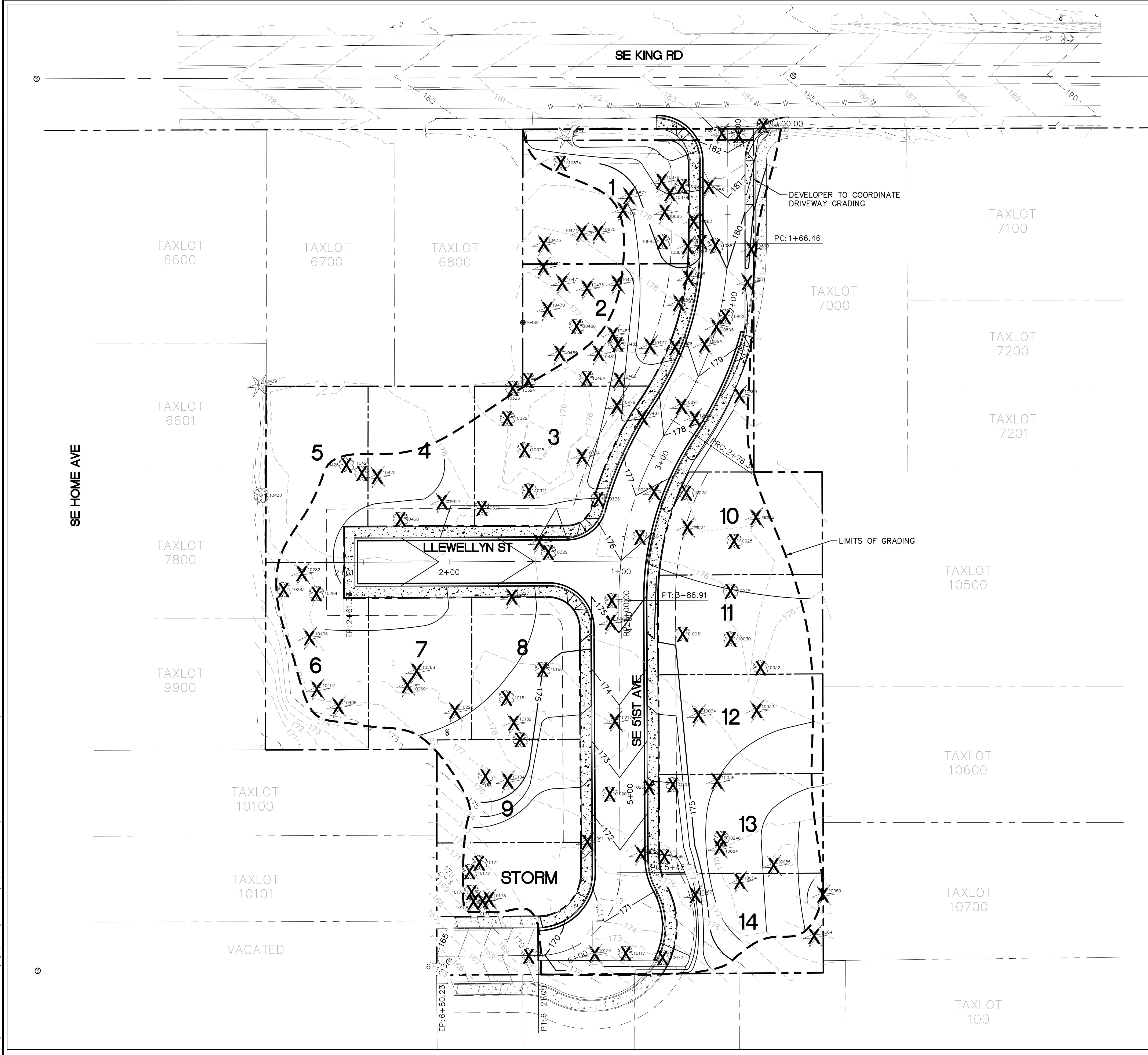
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- LEGEND**
- UTILITY EASEMENT LINE
 - PROPERTY LINE
 - ROW LINE
 - CURB
 - - - - - EXISTING 5' CONTOUR
 - - - - - EXISTING 1' CONTOUR
 - — — — — PROPOSED 5' CONTOUR
 - — — — — PROPOSED 1' CONTOUR
 - DRAINAGE ROUTE
 - 15° X TREE TO BE REMOVED

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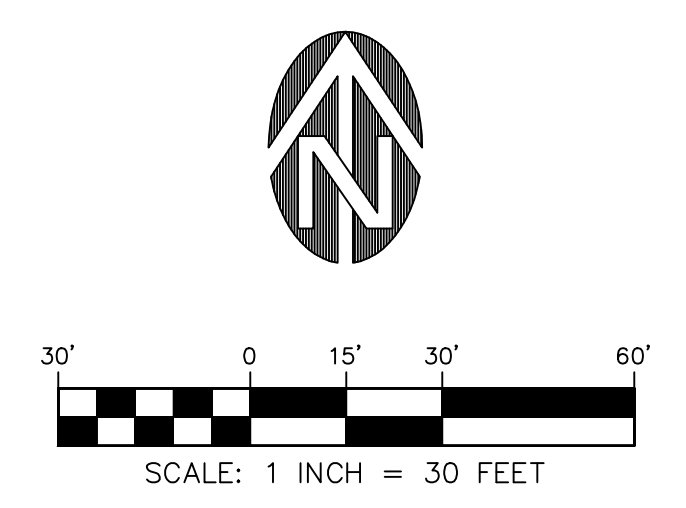
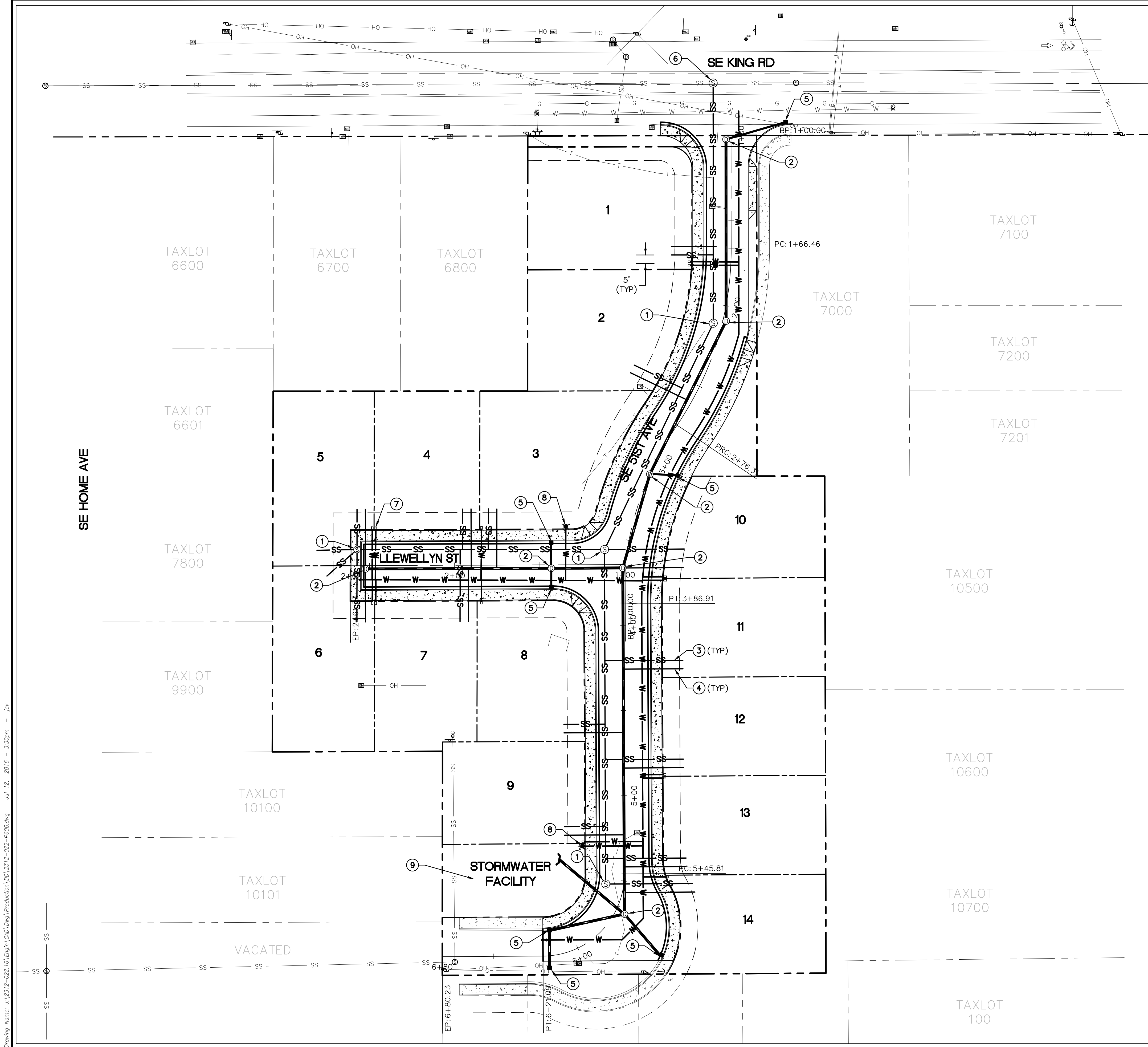
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CONSTRUCTION KEYNOTES:

- ① INSTALL 48" STANDARD SANITARY MANHOLE.
- ② INSTALL 48" STANDARD STORM MANHOLE.
- ③ INSTALL 4" SANITARY LATERAL.
- ④ INSTALL 4" STORM LATERAL.
- ⑤ INSTALL CATCH BASIN
- ⑥ CONNECT TO EXISTING SANITARY MAIN.
- ⑦ INSTALL WATER METER.
- ⑧ INSTALL FIRE HYDRANT
- ⑨ INSTALL LINED WO STORMWATER TREATMENT SWALE WITH INFILTRATION TRENCHES FOR DISPOSAL

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