City of Richland
Development Services

625 Swift Blvd. MS-35
Richland, WA 99352
(509) 942-7794
(509) 942-7764

SA2020-101

Plat Amendment Application

☒ Major ☐ Minor

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION	☒ Contact Person
Owner: Nor Am Investment LLC	
Address: 4405 71st Avenue Court NW, Gig Harbor, WA 98335	
Phone:	Email: thefourcs@comcast.com

APPLICANT/CONTRACTOR INFORMATION (if different)	☐ Contact Person
Company: Nor Am Investment LLC	UBI# 601-670-707
Contact: Geoff Clark	
Address: 4405 71st Avenue Court NW, Gig Harbor, WA 98335	
Phone:	Email: thefourcs@comcast.com

SURVEYOR INFORMATION	
Contact: AHBL Inc.	
Address: 5804 Road 90, Suite H, Pasco WA 99301	
Phone: 509-380-5883	Email: jwbecker@ahbl.com

ENGINEER INFORMATION	
Contact: AHBL Inc.	
Address: 5804 Road 90, Suite H, Pasco WA 99301	
Phone: 509-316-7132	Email: kmapstead@ahbl.com

PROPERTY INFORMATION		
Parcel #: 104-882-0000-01000	Zoning: Badger Mountain South Area	
Legal Description: See attached plat map		
Preliminary Plat Name: BMS-South Orchard		☐ Changing
Gross Plat Acreage: 186.27	Number of Lots: 375	Smallest Lot Size: 6,600 sf
Net Lot Area Acreage: 92.25	Avg Lot Size: 10,770 sf	Largest Lot Size: 231,226 sf
Domestic Water Supply: ☒ City ☐ Private Well	Sewage Disposal: ☒ City ☐ Septic	
Irrigation Source: ☐ City ☐ Private Well ☐ Columbia Irrig District ☐ Kennewick Irrig District ☒ Other		
SEPA Checklist Submitted? ☐ Yes ☒ No	Title Report (Subdivision Guarantee) Submitted? ☐ Yes ☒ No	

DESCRIPTION OF ALTERATION

Alterations of the previously approved minor amendment consist of lot & road configuration on the west of the plat and green space allocation. Lot quantity is 375, and increase from the previously approved 281 lots. This proposed amendment also offers plat phasing which was not included in previous documents.

APPLICATION MUST INCLUDE
1. Completed Application and Filing Fee 2. Refer to RMC 24.24.055

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of the Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: NorAm Investment LLC

Applicant Signature: _____ Date 7-2-2020

July 2, 2020

Mr. Mike Stevens, Planning Manager
City of Richland
625 Swift Boulevard
Richland, WA 99352

Project: BMS-South Orchard, AHBL No. 2133005.12
Subject: Major Plat Amendment

Dear Mr. Stevens:

On behalf of our client, Nor Am Development, LLC, we are requesting a major amendment for the above-mentioned plat. This amendment revises the interior street layout to provide single- and multi-family lots and increase lot count/density to better satisfy current market demand and the desired direction for the plat.

A summary of conformance with Richland Municipal Code (RMC) 24.24.055 is provided below:

1. The aggregate area of open space will decrease by 2 percent with the approval of this major amendment; however, the length of trails will increase by 8 percent when compared to the minor amendment dated August 3.

   When compared to the original approved preliminary plat, open space is increased by approximately 28 percent with this proposal (see Sheet C004 for area breakdown).
2. The number of lots previously approved was 281. This layout proposes 375, which is a 33 percent increase in lots.
3. The locations of the roadway access points to streets exterior to the plat were not relocated. The proposed major amendment does, however, provide a direct north-south access to Reata Road along the west edge of the plat.
4. The original preliminary plat allowed for phasing, as dictated by market demand. We are now proposing phasing of the plat and have included that with the amendment.
5. The general layout, character, and intent of the South Orchard plat remains unchanged, and this major amendment does not significantly increase any adverse impacts or undesirable effects of the plat.

The purpose and intent of the LUDR and RMC 24.24.055 are carried forward with this major amendment. The plat amendment provides flexibility to develop a market driven product while creating neighborhoods with a range of housing types, and serves to promote a walkable pedestrian environment by providing areas for parks, trails, and open spaces.

If you have any questions, please call me at (509) 380-5883.

Sincerely,

Kaleb Mapstead, EIT
Project Engineer

KDM/lsk

c: Erick Fitzpatrick – AHBL
Geoff Clark – Nor Am Investment LLC

Q:\2013\2133005\WORDPROC\Letters\20200702 Ltr (Major Amend) 2133005.12.docx

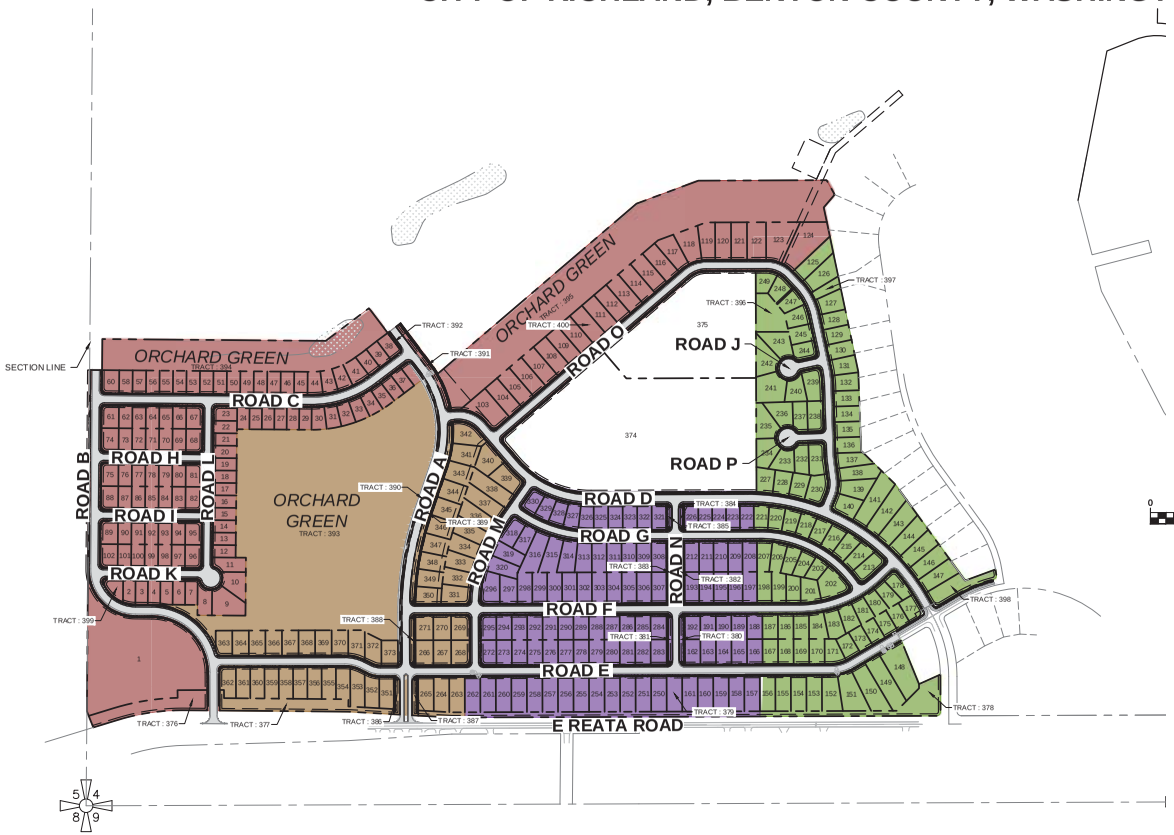
Civil Engineers
Structural Engineers
Landscape Architects
Community Planners
Land Surveyors
Neighbors

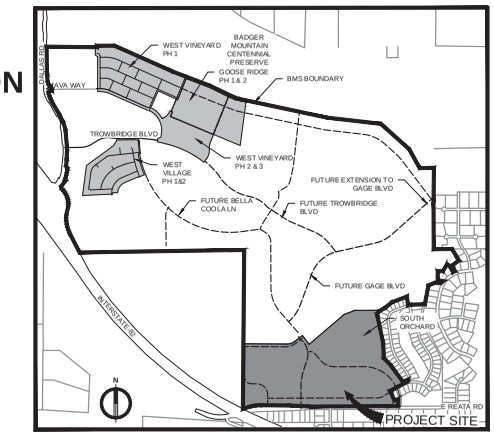
TRI-CITIES
5804 Road 90
Suite H
Pasco, WA 99301
509.380.5883 TEL
www.ahbl.com

BMS-SOUTH ORCHARD

SEC. 4, TWN. 08 N., RGE. 28 E. W.M.

CITY OF RICHLAND, BENTON COUNTY, WASHINGTON





VICINITY MAP

NOT TO SCALE

N

GRAPHIC SCALE

0 150 300 600

1" = 300 FEET

APPLICANT

NOR AM INVESTMENT, LLC
4405 71ST AVENUE COURT NW
GIG HARBOR, WA 98335
CONTACT: GEOFF CLARK
PH:

CIVIL ENGINEER

AHBL INC
5804 ROAD 90, STE H
PASCO, WA 99301
CONTACT: KALEB MAPSTEAD
PH: (509) 380-5883

LAND SURVEYOR

AHBL INC
5804 ROAD 90, STE H
PASCO, WA 99301
CONTACT: JOHN BECKER, PLS
PH: (509) 380-5883

SITE ADDRESS

UNDETERMINED
RICHLAND, WA 99352

PARCEL NO.

104-882-0000-01000
104-884-0000-02002
104-884-0000-02001

BASIS OF BEARING

DATUM - NAD 83/91
BASIS OF BEARING - NORTH 77°19'12" EAST ALONG A LINE BETWEEN THE FOLLOWING TWO POINTS:
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, MONUMENT DESIGNATED AS "ERIE AZI", POINT IDENTIFICATION NUMBER 2668. BRASS DISK STAMPED "ERIE" SET AT GROUND LEVEL, ATOP FIRST SADDLE EASTERLY OF RADIO TOWERS AT THE PEAK OF BADGER MOUNTAIN, APPROXIMATELY 10 FEET NORTH OF THE GRAVEL ACCESS ROAD.
N = 330320.261'
E = 1940161.471'

VERTICAL DATUM

NAVD 88
BENCHMARK 1 - ELEVATION = 801.875' PER CITY OF RICHLAND SURVEY DEPARTMENT. SOUTHWEST CORNER OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN. BRASS DISK WITH "X" IN CASE, CENTERLINE OF DALLAS ROAD, APPROXIMATELY 0.75 MILES NORTH OF INTERSTATE 82, EXIT 104.
BENCHMARK 2 - ELEVATION = 1489.377' PER WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, ALSO DESIGNATED AS "ERIE AZI", POINT IDENTIFICATION NUMBER 2668. BRASS DISK STAMPED "ERIE" SET AT GROUND LEVEL, ATOP FIRST SADDLE EASTERLY OF RADIO TOWERS AT THE PEAK OF BADGER MOUNTAIN, APPROXIMATELY 10 FEET NORTH OF THE GRAVEL ACCESS ROAD.

UTILITIES

WATER:	CITY OF RICHLAND
SEWER:	CITY OF RICHLAND
IRRIGATION:	BMID
TELEPHONE:	CHARTER
POWER:	RES
GAS:	CNGC

LAND USE TABLE

TOTAL SITE AREA	186.27 AC
TOTAL LOTS	375
RESIDENTIAL LOTS	372
TRACTS	25
CIVIC LOTS	2
COMMERCIAL LOTS	1
MIN. RESIDENTIAL LOT AREA	6,6000 SF (LOT 24)
MAX RESIDENTIAL LOT AREA	29,661 SF (LOT 124)
PARK (CIVIC) AREA	285,642 SF (LOT 374)
SCHOOL (CIVIC) AREA	619,341 SF (LOT 375)
COMMERCIAL AREA	231.226SF (LOT 1)
TRACT AREA	43.98 AC
ROW AREA	29.26 AC

PHASING LEGEND

PHASE	LOTS	
1	124	
2	95	
3	102	
4	52	

CIVIL SHEET INDEX

SHEET NUMBER	SHEET TITLE
C001	COVER
C002	ROAD SECTIONS
C003	ROAD SECTIONS
C004	GREEN SPACE CALCULATIONS
C101	LOT LAYOUT
C102	LOT LAYOUT
C103	LOT LAYOUT
C104	LOT TABLES
C201	GRADING & DRAINAGE PLAN
C202	GRADING & DRAINAGE PLAN
C203	GRADING & DRAINAGE PLAN
C301	UTILITY PLAN
C302	UTILITY PLAN
C303	UTILITY PLAN
C304	UTILITY TABLES
C305	UTILITY TABLES

NOTES

1. ALL RESIDENTIAL STRUCTURES LOCATED WITHIN THIS PLAT SHALL CONFORM TO THE BUILDING STANDARDS CONTAINED IN SECTIONS 2 AND 3 OF THE LAND USED AND DEVELOPMENT REGULATIONS FOR THE BADGER MOUNTAIN SOUTH COMMUNITY (LUDR).
2. ALL RESIDENTIAL STRUCTURES LOCATED WITHIN THIS PLAT SHALL CONFORM TO THE SUSTAINABILITY STANDARDS CONTAINED IN SECTION 12 OF THE LUDR.

TOPOGRAPHIC NOTE

THE EXISTING CULTURAL AND TOPOGRAPHIC DATA SHOWN ON THESE DRAWINGS HAS BEEN PREPARED, IN PART, BASED UPON INFORMATION FURNISHED BY OTHERS. WHILE THIS INFORMATION IS BELIEVED TO BE RELIABLE, AHBL CANNOT ENSURE ACCURACY AND THUS IS NOT RESPONSIBLE FOR THE ACCURACY OF THAT INFORMATION OR FOR ANY ERRORS OR OMISSIONS WHICH MAY HAVE BEEN INCORPORATED INTO THESE DRAWING AS A RESULT.

LOT NOTE

THE LOT SIZES SHOWN DO NOT REFLECT THE ALLOWED MINIMUM OR MAXIMUM SIZES PERMITTED WITHIN BADGER MOUNTAIN SOUTH. SMALLER OR LARGER LOTS THAT MEET CODE MAY BE PRESENT AT THE TIME OF FINAL PLAT.

811 Know what's below. Call before you dig.

AHBL
TACOMA • SEATTLE • SPOKANE • TRI-CITIES
5804 Road 90, Suite H Pasco, WA 99301
509.380.5883 TEL 253.383.2572 www.ahbl.com WEB

Project Title:
BMS-SOUTH ORCHARD PRELIMINARY PLAT

Client:
NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98498-5242

Job No.
2133005.10

Issue Set & Date:
PRELIMINARY PLAT MAJOR AMENDMENT

06.30.2020

KALEB MATTHEW STEPHEN MAPSTEAD
STATE OF WASHINGTON
51558
REGISTERED PROFESSIONAL ENGINEER
07/01/2020

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badger mountain SOUTH

△1
△2
△3
△4
Revisions:

Sheet Title:
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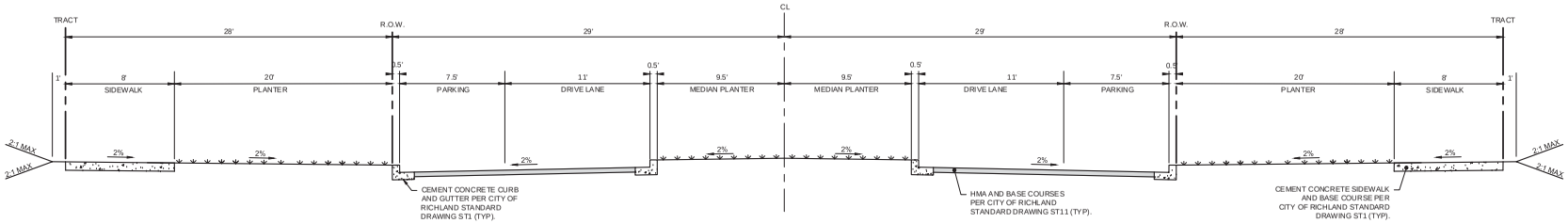
Designed by: Drawn by: Checked by:

Sheet No.
C001
1 of Sheets

BMS-SOUTH ORCHARD



1 2-LANE ARTERIAL COLLECTOR SECTION WITH MEDIAN & EDGE TYPE B

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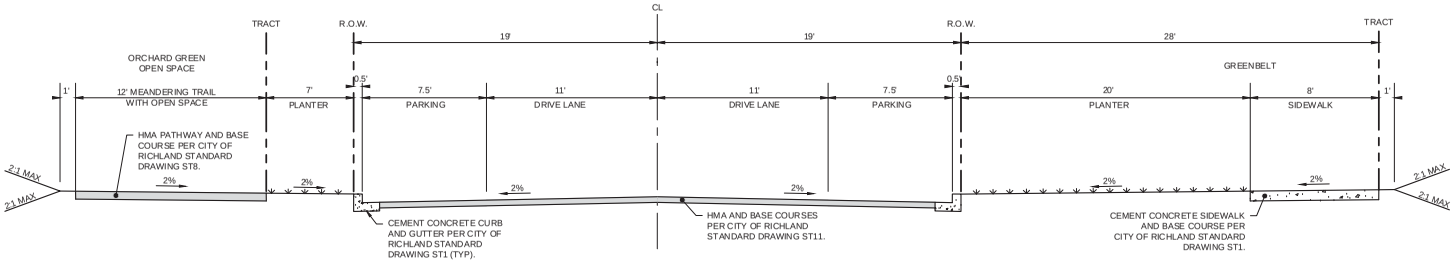

2 2-LANE ARTERIAL COLLECTOR SECTION WITH EDGE TYPE D & EDGE TYPE B

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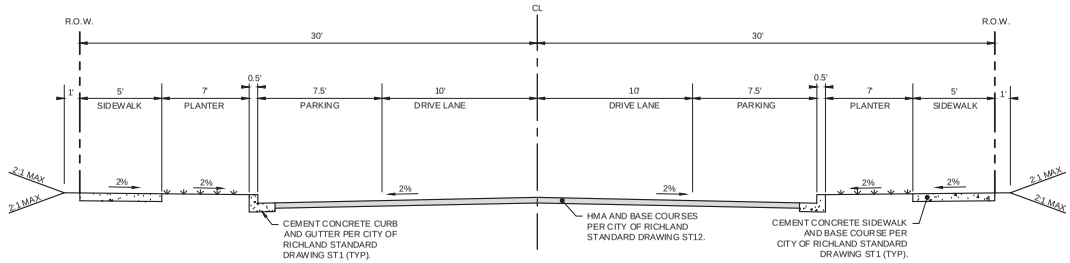

3 NEIGHBORHOOD COLLECTOR SECTION WITH EDGE TYPE A

NOT TO SCALE

811 Know what's **below.** **Call** before you dig.

DATE: July 2, 2020 FILENAME: Q:\2013\2133005\10_CIVICAD\PRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-COVER.dwg

2133005-SH-COVER.DWG ROAD SECTIONS

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07/01/2020

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ROAD SECTIONS

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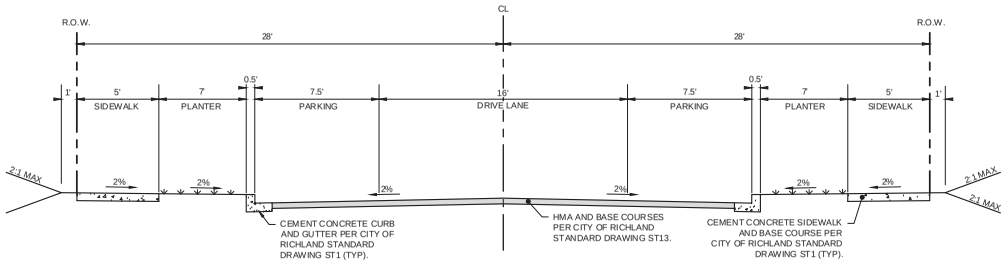
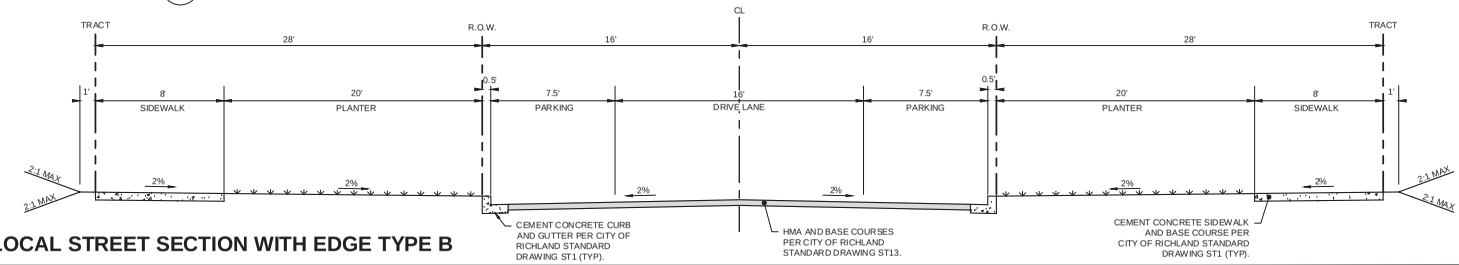
Sheet No.
C002
2 of Sheets

BMS-SOUTH ORCHARD



1 LOCAL STREET SECTION WITH EDGE TYPE A

NOT TO SCALE



2 LOCAL STREET SECTION WITH EDGE TYPE B

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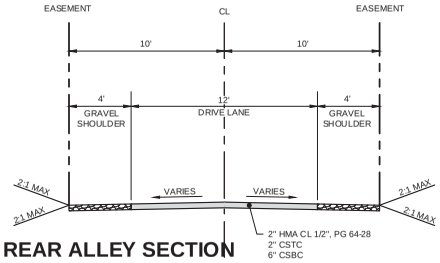

3 REAR ALLEY SECTION

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Know what's **below.**
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2133005-SH-COVER.DWG ROAD SECTIONS (2)

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Revisions:

Sheet Title:
ROAD SECTIONS

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Sheet No.
C003
3 of Sheets

BMS-SOUTH ORCHARD

EXISTING PARCEL PROPERTY DESCRIPTIONS:

PARCEL 104884000002000

SECTION 4, TOWNSHIP 8, RANGE 28, QUARTER SE, COMMENCING AT THE CENTERLINE INTERSECTION OF REATA ROAD AND BADGER MOUNTAIN PARKWAY AS SHOWN ON THE PLAT OF REATA RIDGE; THENCE NORTH 00| 11' 38"WEST 230.34 FEET ON THE CENTERLINE OF SAID BADGER MOUNTAIN PARKWAY TO A POINT OF CURVE; THENCE CONTINUING ON SAID CENTERLINE 305.38 FEET ON THE ARC OF A 600.00 FOOT RADIUS CURVE TO THE LEFT WHOSE CENTRAL ANGLE IS 29| 09' 41" AND CHORD BEARS NORTH 14| 46' 29" WEST 302.09 FEET TO ITS INTERSECTION WITH THE CENTERLINE OF COUNTRY CLUB WAY; THENCE CONTINUING ON SAID BADGER MOUNTAIN PARKWAY CENTERLINE 50.15 FEET ON THE ARC OF A 600.00 FOOT RADIUS CURVE TO THE LEFT WHOSE CENTRAL ANGLE IS 04| 47' 20" AND CHORD BEARS NORTH 31| 45' 00" WEST 50.13 FEET TO THE TERMINUS POINT OF SAID CENTERLINE LYING ON THE NORTHERLY BOUNDARY OF THE PLAT OF REATA RIDGE; THENCE 21.43 FEET ON THE CURVE OF A 600.00 FOOT RADIUS CURVE TO THE LEFT, WHOSE CENTRAL ANGLE IS 02| 02' 45" AND CHORD BEARS NORTH 35| 10'02" WEST 21.42 FEET TO A POINT OF REVERSING CURVE; THENCE 12.56 FEET ON THE ARC OF A 600.00 FOOT RADIUS CURVE TO THE RIGHT WHOSE CENTRAL ANGLE IS 01| 11' 59" AND CHORD BEARS NORTH 35| 35' 25" WEST12.56 FEET TO A POINT OF TANGENT; THENCE NORTH 34| 59' 26" WEST 758.34 FEET TO A POINT THENCE SOUTH 55| 00' 34" WEST 193.78 FEET TO A POINT OF CURVE; THENCE 60.73 FEET ON THE ARC OF A 100.00 FOOT RADIUS CURVE TO THE RIGHT WHOSE CENTRAL ANGLE IS 34| 47' 51" AND CHORD BEARS SOUTH 72| 24' 30" WEST 59.80 FEET TO A POINT OF TANGENT; THENCE SOUTH 89| 48' 25" WEST 953.46 FEET; THENCE NORTH 00| 11' 35" WEST 37.50 FEET TO THE TRUE POINT OF BEGINNING; THENCE 400.68 FEET ON THE ARC OF A 462.50 FOOT RADIUS CURVE TO THE RIGHT WHOSE CENTRAL ANGLE IS 49| 38' 14" AND CHORD BEARS NORTH 65| 22' 28" WEST 388.27 FEET TO A POINT THENCE NORTH 40| 33' 21" WEST 125.84 TO A POINT; THENCE NORTH 49| 26' 39" EAST 1177.27 FEET TO A POINT OF CURVE THENCE 87.07 FEET ON THE ARC OF A 289.00 FOOT RADIUS CURVE TO THE LEFT WHOSE CENTRAL ANGLE IS 17| 15' 47" AND CHORD BEARS NORTH 40| 48' 46" EAST 86.75 FEET TO A POINT; THENCE SOUTH 72| 51' 37" EAST 52.28 FEET TO A POINT OF CURVE; THENCE 37.82 FEET ON THE ARC OF A 125.00 FOOT RADIUS CURVE TO THE LEFT, WHOSE CENTRAL ANGLE IS 17| 20' 02" AND CHORD BEARS SOUTH 81| 31' 37" EAST 37.67 FEET TO A POINT THENCE NORTH 89| 48' 22" EAST 192.13 FEET TO A POINT; THENCE SOUTH 00| 11' 38" EAST 1065.50 FEET TO A POINT; THENCE SOUTH 89| 48' 25" WEST 799.34 FEET TO THE TRUE POINT OF BEGINNING AND THE TERMINUS POINT OF THIS DESCRIPTION. (BOUNDARY LINE ADJUSTMENT PER QCD, AF#2010-005611, 3/02/2010). INGRESS, EGRESS, & UTILITY EASEMENT AF #2010-015038, 05/28/2010.

PARCEL 104884030010000

SECTION 4, TOWNSHIP 8, RANGE 28, QUARTER SE, PLAT SUBDIVISION , FINAL PLAT OF REATA RIDGE, PHASE #1A OF BADGER MOUNTAIN GOLF AND COUNTRY CLUB, TRACT D (AF#2010-007411, 3/22/2010).

PARCEL 104881000002007

SECTION 4, TOWNSHIP 8 NORTH, RANGE 28 EAST, W.M. EXCEPT THAT PORTION LYING WITHIN THE PLAT OF EL RANCHO REATA NO. 3 ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 12 OF PLATS, PAGE 42, RECORDS OF BENTON COUNTY, WASHINGTON, EXCEPT STATE HIGHWAY RIGHT OF WAY CONVEYED UNDER AF#870597 AND EXCEPT THE SOUTH 420 FEET OF THE SOUTHEAST QUARTER THEREOF AND EXCEPT THAT PORTION LYING NORTH OF THE FOLLOWING DESCRIBED LINE; BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 4; THENCE SOUTH 0| 27' 32" WEST 68.76 FEET ALONG THE WEST LINE OF SAID SECTION TO THE TRUE POINT OF BEGINNING; THENCE NORTH89| 44' 32" EAST 5350.12 FEET TO THE EAST LINE OF SAID SECTION 4 (SAID POINT BEARS SOUTH 0| 35' 33" WEST, 70.00 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 4) AND THE TERMINUS OF SAID LINE. ALSO EXCEPT THAT PORTION LYING WITHIN THE COUNTY ROAD RIGHT OF WAY AS DESCRIBED IN DEED RECORDED UNDER AF#2007-013594, RECORDS OF BENTON COUNTY. ALSO EXCEPT THAT PORTION LYING WITHIN THE PLAT OF REATA RIDGE, PHASE 1A OF BADGER MOUNTAIN GOLF AND COUNTRY CLUB A PLANNED DEVELOPMENT, AS RECORDED IN VOLUME 15 OF PLATS, PAGE 389 RECORDS OF BENTON COUNTY. ALSO EXCEPT THAT PORTION LYING WITHIN THE PLAT OF REATA PLACE AS RECORDED IN VOLUME 15 OF PLATS, PAGE 403. RECORDS OF BENTON COUNTY, ALSO EXCEPT THAT PORTION DESCRIBED AS FOLLOWS; COMMENCING AT THE CENTERLINE, CENTERLINE INTERSECTION OF REATA ROAD AND BADGER MOUNTAIN PARKWAY AS SHOWN ON THE PLAT OF REATA RIDGE; THENCE NORTH 00| 11' 38" WEST 230.34 FEET ON THE CENTERLINE OF SAID BADGER MOUNTAIN PARKWAY TO A POINT OF CURVE TO THE LEFT WHOSE CENTRAL ANGLE IS 29| 09' 41" AND CHORD BEARS NORTH 14| 46' 29" WEST 302.09 FEET TO ITS INTERSECTION WITH THE CENTERLINE OF COUNTRY CLUB WAY; THENCE CONTINUING ON SAID BADGER MOUNTAIN PARKWAY CENTERLINE 50.15 FEET ON THE ARC OF A 600.00 FOOT RADIUS CURVE TO THE LEFT WHOSE CENTRAL ANGLE IS 04| 47' 20" AND CHORD BEARS NORTH 31| 45' 00" WEST 50.13 FEET TO THE TERMINUS POINT OF SAID CENTERLINE LYING ON THE NORTHERLY BOUNDARY OF THE PLAT OF REATA RIDGE; THENCE 21.43 FEET ON THE CURVE OF A 600.00 FOOT RADIUS CURVE TO THE LEFT WHOSE CENTRAL ANGLE IS 02| 02' 45" AND A CHORD BEARS NORTH 35| 10' 02" WEST 21.42 FEET TO A POINT OF REVERSING CURVE; THENCE 12.56 FEET ON THE ARC OF A 600.00 FOOT RADIUS CURVE TO THE RIGHT WHOSE CENTRAL ANGLE IS 01| 11'59" AND CHORD BEARS NORTH 35| 35' 25" WEST12.56 FEET TO A POINT OF TANGENT; THENCE NORTH 34| 59' 26' WEST 758.34 FEET TO A POINT; THENCE SOUTH 55| 00' 34" WEST 193.78 FEET TO A POINT OF CURVE; THENCE 60.73 FEET ON THE ARC OF A 100.00 FOOT RADIUS CURVE TO THE RIGHT WHOSE CENTRAL ANGLE IS 34| 47' 51" AND CHORD BEARS SOUTH 72| 24' 30" WEST 59.80 FEET TO A POINT OF TANGENT; THENCE SOUTH 89| 48' 25" WEST 953.46 FEET; THENCE NORTH 00| 11'35" WEST 37.50 FEET TO THE TRUE POINT OF BEGINNING; THENCE 400.68 FEET ON THE ARC OF A 462.50 FOOT RADIUS CURVE TO THE RIGHT WHOSE CENTRAL ANGLE IS 49| 38' 14" AND CHORD BEARS NORTH 65| 22' 28" WEST388.27 FEET TO A POINT; THENCE NORTH 40| 33' 21" WEST 125.84 FEET TO A POINT; THENCE NORTH 49| 26' 39" EAST 1177.27 FEET TO A POINT OF CURVE; THENCE 87.07 FEET ON THE ARC OF A 289.00 FOOT RADIUS CURVE TO THE LEFT WHOSE CENTRAL ANGLE IS 17| 15' 47" AND CHORD BEARS NORTH 40| 48' 46" EAST 86.75 FEET TO A POINT; THENCE SOUTH 72| 51' 37" EAST 52.28 FEET TO A POINT OF CURVE; THENCE 37.82 FEET ON THE ARC OF A 125.00 FOOT RADIUS CURVE TO THE LEFT WHOSE CENTRAL ANGLE IS 17| 20' 02" AND CHORD BEARS SOUTH 81| 13' 37" EAST 37.67 FEET TO A POINT; THENCE NORTH 89| 48' 22" EAST 192.13 FEET TO A POINT; THENCE SOUTH 00| 11' 38" EAST 1065.50 FEET TO A POINT; THENCE SOUTH 89| 48' 25" WEST 799.34 FEET TO THE TRUE POINT OF BEGINNING AND THE TERMINUS POINT OF THIS DESCRIPTION; AND ALSO EXCEPT REAL PROPERTY LOCATED IN THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 8 NORTH, RANGE 28 EAST, W.M. CITY OF RICHLAND, BENTON COUNTY, WASHINGTON DESCRIBED AS FOLLOWS; BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 4; THENCE NORTH 00| 27' 45" EAST 369.47 FEET ALONG THE WEST LINE OF SAID SECTION 4 TO THE NORTH LINE OF REATA ROAD AND THE TRUE POINT OF BEGINNING; THENCE CONTINUING NORTH 00| 27' 45" EAST 87.27 FEET ALONG SAID WEST LINE; THENCE SOUTH 21| 43' 06" EAST 83.78 FEET TO A POINT ON THE NORTH LINE OF SAID REATA ROAD; THENCE SOUTH 73| 25' 28" WEST 33.08 FEET ALONG SAID NORTH LINE TO THE TRUE POINT OF BEGINNING. (BOUNDARY LINE ADJUSTMENT PER AF#2012-015432, 5/29/2012).

SOUTH ORCHARD OPEN SPACE

ORCHARD GREEN

SOUTH ORCHARD AREA	1,560,239 S.F.	(35.82 ACRES)

TRAILS

EQUIVALENT TRAIL LENGTHS SHALL BE APPLIED TO THE LENTH OF TRAIL CONSTRUCTED MULTIPLIED BY THE APPROPRIATE TRAIL FACTOR BELOW:

CITY PRIMARY TRAIL = 1.0
PRIMARY TRAIL = 1.0
SECONDARY TRAIL = 0.6
EQUESTRIAN TRAIL = 0.8 (WHERE SHOWN ON TRAIL PLAN)
URBAN TRAIL = 1.0

TRAIL LOCATION	LENGTH		EQIVALENT LENGTH		RU
REATA TRAIL – TRACTS 376, 377, 378	3,975 L.F.	3,975 L.F. * 0.6 =	2,385.0 L.F.	@ 16 L.F. / RU	149.0
ROAD A TRAIL – TRACTS 386, 387, 388, 389, 391, 392 (SECONDARY)	1,950 L.F.	1,950 L.F. * 0.6 =	1,170.0 L.F.	@ 16 L.F. / RU	73.1
GREENBELT TRAIL – TRACT 379	171 L.F.	171 L.F. * 0.6 =	102.6 L.F.	@ 16 L.F. / RU	6.4
ROAD N TRAIL – TRACTS 380, 381, 382, 383, 384, 385	1,310 L.F.	1,310 L.F. * 0.6 =	786.0 L.F.	@ 16 L.F. / RU	49.1
ORCHARD GREEN TRAIL (ROAD A)	1,950 L.F.	1,950 L.F. * 1.0 =	1,950.0 L.F.	@ 16 L.F. / RU	121.9
ORCHARD GREEN TRAIL (NON-FRONTAGE)	5,270 L.F.	5,270 L.F. * 1.0 =	5,270.0 L.F.	@ 16 L.F. / RU	329.4
TOTAL			11,663.6 L.F.		728.9

PARKS

	AREA			RU
CITY PARK	285,642 S.F.	(6.56 ACRES)	@ 650 S.F. / RU	439.5
TOTAL	285,642 S.F.	(6.56 ACRES)		439.5

TOTAL ALLOWABLE RU

TRAILS	728.9 RU
PARKS	439.5 RU
TOTAL	1,168.4 RU

MISCELLANEOUS OPEN SPACE

	AREA	
TRACT 376 – GREEN BELT	39,684 S.F.	(0.91 ACRE)
TRACT 377 – GREEN BELT	43,596 S.F.	(1.00 ACRE)
TRACT 378 – GREEN BELT	84,484 S.F.	(1.94 ACRE)
TRACT 379 – LANDSCAPE	12,917 S.F.	(0.30 ACRE)
TRACT 380 – GREEN BELT	6,468 S.F.	(0.15 ACRE)
TRACT 381 – GREEN BELT	6,468 S.F.	(0.15 ACRE)
TRACT 382 – GREEN BELT	8,063 S.F.	(0.18 ACRE)
TRACT 383 – GREEN BELT	8,063 S.F.	(0.18 ACRE)
TRACT 384 – GREEN BELT	3,141 S.F.	(0.07 ACRE)
TRACT 385 – GREEN BELT	3,141 S.F.	(0.07 ACRE)
TRACT 386 – GREEN BELT	5,310 S.F.	(0.12 ACRE)
TRACT 387 – GREEN BELT	5,468 S.F.	(0.12 ACRE)
TRACT 388 – GREEN BELT	6,468 S.F.	(0.15 ACRE)
TRACT 389 – GREEN BELT	24,938 S.F.	(0.57 ACRE)
TRACT 390 – LANDSCAPE	10,553 S.F.	(0.24 ACRE)
TRACT 391 – GREEN BELT	13,415 S.F.	(0.31 ACRE)
TRACT 392 – GREEN BELT	1,201 S.F.	(0.03 ACRE)
TRACT 396 – GREEN SPACE	22,777 S.F.	(0.52 ACRE)
TRACT 397 – GREEN SPACE	6,985 S.F.	(0.16 ACRE)
TRACT 398 – LANDSCAPE	21,401 S.F.	(0.49 ACRE)
TRACT 399 – LANDSCAPE	7,185 S.F.	(0.17 ACRE)
TRACT 400 – LANDSCAPE	13,860 S.F.	(0.32 ACRE)
TOTAL	355,904 S.F.	(8.17 ACRES)

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Project Title:
BMS-SOUTH ORCHARD PRELIMINARY PLAT

Client:
NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98498-5242

Job No.
2133005.10

Issue Set & Date:
PRELIMINARY PLAT MAJOR AMENDMENT

06.30.2020

07/01/2020

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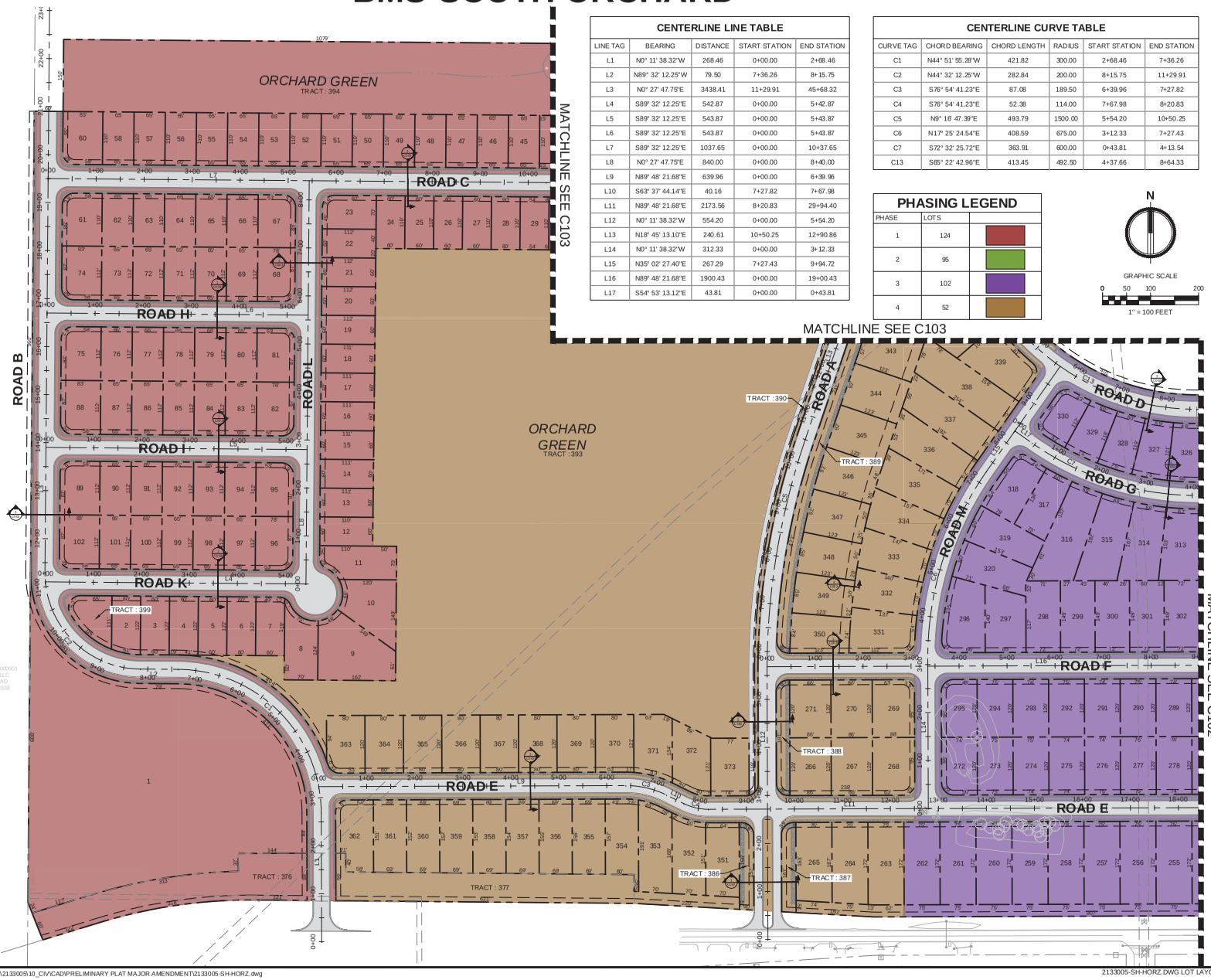
C004
4 of Sheets

BMS-SOUTH ORCHARD



CENTERLINE LINE TABLE				
LINE TAG	BEARING	DISTANCE	START STATION	END STATION
L1	N0° 11' 38.32"W	268.46	0+00.00	2+68.46
L2	N89° 32' 12.25"W	79.50	7+36.26	8+15.75
L3	N0° 27' 47.75"E	3438.41	11+29.91	45+68.32
L4	S89° 32' 12.25"E	542.87	0+00.00	5+42.87
L5	S89° 32' 12.25"E	543.87	0+00.00	5+43.87
L6	S89° 32' 12.25"E	543.87	0+00.00	5+43.87
L7	S89° 32' 12.25"E	1037.65	0+00.00	10+37.65
L8	N0° 27' 47.75"E	840.00	0+00.00	8+40.00
L9	N89° 48' 21.68"E	639.96	0+00.00	6+39.96
L10	S63° 37' 44.14"E	40.16	7+27.82	7+67.98
L11	N89° 48' 21.68"E	2173.56	8+20.83	29+94.40
L12	N0° 11' 38.32"W	554.20	0+00.00	5+54.20
L13	N18° 45' 13.10"E	240.61	10+50.25	12+90.86
L14	N0° 11' 38.32"W	312.33	0+00.00	3+12.33
L15	N35° 02' 27.40"E	267.29	7+27.43	9+94.72
L16	N89° 48' 21.68"E	1900.43	0+00.00	19+00.43
L17	S54° 53' 13.12"E	43.81	0+00.00	0+43.81

CENTERLINE CURVE TABLE					
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS	START STATION	END STATION
C1	N44° 51' 55.28"W	421.82	300.00	2+68.46	7+36.26
C2	N44° 32' 12.25"W	282.84	200.00	8+15.75	11+29.91
C3	S76° 54' 41.23"E	87.08	189.50	6+39.96	7+27.82
C4	S76° 54' 41.23"E	52.38	114.00	7+67.98	8+20.83
C5	N9° 16' 47.39"E	493.79	1500.00	5+54.20	10+50.25
C6	N17° 25' 24.54"E	408.59	675.00	3+12.33	7+27.43
C7	S72° 32' 25.72"E	363.91	600.00	0+43.81	4+13.54
C13	S65° 22' 42.96"E	413.45	492.50	4+37.66	8+64.33

PHASING LEGEND	
PHASE	LOTS
1	124
2	95
3	102
4	52

N

GRAPHIC SCALE

0 50 100 200

1" = 100 FEET

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DATE: June 30, 2020 FILENAME: Q:\2013\2133005.10_CIV\CAD\PRELIMINARY PLAT MAJOR AMENDMENT\2133005-SH-HORZ.dwg

2133005-SH-HORZ.DWG LOT LAYOUT

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Client:
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LAKEWOOD, WA 98498-5242

Job No.
2133005.10

Issue Set & Date:
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Sheet Title:
LOT LAYOUT

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C101
5 of Sheets

BMS-SOUTH ORCHARD

CENTERLINE CURVE TABLE					
CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS	START STATION	END STATION
C8	N74° 39' 05.55"E	104.57	200.00	29+94.40	31+00.20
C9	N68° 16' 32.24"E	411.03	560.00	19+00.43	23+21.30
C10	S60° 38' 54.15"E	552.29	560.00	12+23.45	18+01.00
C11	S60° 21' 00.68"E	965.52	970.00	16+21.37	26+31.98
C12	S7° 09' 00.27"W	77.06	150.00	27+81.63	28+59.56

CENTERLINE LINE TABLE				
LINE TAG	BEARING	DISTANCE	START STATION	END STATION
L18	N0° 11' 38.32"W	829.87	0+00.00	8+29.87
L19	N89° 48' 21.68"E	809.91	4+13.54	12+23.45
L20	N89° 48' 09.22"E	757.04	8+64.33	16+21.37
L21	N59° 28' 41.93"E	615.16	31+00.20	37+15.35
L22	N46° 44' 42.80"E	109.49	23+21.30	24+30.80
L23	S30° 32' 40.43"E	106.24	26+31.98	27+38.22
L24	S22° 02' 02.95"W	91.99	28+59.56	29+51.55

PHASING LEGEND	
PHASE	LOTS
1	124
2	95
3	102
4	52

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2133005-SH-HORZ.DWG LOT LAYOUT (2)

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Project Title:
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Client:
NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98498-5242

Job No.
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LOT LAYOUT

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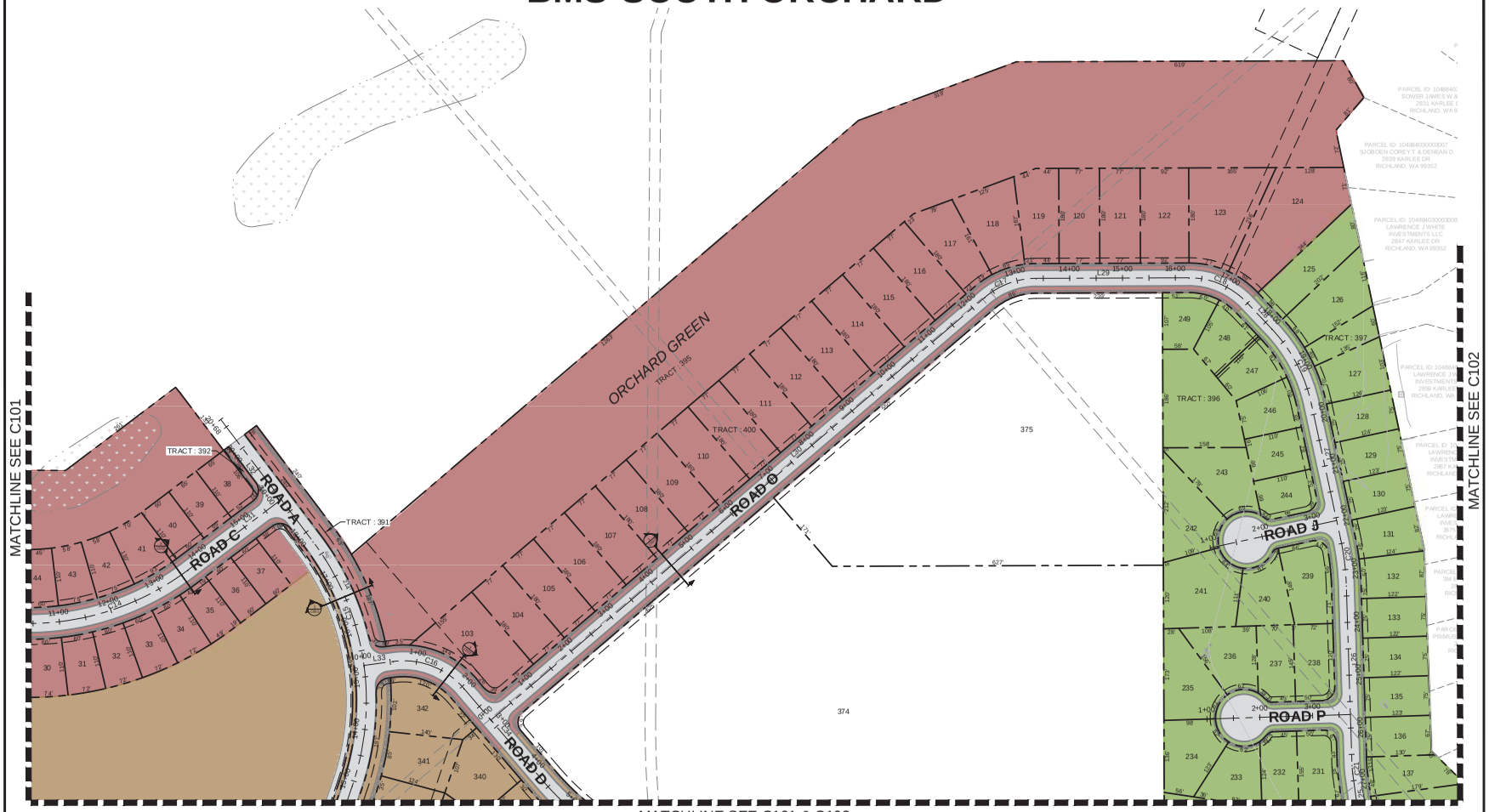
C102
6 of Sheets

BMS-SOUTH ORCHARD



MATCHLINE SEE C101 & C102

N

GRAPHIC SCALE

0 50 100 200

1" = 100 FEET

Know what's **below.**
Call before you dig.

PHASING LEGEND

PHASE	LOTS	
1	124	
2	95	
3	102	
4	52	

CENTERLINE LINE TABLE

LINE TAG	BEARING	DISTANCE	START STATION	END STATION
L25	S7° 44' 02.42"E	95.61	26+86.02	27+81.63
L26	S1° 48' 52.84"E	339.99	23+30.54	26+70.52
L27	S12° 12' 56.55"E	259.58	19+80.19	22+39.77
L28	S43° 21' 57.71"E	68.44	17+48.65	18+17.09
L29	N89° 48' 07.86"E	289.68	13+36.36	16+26.05
L30	N49° 26' 24.86"E	1230.70	0+00.00	12+30.70
L31	N52° 55' 20.29"E	221.49	13+65.26	15+86.75
L32	N37° 04' 39.71"W	289.70	17+78.08	20+67.78
L33	N82° 18' 15.52"E	55.55	0+00.00	0+55.55
L34	S40° 33' 35.14"E	232.53	2+05.13	4+37.66

CENTERLINE CURVE TABLE

CURVE TAG	CHORD BEARING	CHORD LENGTH	RADIUS	START STATION	END STATION
C14	N71° 41' 34.02"E	321.78	500.00	10+37.65	13+65.26
C15	N9° 09' 43.31"W	468.17	500.00	12+90.86	17+78.08
C16	S69° 07' 39.81"E	143.46	150.00	0+55.55	2+05.13
C17	N69° 37' 16.36"E	103.50	150.00	12+30.70	13+36.36
C18	S66° 46' 54.92"E	119.22	150.00	16+26.05	17+48.65
C19	S27° 47' 27.13"E	161.10	300.00	18+17.09	19+80.19
C20	S7° 00' 54.69"E	90.64	500.00	22+39.77	23+30.54
C21	S4° 46' 27.63"E	15.49	150.00	26+70.52	26+86.02

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LOT LAYOUT

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C103
7 of Sheets

BMS-SOUTH ORCHARD

LOT AREA TABLE

LOT	AREA (S.F.)
1	231,226
2	7,104
3	7,320
4	7,320
5	7,320
6	7,320
7	7,310
8	9,598
9	17,968
10	12,448
11	10,444
12	6,618
13	6,628
14	6,639
15	6,649
16	6,659
17	6,670
18	6,680
19	6,691
20	6,701
21	6,711
22	6,719
23	7,706
24	6,600
25	6,600
26	6,600
27	6,600
28	6,600
29	6,600
30	7,360
31	7,289
32	7,289
33	7,289
34	7,289
35	7,069
36	6,600
37	6,600
38	7,135
39	7,150
40	7,150
41	8,968
42	7,292
43	7,292
44	7,480
45	7,150
46	7,150
47	7,150
48	7,150
49	7,150
50	7,150

LOT AREA TABLE

LOT	AREA (S.F.)
51	7,150
52	7,150
53	7,150
54	7,150
55	7,150
56	7,150
57	7,150
58	7,150
60	8,989
61	8,989
62	7,150
63	7,150
64	7,150
65	7,150
66	7,150
67	8,439
68	8,595
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93	7,280
94	7,280
95	8,595
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99	7,280
100	7,280
101	7,280

LOT AREA TABLE

LOT	AREA (S.F.)
102	9,155
103	20,062
104	13,860
105	13,860
106	13,860
107	13,860
108	13,860
109	13,860
110	13,860
111	13,860
112	13,860
113	13,860
114	13,860
115	13,860
116	13,860
117	13,727
118	15,202
119	13,360
120	13,860
121	13,860
122	16,560
123	22,762
124	29,661
125	15,253
126	15,049
127	11,317
128	9,288
129	9,254
130	9,221
131	9,890
132	9,867
133	9,137
134	9,164
135	9,191
136	9,245
137	10,447
138	13,028
139	13,297
140	11,351
141	21,582
142	19,414
143	17,235
144	15,707
145	14,763
146	14,361
147	14,484
148	26,867
149	21,662
150	20,387
151	19,331

LOT AREA TABLE

LOT	AREA (S.F.)
152	15,203
153	12,911
154	12,911
155	12,912
156	12,913
157	12,913
158	12,914
159	12,915
160	12,915
161	12,916
162	9,022
163	9,022
164	9,022
165	9,022
166	9,022
167	9,022
168	9,022
169	9,022
170	9,022
171	9,393
172	8,146
173	7,700
174	7,700
175	7,678
176	7,558
177	8,440
178	9,209
179	8,737
180	8,504
181	8,388
182	9,689
183	10,837
184	10,519
185	9,052
186	9,022
187	9,022
188	9,022
189	9,022
190	9,022
191	9,022
192	9,022
193	10,414
194	10,414
195	10,414
196	10,414
197	10,414
198	10,414
199	10,093
200	9,133
201	10,041

LOT AREA TABLE

LOT	AREA (S.F.)
202	15,561
203	7,157
204	8,395
205	9,051
206	9,302
207	9,831
208	10,414
209	10,414
210	10,414
211	10,414
212	10,414
213	10,995
214	10,464
215	9,950
216	9,295
217	8,832
218	8,558
219	8,469
220	8,565
221	8,487
222	8,154
223	8,158
224	8,158
225	8,158
226	8,157
227	9,886
228	9,329
229	9,684
230	11,561
231	11,895
232	10,184
233	10,669
234	13,481
235	14,176
236	12,868
237	9,984
238	10,765
239	12,911
240	11,058
241	19,274
242	15,164
243	14,744
244	8,337
245	8,969
246	9,444
247	8,460
248	9,056
249	8,988
250	12,917
251	12,918

LOT AREA TABLE

LOT	AREA (S.F.)
252	12,919
253	12,919
254	12,920
255	12,921
256	12,921
257	12,922
258	12,923
259	12,923
260	12,924
261	12,924
262	12,925
263	12,921
264	12,699
265	12,362
266	10,345
267	10,345
268	10,451
269	10,451
270	10,345
271	10,345
272	8,828
273	8,962
274	8,962
275	8,962
276	8,962
277	8,962
278	8,962
279	8,962
280	8,962
281	8,962
282	8,962
283	9,284
284	9,284
285	8,962
286	8,962
287	8,962
288	8,962
289	8,962
290	8,962
291	8,962
292	8,962
293	8,962
294	8,962
295	8,828
296	12,473
297	10,921
298	10,712
299	10,712
300	10,712
301	10,712

LOT AREA TABLE

LOT	AREA (S.F.)
302	10,712
303	10,712
304	10,712
305	10,712
306	10,712
307	10,712
308	10,712
309	10,712
310	10,712
311	10,712
312	10,712
313	11,319
314	12,234
315	13,883
316	16,564
317	8,962
318	10,212
319	10,829
320	10,838
321	8,522
322	8,522
323	8,521
324	8,521
325	8,521
326	8,266
327	8,069
328	7,927
329	7,721
330	7,588
331	11,673
332	10,643
333	11,078
334	11,780
335	12,767
336	14,087
337	15,224
338	16,868
339	12,974
340	13,167
341	12,435
342	13,648
343	11,826
344	11,316
345	11,315
346	10,839
347	10,839
348	10,014
349	10,014
350	9,714
351	10,740

LOT AREA TABLE

LOT	AREA (S.F.)
352	10,981
353	12,730
354	11,149
355	10,780
356	10,722
357	10,663
358	10,604
359	10,545
360	10,486
361	10,427
362	10,860
363	9,429
364	9,600
365	9,600
366	9,600
367	9,600
368	9,600
369	9,600
370	9,604
371	10,239
372	10,541
373	9,601
374	610,341
375	285,642

TRACT AREA TABLE

TRACT	AREA (S.F.)	USE
376	39,684	OPEN SPACE/TRAIL
377	43,596	OPEN SPACE/TRAIL
378	84,484	OPEN SPACE/TRAIL
379	12,917	OPEN SPACE/TRAIL
380	6,468	OPEN SPACE/TRAIL
381	6,468	OPEN SPACE/TRAIL
382	8,063	OPEN SPACE/TRAIL
383	8,063	OPEN SPACE/TRAIL
384	3,141	OPEN SPACE/TRAIL
385	3,141	OPEN SPACE/TRAIL
386	5,310	OPEN SPACE/TRAIL
387	5,468	OPEN SPACE/TRAIL
388	6,468	OPEN SPACE/TRAIL
389	24,938	OPEN SPACE/TRAIL
390	10,553	OPEN SPACE/TRAIL
391	13,415	OPEN SPACE/TRAIL
392	1,201	OPEN SPACE
393	915,556	OPEN SPACE
394	207,188	OPEN SPACE/STORM
395	437,495	OPEN SPACE/STORM
396	22,777	OPEN SPACE
397	6,985	OPEN SPACE
398	21,401	OPEN SPACE
399	7,185	OPEN SPACE
400	13,860	OPEN SPACE/TRAIL

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Project Title:
BMS-SOUTH ORCHARD PRELIMINARY PLAT

Client:
NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98498-5242

Job No.
2133005.10

Issue Set & Date:
PRELIMINARY PLAT MAJOR AMENDMENT

06.30.2020

07/01/2020

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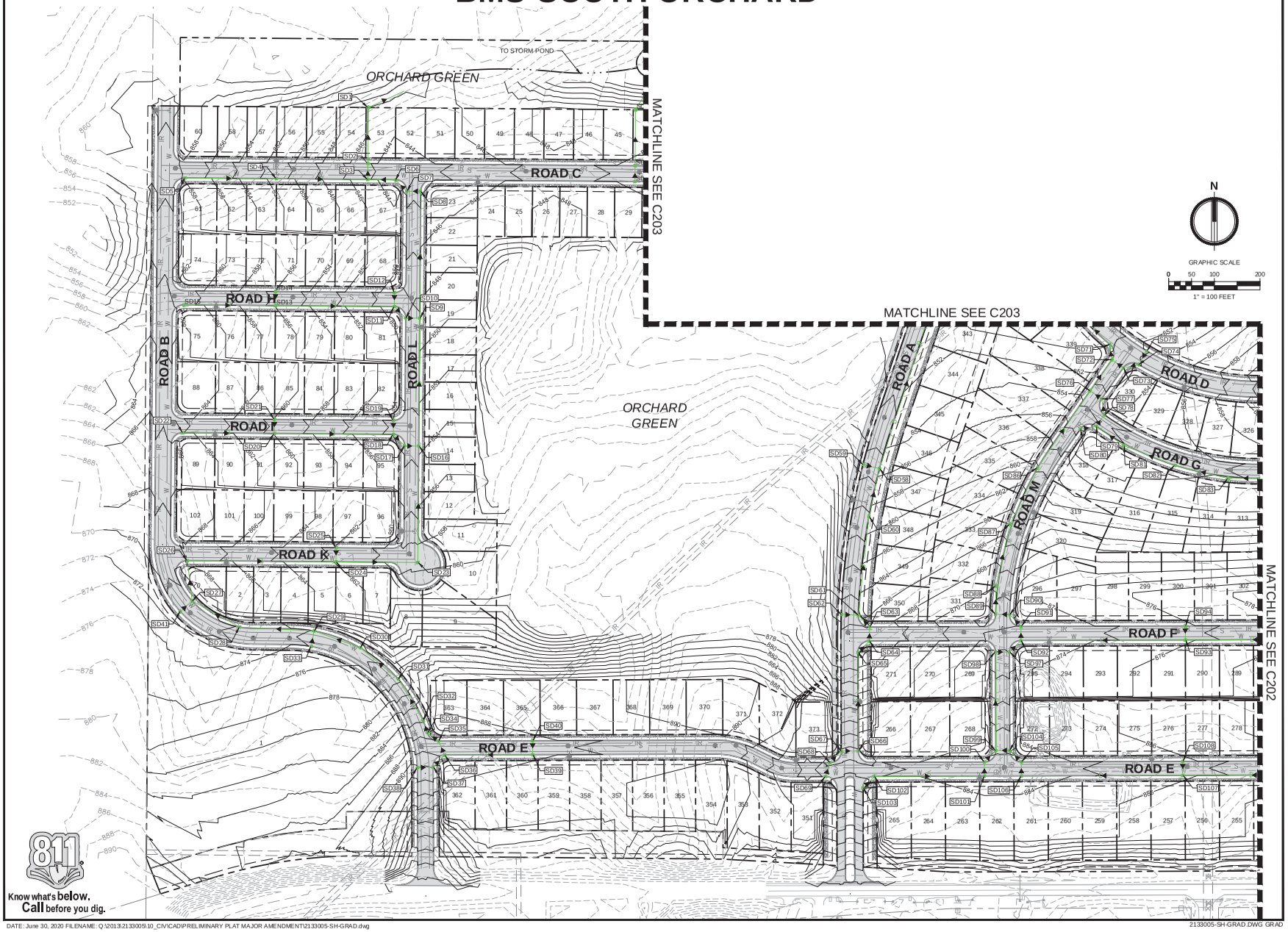

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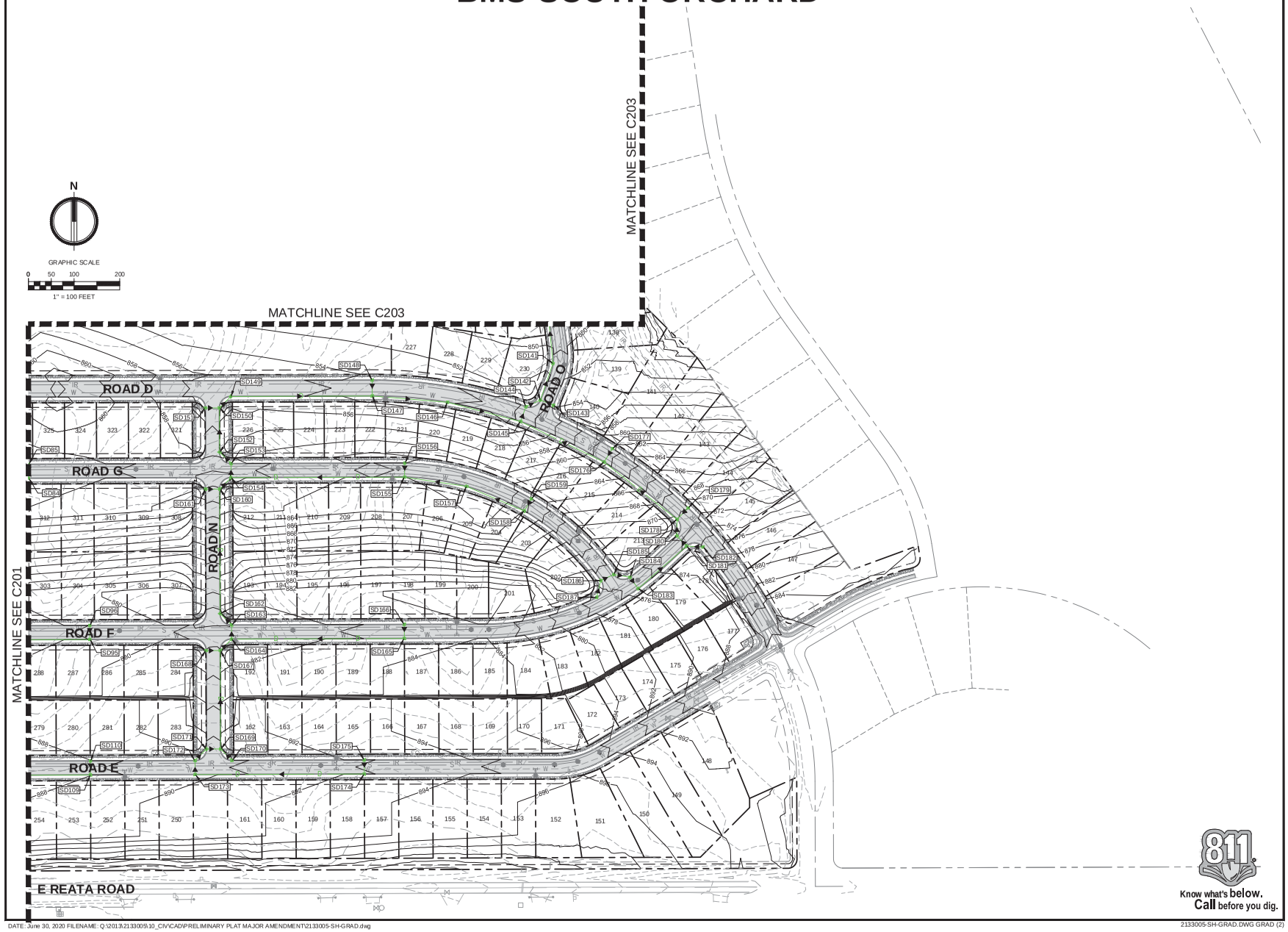

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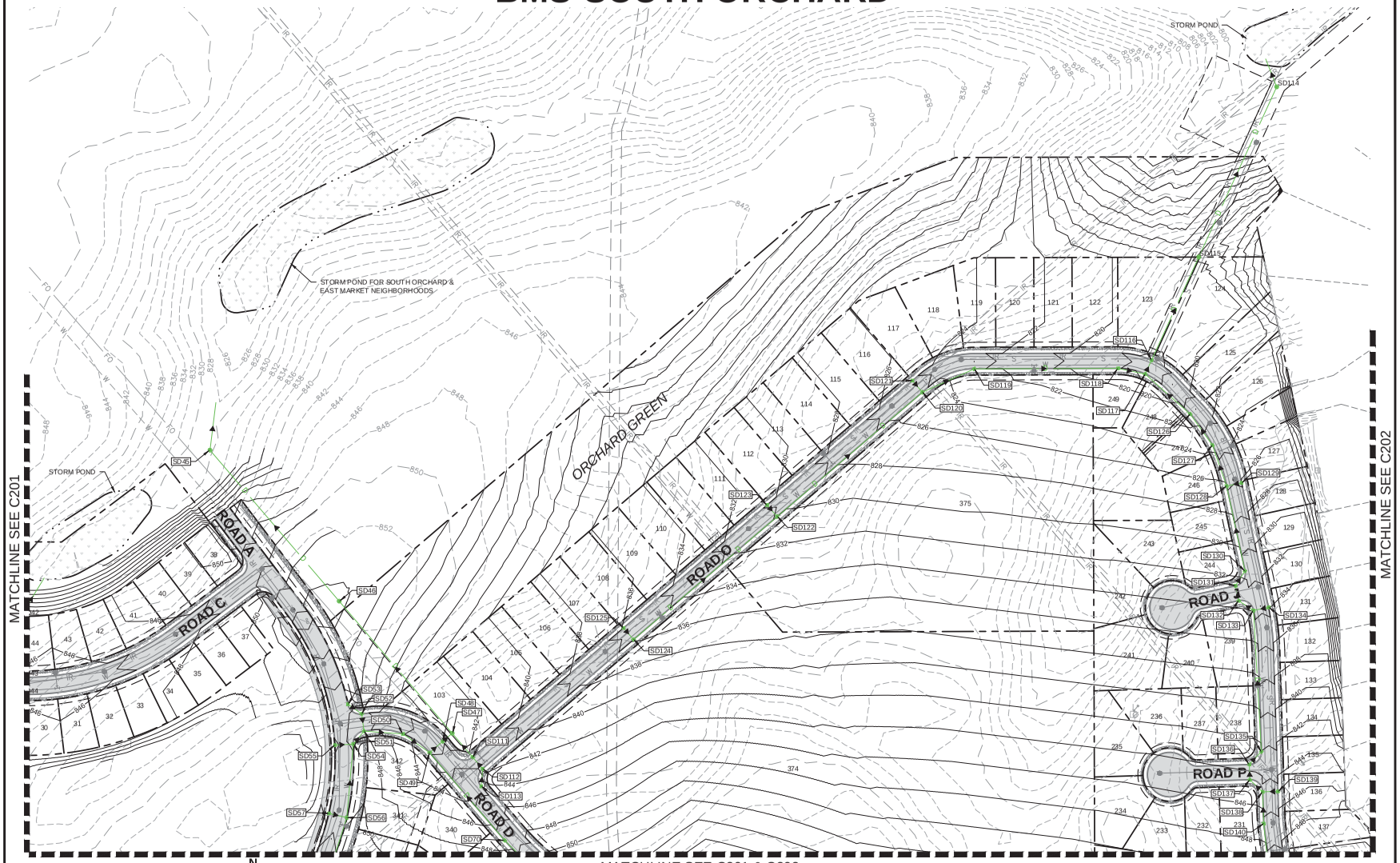

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GRAPHIC SCALE

0 50 100 200

1" = 100 FEET

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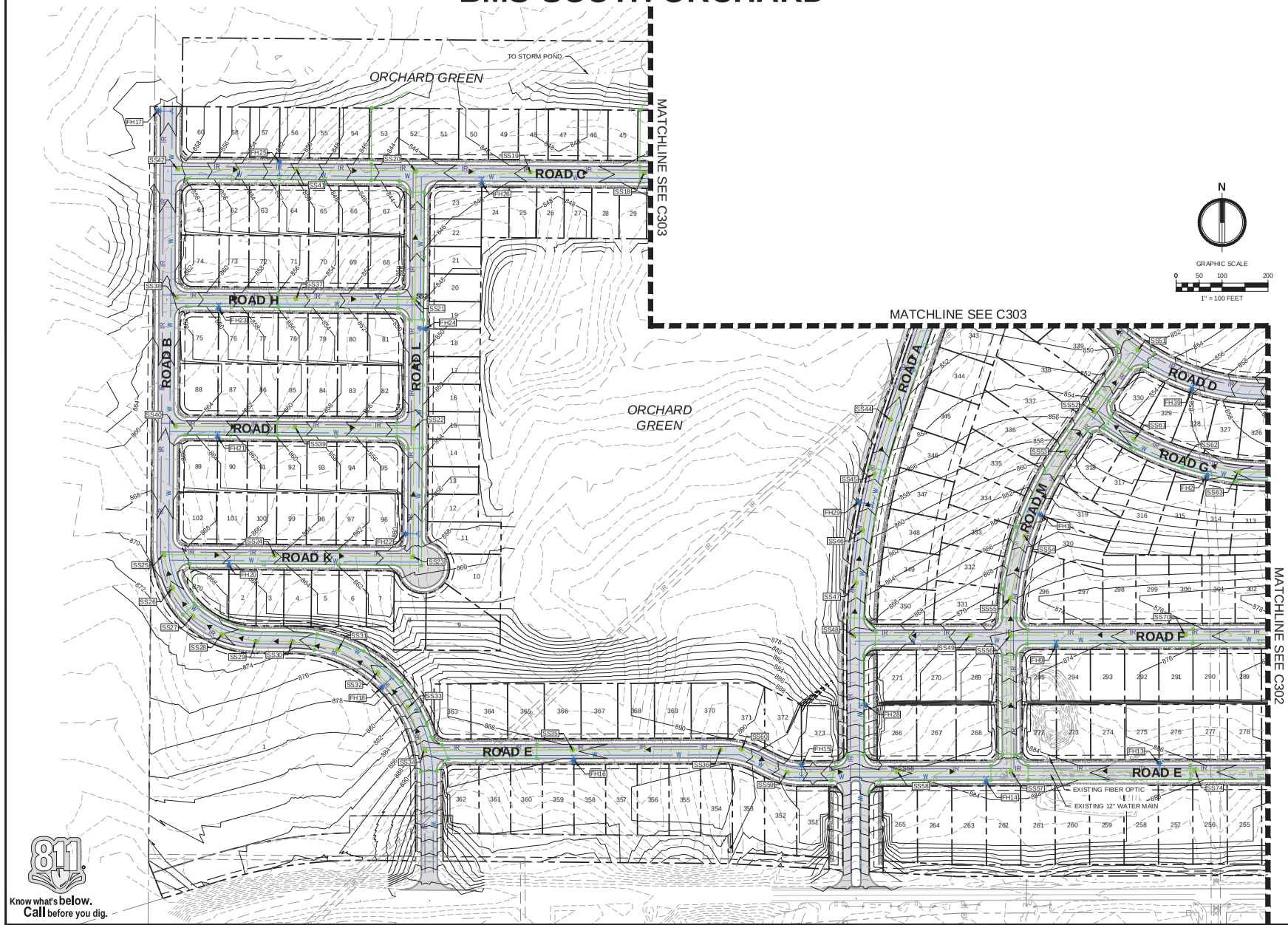

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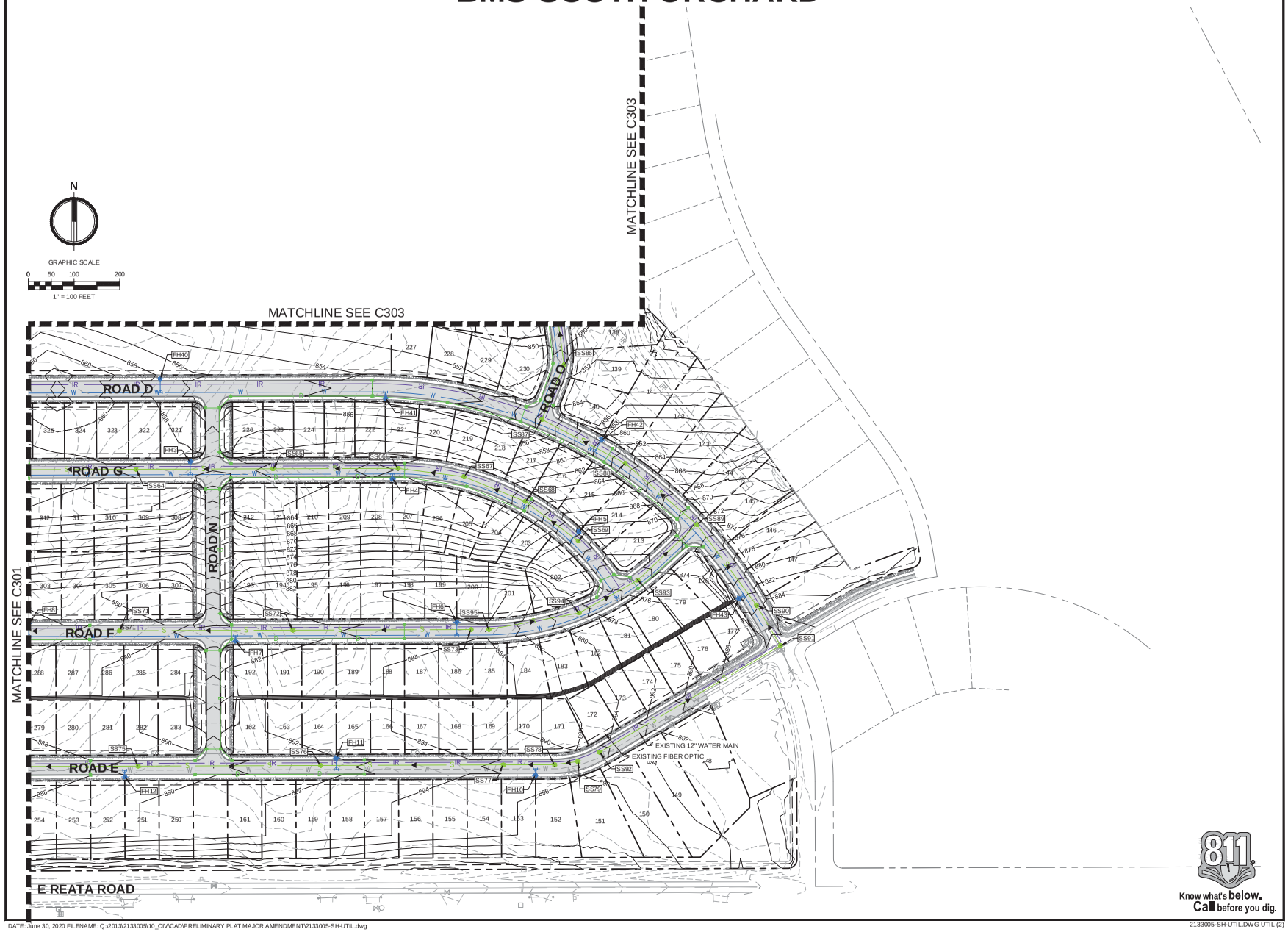

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ERICK MATTHEW FITTOLANICK
STATE OF WASHINGTON
51556
REGISTERED PROFESSIONAL ENGINEER
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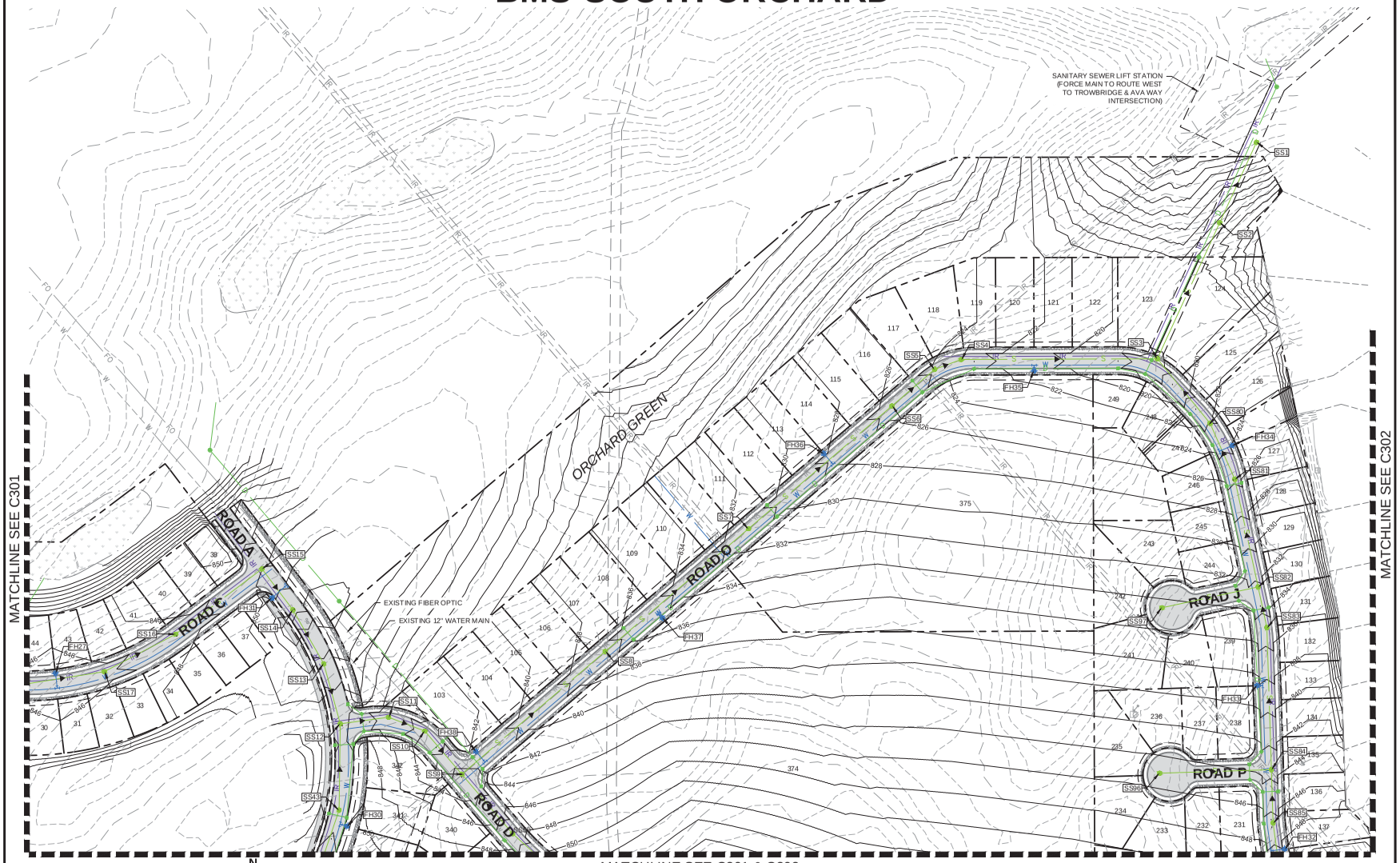

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0 50 100 200

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BMS-SOUTH ORCHARD

SANITARY SEWER STRUCTURE TABLE

SS1	48" SSMH STA 16+92.72; 501.88' L (ROAD O) RIM 805.90 IE 794.62 (8" SDR35 PVC SW)
SS2	48" SSMH STA 16+93.37; 323.92' L (ROAD O) RIM 818.42 IE 803.62 (8" SDR35 PVC SW) IE 803.52 (8" SDR35 PVC NE)
SS3	48" SSMH STA 16+97.51; 22.74' L (ROAD O) RIM 817.69 IE 805.63 (8" SDR35 PVC W) IE 805.43 (8" SDR35 PVC NE) IE 805.63 (8" SDR35 PVC SE)
SS4	48" SSMH STA 13+11.11; 5.70' L (ROAD O) RIM 822.91 IE 809.78 (8" SDR35 PVC W) IE 809.58 (8" SDR35 PVC E)
SS5	48" SSMH STA 12+55.95; 5.70' L (ROAD O) RIM 823.72 IE 810.32 (8" SDR35 PVC SW) IE 810.12 (8" SDR35 PVC E)
SS6	48" SSMH STA 11+43.50; 3.50' L (ROAD O) RIM 825.41 IE 811.10 (8" SDR35 PVC SW) IE 811.00 (8" SDR35 PVC NE)
SS7	48" SSMH STA 7+63.50; 3.50' L (ROAD O) RIM 830.97 IE 813.48 (8" SDR35 PVC SW) IE 813.38 (8" SDR35 PVC NE)
SS8	48" SSMH STA 3+83.50; 3.50' L (ROAD O) RIM 836.53 IE 815.86 (8" SDR35 PVC SW) IE 815.76 (8" SDR35 PVC NE)
SS9	48" SSMH STA 2+80.32; 3.50' L (ROAD D) RIM 842.40 IE 818.34 (8" SDR35 PVC NW) IE 818.14 (8" SDR35 PVC NE) IE 818.34 (8" SDR35 PVC SE)
SS10	48" SSMH STA 1+67.73; 8.40' L (ROAD D) RIM 843.30 IE 819.23 (8" SDR35 PVC W) IE 819.03 (8" SDR35 PVC SE)
SS11	48" SSMH STA 0+92.94; 8.40' L (ROAD D) RIM 845.24 IE 819.90 (8" SDR35 PVC W) IE 819.70 (8" SDR35 PVC E)
SS12	48" SSMH STA 15+25.20; 3.50' L (ROAD A) RIM 848.60 IE 820.69 (8" SDR35 PVC N) IE 820.49 (8" SDR35 PVC E) IE 820.69 (8" SDR35 PVC S)
SS13	48" SSMH STA 16+51.64; 3.50' L (ROAD A) RIM 851.65 IE 821.64 (8" SDR35 PVC NW) IE 821.44 (8" SDR35 PVC S)
SS14	48" SSMH STA 17+78.08; 3.50' L (ROAD A) RIM 853.62 IE 822.59 (8" SDR35 PVC NW) IE 822.39 (8" SDR35 PVC SE)
SS15	48" SSMH STA 18+81.28; 3.50' L (ROAD A) RIM 849.99 IE 823.41 (8" SDR35 PVC SW) IE 823.21 (8" SDR35 PVC SE)
SS16	48" SSMH STA 13+65.26; 3.50' L (ROAD C) RIM 847.32 IE 824.92 (8" SDR35 PVC SW) IE 824.72 (8" SDR35 PVC NE)
SS17	48" SSMH STA 12+01.45; 3.50' L (ROAD C) RIM 845.68 IE 826.09 (8" SDR35 PVC W) IE 825.89 (8" SDR35 PVC NE)
SS18	48" SSMH STA 10+37.65; 3.50' L (ROAD C) RIM 845.29 IE 827.26 (8" SDR35 PVC W) IE 827.06 (8" SDR35 PVC E)
SS19	48" SSMH STA 7+89.01; 3.50' L (ROAD C) RIM 846.37 IE 828.85 (8" SDR35 PVC W) IE 828.75 (8" SDR35 PVC E)
SS20	48" SSMH STA 5+40.37; 3.50' L (ROAD C) RIM 843.14 IE 830.54 (8" SDR35 PVC S) IE 830.34 (8" SDR35 PVC E) IE 837.44 (8" SDR35 PVC W)
SS21	48" SSMH STA 5+63.50; 3.50' L (ROAD L) RIM 847.87 IE 836.24 (8" SDR35 PVC S) IE 836.14 (8" SDR35 PVC N) IE 836.34 (8" SDR35 PVC W)
SS22	48" SSMH STA 2+83.50; 3.50' L (ROAD L) RIM 852.79 IE 841.94 (8" SDR35 PVC S) IE 841.84 (8" SDR35 PVC N) IE 842.04 (8" SDR35 PVC W)
SS23	48" SSMH STA 0+03.50; 3.50' L (ROAD L) RIM 858.70 IE 847.74 (8" SDR35 PVC W) IE 847.54 (8" SDR35 PVC N)
SS24	48" SSMH STA 2+37.77; 3.50' L (ROAD K) RIM 864.20 IE 853.12 (8" SDR35 PVC W) IE 853.02 (8" SDR35 PVC E)
SS25	48" SSMH STA 11+13.68; 3.50' L (ROAD B) RIM 869.15 IE 858.40 (8" SDR35 PVC E) IE 858.60 (8" SDR35 PVC S)
SS26	48" SSMH STA 10+39.20; 3.50' L (ROAD B) RIM 870.11 IE 861.81 (8" SDR35 PVC SE) IE 861.61 (8" SDR35 PVC N)
SS27	48" SSMH STA 9+64.72; 3.50' L (ROAD B) RIM 871.00 IE 863.52 (8" SDR35 PVC SE) IE 863.32 (8" SDR35 PVC NW)
SS28	48" SSMH STA 8+90.23; 3.50' L (ROAD B) RIM 871.90 IE 864.47 (8" SDR35 PVC E) IE 864.27 (8" SDR35 PVC NW)
SS29	48" SSMH STA 8+15.75; 3.50' L (ROAD B) RIM 872.79 IE 865.20 (8" SDR35 PVC E) IE 865.00 (8" SDR35 PVC W)
SS30	48" SSMH STA 7+36.26; 3.50' L (ROAD B) RIM 873.74 IE 866.38 (8" SDR35 PVC E) IE 866.18 (8" SDR35 PVC W)
SS31	48" SSMH STA 6+34.14; 3.50' L (ROAD B) RIM 874.97 IE 867.28 (8" SDR35 PVC SE) IE 867.08 (8" SDR35 PVC W)
SS32	48" SSMH STA 5+32.03; 3.50' L (ROAD B) RIM 876.20 IE 868.18 (8" SDR35 PVC SE) IE 867.98 (8" SDR35 PVC NW)
SS33	48" SSMH STA 4+29.91; 3.50' L (ROAD B) RIM 880.92 IE 872.40 (8" SDR35 PVC S) IE 872.20 (8" SDR35 PVC NW)
SS34	48" SSMH STA 3+27.80; 3.50' L (ROAD B) RIM 887.29 IE 877.62 (8" SDR35 PVC E) IE 877.42 (8" SDR35 PVC N)
SS35	48" SSMH STA 3+17.86; 3.50' L (ROAD E) RIM 887.86 IE 879.97 (8" SDR35 PVC E) IE 879.87 (8" SDR35 PVC W)
SS36	48" SSMH STA 6+39.96; 3.50' L (ROAD E) RIM 889.47 IE 882.22 (8" SDR35 PVC W)
SS37	48" SSMH STA 2+80.92; 3.50' L (ROAD H) RIM 854.71 IE 844.22 (8" SDR35 PVC W) IE 844.12 (8" SDR35 PVC E)
SS38	48" SSMH STA 0+21.47; 3.50' L (ROAD H) RIM 861.73 IE 852.00 (8" SDR35 PVC E)
SS39	48" SSMH STA 2+80.92; 3.50' L (ROAD I) RIM 858.81 IE 849.92 (8" SDR35 PVC W) IE 849.82 (8" SDR35 PVC E)
SS40	48" SSMH STA 0+21.47; 3.50' L (ROAD I) RIM 865.12 IE 857.70 (8" SDR35 PVC E)
SS43	48" SSMH STA 13+50.05; 0.00' (ROAD A) RIM 849.54 IE 833.05 (8" SDR35 PVC S) IE 832.85 (8" SDR35 PVC N)
SS44	48" SSMH STA 10+50.25; 3.50' L (ROAD A) RIM 852.46 IE 842.24 (8" SDR35 PVC S) IE 842.04 (8" SDR35 PVC N)
SS45	48" SSMH STA 9+26.23; 3.50' L (ROAD A) RIM 855.63 IE 846.17 (8" SDR35 PVC S) IE 845.97 (8" SDR35 PVC N)
SS46	48" SSMH STA 8+02.22; 3.50' L (ROAD A) RIM 859.43 IE 851.34 (8" SDR35 PVC S) IE 851.14 (8" SDR35 PVC N)
SS47	48" SSMH STA 6+86.93; 3.50' L (ROAD A) RIM 862.95 IE 855.01 (8" SDR35 PVC S) IE 854.81 (8" SDR35 PVC N)
SS48	48" SSMH STA 5+71.64; 3.50' L (ROAD A) RIM 866.47 IE 858.68 (8" SDR35 PVC E) IE 858.48 (8" SDR35 PVC N)
SS49	48" SSMH STA 2+50.43; 3.51' L (ROAD F) RIM 870.96 IE 863.76 (8" SDR35 PVC W)
SS50	48" SSMH STA 4+37.66; 3.50' L (ROAD D) RIM 847.08 IE 829.55 (8" SDR35 PVC SE) IE 829.35 (8" SDR35 PVC NW)
SS51	48" SSMH STA 5+64.96; 3.50' L (ROAD D) RIM 851.06 IE 838.57 (8" SDR35 PVC SW) IE 838.37 (8" SDR35 PVC NW)
SS52	48" SSMH STA 8+33.83; 3.50' R (ROAD M) RIM 854.14 IE 843.60 (8" SDR35 PVC SW) IE 843.50 (8" SDR35 PVC NE) IE 843.70 (8" SDR35 PVC SE)
SS53	48" SSMH STA 7+27.43; 3.50' R (ROAD M) RIM 857.81 IE 846.99 (8" SDR35 PVC SW) IE 846.79 (8" SDR35 PVC NE)
SS54	48" SSMH STA 5+19.88; 3.50' R (ROAD M) RIM 865.02 IE 854.39 (8" SDR35 PVC S) IE 854.19 (8" SDR35 PVC NE)
SS55	48" SSMH STA 3+81.10; 0.00' (ROAD M) RIM 869.92 IE 859.43 (8" SDR35 PVC S) IE 859.23 (8" SDR35 PVC N)
SS56	48" SSMH STA 3+00.08; 3.50' R (ROAD M) RIM 872.14 IE 862.36 (8" SDR35 PVC S) IE 862.26 (8" SDR35 PVC N) IE 862.46 (8" SDR35 PVC E)
SS57	48" SSMH STA 12+82.42; 3.50' L (ROAD E) RIM 882.89 IE 872.94 (8" SDR35 PVC E) IE 872.74 (8" SDR35 PVC N) IE 872.94 (8" SDR35 PVC W)
SS58	48" SSMH STA 10+33.92; 3.50' L (ROAD E) RIM 884.12 IE 875.43 (8" SDR35 PVC E) IE 875.53 (8" SDR35 PVC W)
SS59	48" SSMH STA 7+94.40; 0.46' L (ROAD E) RIM 885.39 IE 878.12 (8" SDR35 PVC NW) IE 877.92 (8" SDR35 PVC E)
SS60	48" SSMH STA 6+83.89; 8.80' L (ROAD E) RIM 888.71 IE 879.24 (8" SDR35 PVC SE)
SS61	48" SSMH STA 1+08.65; 0.00' (ROAD G) RIM 854.29 IE 844.95 (8" SDR35 PVC E) IE 844.75 (8" SDR35 PVC NW)
SS62	48" SSMH STA 2+28.67; 3.50' L (ROAD G) RIM 855.11 IE 846.35 (8" SDR35 PVC E) IE 846.15 (8" SDR35 PVC W)
SS63	48" SSMH STA 3+48.70; 0.00' (ROAD G) RIM 856.08 IE 847.27 (8" SDR35 PVC E) IE 847.07 (8" SDR35 PVC W)
SS64	48" SSMH STA 6+48.83; 3.50' L (ROAD G) RIM 858.24 IE 849.17 (8" SDR35 PVC E) IE 849.07 (8" SDR35 PVC W)
SS65	48" SSMH STA 9+48.83; 3.50' L (ROAD G) RIM 860.28 IE 851.07 (8" SDR35 PVC E) IE 850.97 (8" SDR35 PVC W)
SS66	48" SSMH STA 12+23.45; 3.50' L (ROAD G) RIM 861.87 IE 852.92 (8" SDR35 PVC E) IE 852.72 (8" SDR35 PVC W)
SS67	48" SSMH STA 13+67.84; 3.50' L (ROAD G) RIM 860.86 IE 853.99 (8" SDR35 PVC E) IE 853.79 (8" SDR35 PVC W)
SS68	48" SSMH STA 15+12.22; 3.50' L (ROAD G) RIM 863.39 IE 855.06 (8" SDR35 PVC SE) IE 854.86 (8" SDR35 PVC W)
SS69	48" SSMH STA 16+56.61; 3.50' L (ROAD G) RIM 870.61 IE 863.75 (8" SDR35 PVC NW)
SS70	48" SSMH STA 7+18.43; 3.50' L (ROAD F) RIM 875.39 IE 866.36 (8" SDR35 PVC E) IE 866.26 (8" SDR35 PVC W)
SS71	48" SSMH STA 10+98.43; 3.50' L (ROAD F) RIM 878.85 IE 870.26 (8" SDR35 PVC E) IE 870.16 (8" SDR35 PVC W)
SS72	48" SSMH STA 14+78.43; 3.50' L (ROAD F) RIM 881.31 IE 873.02 (8" SDR35 PVC E) IE 872.92 (8" SDR35 PVC W)
SS73	48" SSMH STA 18+69.02; 3.50' L (ROAD F) RIM 883.66 IE 875.75 (8" SDR35 PVC W)
SS74	48" SSMH STA 16+82.42; 3.51' L (ROAD E) RIM 885.58 IE 875.44 (8" SDR35 PVC E) IE 875.34 (8" SDR35 PVC W)
SS75	48" SSMH STA 20+82.42; 3.52' L (ROAD E) RIM 888.48 IE 877.94 (8" SDR35 PVC E) IE 877.84 (8" SDR35 PVC W)
SS76	48" SSMH STA 24+82.42; 3.53' L (ROAD E) RIM 891.38 IE 880.44 (8" SDR35 PVC E) IE 880.34 (8" SDR35 PVC W)
SS77	48" SSMH STA 28+82.42; 3.54' L (ROAD E) RIM 894.27 IE 882.94 (8" SDR35 PVC E) IE 882.84 (8" SDR35 PVC W)
SS78	48" SSMH STA 29+94.73; 3.54' L (ROAD E) RIM 895.09 IE 883.81 (8" SDR35 PVC E) IE 883.61 (8" SDR35 PVC W)
SS79	48" SSMH STA 30+47.30; 3.50' L (ROAD E) RIM 895.47 IE 884.84 (8" SDR35 PVC W)
SS80	48" SSMH STA 18+57.87; 3.50' L (ROAD O) RIM 822.00 IE 810.86 (8" SDR35 PVC SE) IE 810.66 (8" SDR35 PVC NW)
SS81	48" SSMH STA 19+80.19; 3.50' L (ROAD O) RIM 825.66 IE 815.36 (8" SDR35 PVC S) IE 815.16 (8" SDR35 PVC NW)
SS82	48" SSMH STA 22+02.01; 3.50' L (ROAD O) RIM 832.32 IE 823.22 (8" SDR35 PVC S) IE 823.12 (8" SDR35 PVC N) IE 823.22 (8" SDR35 PVC W)
SS83	48" SSMH STA 22+85.15; 5.58' L (ROAD O) RIM 834.77 IE 825.09 (8" SDR35 PVC S) IE 824.89 (8" SDR35 PVC N)
SS84	48" SSMH STA 25+70.96; 3.50' L (ROAD O) RIM 843.39 IE 833.78 (8" SDR35 PVC S) IE 833.68 (8" SDR35 PVC N) IE 833.88 (8" SDR35 PVC W)
SS85	48" SSMH STA 26+78.27; 3.30' L (ROAD O) RIM 846.61 IE 837.09 (8" SDR35 PVC S) IE 836.99 (8" SDR35 PVC N)
SS86	48" SSMH STA 28+20.59; 8.83' L (ROAD O) RIM 850.77 IE 841.61 (8" SDR35 PVC S) IE 841.41 (8" SDR35 PVC N)
SS87	48" SSMH STA 20+01.24; 3.50' L (ROAD D) RIM 854.52 IE 845.69 (8" SDR35 PVC SE) IE 845.49 (8" SDR35 PVC N)
SS88	48" SSMH STA 22+06.92; 5.50' L (ROAD D) RIM 863.13 IE 854.14 (8" SDR35 PVC SE) IE 853.94 (8" SDR35 PVC NW)
SS89	48" SSMH STA 24+12.62; 5.50' L (ROAD D) RIM 872.12 IE 862.60 (8" SDR35 PVC SE) IE 862.40 (8" SDR35 PVC NW) IE 862.60 (8" SDR35 PVC SW)
SS90	48" SSMH STA 26+31.99; 3.50' L (ROAD D) RIM 883.54 IE 873.80 (8" SDR35 PVC SE) IE 873.60 (8" SDR35 PVC NW)
SS91	48" SSMH STA 35+59.97; 3.50' L (ROAD E) RIM 886.77 IE 878.11 (8" SDR35 PVC SW) IE 877.91 (8" SDR35 PVC NW)
SS92	48" SSMH STA 31+00.20; 3.50' L (ROAD E) RIM 894.44 IE 886.85 (8" SDR35 PVC NE)
SS93	48" SSMH STA 22+58.66; 0.00' (ROAD F) RIM 874.96 IE 867.24 (8" SDR35 PVC SW) IE 867.04 (8" SDR35 PVC NE)
SS94	48" SSMH STA 21+10.87; 0.00' (ROAD F) RIM 878.65 IE 870.39 (8" SDR35 PVC W) IE 870.19 (8" SDR35 PVC NE)
SS95	48" SSMH STA 19+07.99; 3.50' L (ROAD F) RIM 883.64 IE 874.41 (8" SDR35 PVC E)

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Project Title:
BMS-SOUTH ORCHARD PRELIMINARY PLAT

Client:
NOR AM INVESTMENT, LLC

12513 SW DUBOIS AVE
LAKEWOOD, WA 98498-5242

Job No.
2133005.10

Issue Set & Date:
PRELIMINARY PLAT MAJOR AMENDMENT
06.30.2020

ERICK MATTHEW FITZPATRICK
STATE OF WASHINGTON
51556
REGISTERED PROFESSIONAL ENGINEER
07/01/2020

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4.
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1.
Revisions:

Sheet Title:
UTILITY TABLES

Designed by: Drawn by: Checked by:

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BMS-SOUTH ORCHARD

WATER STRUCTURE TABLE

FH1	FIRE HYDRANT ASSEMBLY STA 5+76.63; 20.00' R (ROAD M)	FH22	FIRE HYDRANT ASSEMBLY STA 0+53; 20.00' L (ROAD L)	FH42	FIRE HYDRANT ASSEMBLY STA 21+36.68; 22.00' L (ROAD D)
FH2	FIRE HYDRANT ASSEMBLY STA 2+83.54; 20.00' R (ROAD G)	FH23	FIRE HYDRANT ASSEMBLY STA 1+12.93; 20.00 R (ROAD H)	FH43	FIRE HYDRANT ASSEMBLY STA 25+99.22; 22.00' R (ROAD D)
FH3	FIRE HYDRANT ASSEMBLY STA 7+67.67; 20.00' L (ROAD G)	FH24	FIRE HYDRANT ASSEMBLY STA 5+00; 20.00' R (ROAD L)		
FH4	FIRE HYDRANT ASSEMBLY STA 12+10.67; 20.00' R (ROAD G)	FH25	FIRE HYDRANT ASSEMBLY STA 2+42.93; 22.00' L (ROAD C)		
FH5	FIRE HYDRANT ASSEMBLY STA 16+43.88; 20.00' L (ROAD G)	FH26	FIRE HYDRANT ASSEMBLY STA 6+83.87; 22.00' R (ROAD C)		
FH6	FIRE HYDRANT ASSEMBLY STA 18+37.61; 20.00' L (ROAD F)	FH27	FIRE HYDRANT ASSEMBLY STA 11+01.85; 22.00' L (ROAD C)		
FH7	FIRE HYDRANT ASSEMBLY STA 13+52.61; 20.00' R (ROAD F)	FH28	FIRE HYDRANT ASSEMBLY STA 4+19.89; 23.00 R (ROAD A)		
FH8	FIRE HYDRANT ASSEMBLY STA 8+99.61; 20.00' L (ROAD F)	FH29	FIRE HYDRANT ASSEMBLY STA 8+60.12; 23.00' L (ROAD A)		
FH9	FIRE HYDRANT ASSEMBLY STA 4+37.43; 20.00' R (ROAD F)	FH30	FIRE HYDRANT ASSEMBLY STA 13+23.09; 23.00' R (ROAD A)		
FH10	FIRE HYDRANT ASSEMBLY STA 29+52.92; 20.00' R (ROAD E)	FH31	FIRE HYDRANT ASSEMBLY STA 18+22.49; 22.99' L (ROAD A)		
FH11	FIRE HYDRANT ASSEMBLY STA 25+16.60; 20.00' L (ROAD E)	FH32	FIRE HYDRANT ASSEMBLY STA 27+33.76; 20.00' L (ROAD O)		
FH12	FIRE HYDRANT ASSEMBLY STA 20+52.92; 20.00' R (ROAD E)	FH33	FIRE HYDRANT ASSEMBLY STA 24+01.14; 20.00' R (ROAD O)		
FH13	FIRE HYDRANT ASSEMBLY STA 16+04.92; 20.00' L (ROAD E)	FH34	FIRE HYDRANT ASSEMBLY STA 19+16.59; 20.00' L (ROAD O)		
FH14	FIRE HYDRANT ASSEMBLY STA 12+27.92; 20.00' R (ROAD E)	FH35	FIRE HYDRANT ASSEMBLY STA 14+57.05; 20.00' R (ROAD O)		
FH15	FIRE HYDRANT ASSEMBLY STA 8+25.92; 20.00' L (ROAD E)	FH36	FIRE HYDRANT ASSEMBLY STA 9+77; 20.00' L (ROAD O)		
FH16	FIRE HYDRANT ASSEMBLY STA 3+20.69; 20.00' R (ROAD E)	FH37	FIRE HYDRANT ASSEMBLY STA 5+15; 20.00' R (ROAD O)		
FH17	FIRE HYDRANT ASSEMBLY STA 20+79.91; 22.00' L (ROAD B)	FH38	FIRE HYDRANT ASSEMBLY STA 0+55; 20.00' L (ROAD O)		
FH18	FIRE HYDRANT ASSEMBLY STA 5+02.36; 22.00' L (ROAD B)	FH39	FIRE HYDRANT ASSEMBLY STA 7+06.52; 22.00 R (ROAD D)		
FH20	FIRE HYDRANT ASSEMBLY STA 1+39; 20.00' R (ROAD K)	FH40	FIRE HYDRANT ASSEMBLY STA 11+56.97; 22.00' L (ROAD D)		
FH21	FIRE HYDRANT ASSEMBLY STA 1+12.93; 20.00' R (ROAD I)	FH41	FIRE HYDRANT ASSEMBLY STA 16+50.89; 22.00' R (ROAD D)		

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ERICK MATTHEW FITZGERALD
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