



City of Portland, Oregon
Bureau of Development Services
Land Use Services

1900 SW 4th Avenue, Suite 5000
Portland, Oregon 97201
503-823-7300
Fax 503-823-5630
TTY 503-823-6868
www.portlandonline.com/bds

Date: November 1, 2010
To: Interested Person
From: Chris Caruso, Land Use Services
503-823-5747 / Christine.Caruso@portlandoregon.gov

**NOTICE OF A TYPE II DECISION ON A PROPOSAL IN
YOUR NEIGHBORHOOD**

The Bureau of Development Services has approved a proposal in your neighborhood. The reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 10-174651 DZM
KILLINGSWORTH STATION DESIGN REVISIONS

GENERAL INFORMATION

Applicant: Armin Quilici
Vallaster Corl Architects
711 SW Alder, Penthouse
Portland, OR 97205

Owner's Rep: Shawn Sullivan
210 SW Morrison St #600
Portland, OR 97204

Owner: Matt Collier
Portland Development Commission
222 NW 5th Ave
Portland, OR 97209-3812

Site Address: 1455 N. Killingsworth St.

Legal Description: BLOCK 1 LOT 1 TL 16700, NORTH ALBINA; BLOCK 1 LOT 2-4 TL 16800, NORTH ALBINA; BLOCK 1 LOT 1-8 TL 16300, NORTH ALBINA

Tax Account No.: R610300010, R610300020, R610300060

State ID No.: 1N1E15CC 16700, 1N1E15CC 16800, 1N1E15CC 16300

Quarter Section: 2429

Neighborhood: Overlook, contact David Chott at 503-320-1234.

Business District: Interstate Corridor

District Coalition: North Portland Neighborhood Services, contact Mary Jaron Kelley at 503-823-4099.

Plan District: North Interstate

Zoning: CXd, Central Employment with design overlay

Case Type: DZM, Design Review with Modifications

Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal:

The applicant seeks Design Review approval for revisions to the previously approved land use case LU 08-160136 DZM AD Killingsworth Station, a four-story mixed-use apartment building on the vacant full block site at the northeast corner of Interstate Avenue and Killingsworth Street directly adjacent to the Killingsworth stop of the MAX Yellow Line. The revisions consist of the following items:

- Changes to window styles from separate transoms above main windows to multiple window units with wide horizontal integrated mullions;
- Replacement of the wood window screens on the West elevation with angled perforated metal sun screens on the West and a portion of the South elevations; material to match that used on building soffits;
- Metal slat sun screens on each floor above the south-facing main entry canopy;
- New steel support beam below the main entry canopy;
- Window pattern changes to the north portion of the main entry tower and the north third of the interior east façade to accommodate new and revised dwelling units;
- Revised site landscaping for increased stormwater treatment;
- Revised carport screen wall patterning from 100% solid to a mix of solid and partially open;
- Pop-out wall vents in place of metal grilles; and
- Replaced wood siding at the main entry tower south façade with metal panels.

Modifications being requested include:

1. **PZC 33.266.130.G.2d**: Increase the length of the previously approved reduced parking lot landscape buffer at N. Church Street from 10'-0" to 39'-6" of 2'-9" of width along two separate sections of the public right-of-way and reduce the type of landscaping at the stormwater planter on N. Maryland from L2 screening levels to stormwater plantings with trees.

New construction in the North Interstate Plan District requires design review. Modifications being requested to the Portland Zoning Code require review and can be done as part of the design review process.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33, Portland Zoning Code. The relevant criteria are:

- 33.825 Design Review
- 33.825.040 Modifications
- Community Design Guidelines

ANALYSIS

Site and Vicinity: 5510-5514 N Interstate Avenue is a 12,000 square foot undeveloped site located in the North Interstate Plan District. The site is bordered by N Interstate Avenue (District Collector Street, Regional Transitway/Major Transit Priority Street, City Bikeway, City Walkway) to the west, N Killingsworth Street (District Collector Street, Major Transit Priority Street, City Bikeway, City Walkway) to the south, N Maryland Avenue to the east and N Church Street (Local Service Bikeways and Local Service Walkways) to the north. The site is adjacent to multiple modes of transportation, including the Killingsworth Yellow Line light rail station on Interstate Avenue which also contains a bike lane, and a large multi-line bus stop on both sides of N Killingsworth Street. Both Killingsworth and Interstate are major transportation connections between downtown Portland, the peninsula of North Portland, and Vancouver Washington. Interstate also serves as a parallel freight route to I-5 to the east.

The North Interstate District Plan outlines a number of distinct areas for development along the North Interstate corridor. The Killingsworth and Interstate area is envisioned as an extension of

the commercial and mixed-use residential development taking place along Killingsworth east of I-5. The area around Killingsworth and Interstate is currently developed with one and two-story auto-accommodating commercial buildings from various decades, surface parking lots, and single-family homes.

Zoning: The Central Commercial (CX) zone is intended to provide for commercial development within Portland's most urban and intense areas. A broad range of uses is allowed to reflect Portland's role as a commercial, cultural and governmental center. Development is intended to be very intense with high building coverage, large buildings, and buildings placed close together.

The design (d) overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

Land Use History: City records indicate that prior land use reviews include the following:

- LU 08-160136 DZM AD – Approval for new mixed-use development;
- LU 04-028524 ZC – Approval of zoning map amendment;
- LU 02-106168 CU – Approval for Max substation with adjustment to reduce minimum required landscaping buffer and reduce minimum lot size for a Conditional Use;
- PC 7317C – Approval of a revocable permit to allow the continued operation and enlargement of an auto upholstery business.

Agency Review: A “Notice of Proposal in Your Neighborhood” was mailed **October 4, 2010**.

The following Bureaus have responded with no issues or concerns:

- Water Bureau
- Fire Bureau
- Site Development Section of BDS
- Life Safety Review Section of BDS
- Bureau of Parks-Forestry Division
- Bureau of Environmental Services
- Bureau of Transportation Engineering

Neighborhood Review: A Notice of Proposal in Your Neighborhood was mailed on October 4, 2010. No written responses have been received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

I. Chapter 33.825 Design Review

Section 33.825.010 Purpose of Design Review

Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria

A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

Findings: The site is designated with design overlay zoning (d), therefore the proposal requires Design Review approval. Because of the site's location, the applicable design

guidelines are the Community Design Guidelines.

Community Design Guidelines

The Community Design Guidelines consist of a set of guidelines for design and historic design cases in community planning areas outside of the Central City. These guidelines address the unique and special characteristics of the community plan area and the historic and conservation districts. The Community Design Guidelines focus on three general categories: **(P) Portland Personality**, which establishes Portland's urban design framework; **(E) Pedestrian Emphasis**, which states that Portland is a city for people as well as cars and other movement systems; and **(D) Project Design**, which assures that each development is sensitive to both Portland's urban design framework and the users of the city.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

P1. Plan Area Character. Enhance the sense of place and identity by incorporating site and building design features that respond to the area's desired characteristics and traditions.

Findings: The character of development surrounding the site is a mix of commercial and residential uses constructed in architectural styles from various decades. The identity and character of the area is expected to change from auto-oriented, low-scale development surrounded by single-family homes to a denser, more urban environment envisioned as part of the recently adopted North Interstate Plan District. Killingsworth Station fits into this new image of the Interstate corridor and brings an urban, mixed-use, transit-supportive, eco-friendly design to the area.

The project revisions retain the overall massing and placement of building elements which allow the project to transition between the existing commercial uses, the Interstate transit corridor, and the older residential neighborhood by placing less intense uses closest to residences and more intense commercial uses along Killingsworth and Interstate. The sun screens, multi-part windows, and residential-scale garage doors provide finer scale elements on all faces of the building that respond to the smaller residential properties to the east and north. *This guideline is therefore met.*

D3. Landscape Features. Enhance site and building design through appropriate placement, scale, and variety of landscape features.

D4. Parking Areas and Garages. Integrate parking in a manner that is attractive and complementary to the site and its surroundings. Locate parking in a manner that minimizes negative impacts on the community and its pedestrians. Design parking garage exteriors to visually respect and integrate with adjacent buildings and environment.

Findings for D3 and D4: The widened parking lot stormwater treatment facility provides increased amounts of overall landscaping to the site and helps to visually buffer the parking area from the surrounding residential properties. Perimeter parking lot landscaping also remains in place to further buffer the parking area from the pedestrian realm. Collectively the site's border plantings, trees, and bio-swales screen portions of the project from nearby residences and soften the street edge. Vehicle headlights remain screened from the street and nearby single-family homes by the revised wood slat system attached to the street-facing side of the carport. *These guidelines are therefore met.*

D2. Main Entrances. Make the main entrances to houses and buildings prominent, interesting, and pedestrian accessible, and transit-oriented.

Findings: The main residential entrance on N Killingsworth faces the bus transit station and is defined by a large overhanging metal canopy that is now supported by an equally impressive steel beam which adds to the scale and importance of the canopy as an entrance marker. The new slatted metal sun screens further define

the entry element by adding visual interest to each floor above the canopy. *This guideline is therefore met.*

D8. Interest, Quality, and Composition. All parts of a building should be interesting to view, of long lasting quality, and designed to form a cohesive composition.

Findings: The new perforated metal sun screen elements, multi-part windows, metal vents, and upper level metal siding are all reflective of design elements and materials already in place on the building. The overall shape and location of the building on the site remains unchanged as do the variety of exterior finish materials. The large wall planes around the building remain lively through the continued use of color, material, and pattern shifts. The proposed revisions retain the overall building design and present a cohesive composition of high-quality, long-lasting materials. *This guideline is therefore met.*

II. Modifications Through Design Review

33.825.040 Modifications That Will Better Meet Design Review Requirements:

The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

A. Better meets design guidelines. The resulting development will better meet the applicable design guidelines; and

B. Purpose of the standard. On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following modifications are requested:

Modification #1 - PZC 33.266.130.G: Reduce the parking lot landscape buffer at N. Church Street from 5 feet to 2'-9" wide for 39'-6" along the public right-of-way and reduce the type of landscaping at the stormwater planter on N. Maryland from L2 screening levels to stormwater plantings with trees.

Purpose: The development standards promote vehicle areas, which are safe and attractive for motorists and pedestrians. Vehicle area locations are restricted in some zones to promote the desired character of those zones. Together with the transit street building setback standards in the base zone chapters, the vehicle area restrictions for sites on transit streets and in Pedestrian Districts:

- Provide a pedestrian access that is protected from auto traffic; and
- Create an environment that is inviting to pedestrians and transit users.

Standard: The parking area layout standards are intended to promote safe circulation within the parking area, provide for the effective management of stormwater runoff from vehicle areas, and provide for convenient entry and exit of vehicles. The setback and landscaping standards:

- Improve and soften the appearance of parking areas;
- Reduce the visual impact of parking areas from sidewalks, streets, and especially from adjacent residential zones;
- Provide flexibility to reduce the visual impacts of small residential parking lots;
- Direct traffic in parking areas;
- Shade and cool parking areas;
- Reduce the amount and rate of stormwater runoff from vehicle areas;
- Reduce pollution and temperature of stormwater runoff from vehicle areas; and

- Decrease airborne and waterborne pollution.

A. Better meets design guidelines. *The resulting development will better meet the applicable design guidelines (D3 & D4); and*

Findings: The parking area on the eastern portion of the Killingsworth Station site features a landscape buffer along its eastern edge, eco-roofs on its three carports, and also retains a large Heritage Tree. Both N Maryland and N Church Streets will have sidewalk improvements, newly planted parking strips and street trees, further improving the landscape buffers between vehicles and pedestrians. The narrow 39'-6" long portion of perimeter landscaping along N Church Street will be landscaped in the same manner as the remainder of N Church Street and will continue to soften the impact of the parking area on the pedestrian environment. While the eastern stormwater planter will not fully screen views of the parking area, it will be augmented by the wood slats strategically placed along the outside of the carport to screen headlights and views of vehicles from the street and nearby residential properties.

B. Purpose of the standard. *On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.*

Findings: The reduced perimeter landscaping strip along N Church Street will continue to function as a buffer between the parking area and the sidewalk. Landscaping will be continuous along N Church Street, combined with sidewalk improvements and new street trees will reduce stormwater runoff from the parking area and minimize its visual impact on the neighborhood. The eastern parking lot view will be adequately screened by a combination of carport slats and stormwater plantings.

The overall solution is consistent with the purpose of landscaped setbacks and better meets the design guidelines. *This Modification therefore merits approval.*

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33, Portland Zoning Code can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The proposed changes to Killingsworth Station retain the cohesive architectural design by employing a consistent material palette that is high in quality. The project fulfills the Plan District's vision for new multi-story, multi-family, transit-oriented, mixed-use developments at major intersections such as N Interstate and N Killingsworth. Impacts on the adjacent single-family residences are minimized by the building's placement on the site, perimeter and on-site landscaping, and parking area screening and loading. The requested Modification is approved as the intent of the zoning purpose and standards are still met. The proposal meets the applicable design guidelines and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval of design review revisions to the previously approved land use case LU 08-160136 DZM AD Killingsworth Station, a four-story mixed-use apartment building on the vacant full block site at the northeast corner of Interstate Avenue and Killingsworth Street directly

adjacent to the Killingsworth stop of the MAX Yellow Line. The approved revisions consist of the following items:

- Changes to window styles from separate transoms above main windows to multiple window units with wide horizontal integrated mullions;
- Replacement of the wood window screens on the West elevation with angled perforated metal sun screens on the West and a portion of the South elevations; material to match that used on building soffits;
- Metal slat sun screens on each floor above the main entry canopy;
- New steel support beam below the entry canopy;
- Window pattern changes to the north portion of the main entry tower and the north third of the interior east façade to accommodate new and revised dwelling units;
- Revised site landscaping for increased stormwater treatment;
- Revised carport screen wall patterning from 100% solid to a mix of solid and partially open;
- Pop-out wall vents in place of metal grilles; and
- Replaced wood siding at the main entry tower south façade with metal panels.

Approval of the following Modification:

1. **33.266.130.G** Increase the length of the previously approved reduced parking lot landscape buffer at N. Church Street from 10'-0" to 39'-6" of 2'-9" landscape width along two separate sections of the public right-of-way and the reduction of landscaping at the stormwater planter on N. Maryland from L2 screening levels to stormwater plantings with trees.

Approval per the approved site plans, Exhibits C-1 through C-22, signed and dated October 25, 2010, subject to the following conditions:

- A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C.1-C.22. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 10-174651 DZM. No field changes allowed."

Staff Planner: Chris Caruso

Decision rendered by:  **on (October 25, 2010.)**
By authority of the Director of the Bureau of Development Services

Decision mailed: November 1, 2010

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on September 10, 2010, and was determined to be complete on **September 30, 2010.**

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on September 10, 2010.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the 120-day review period. Unless further extended by the applicant, **the 120 days will expire on: January 28, 2011.**

Some of the information contained in this report was provided by the applicant.

As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term “applicant” includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on November 15, 2010** at 1900 SW Fourth Ave. Appeals can be filed Tuesday through Friday on the first floor of the Development Services Center until 3 p.m. After 3 p.m. and Mondays, appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of \$250 will be charged.** The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization’s boundaries. The vote to appeal must be in accordance with the organization’s bylaws. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please call the Request Line at our office, 1900 SW Fourth Avenue, Suite 5000, phone 503-823-7617, to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.

If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed*, The final decision may be recorded on or after **November 16, 2010 – (the day following the last day to appeal)**.
- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- **By Mail:** Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.
- **In Person:** Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034

For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

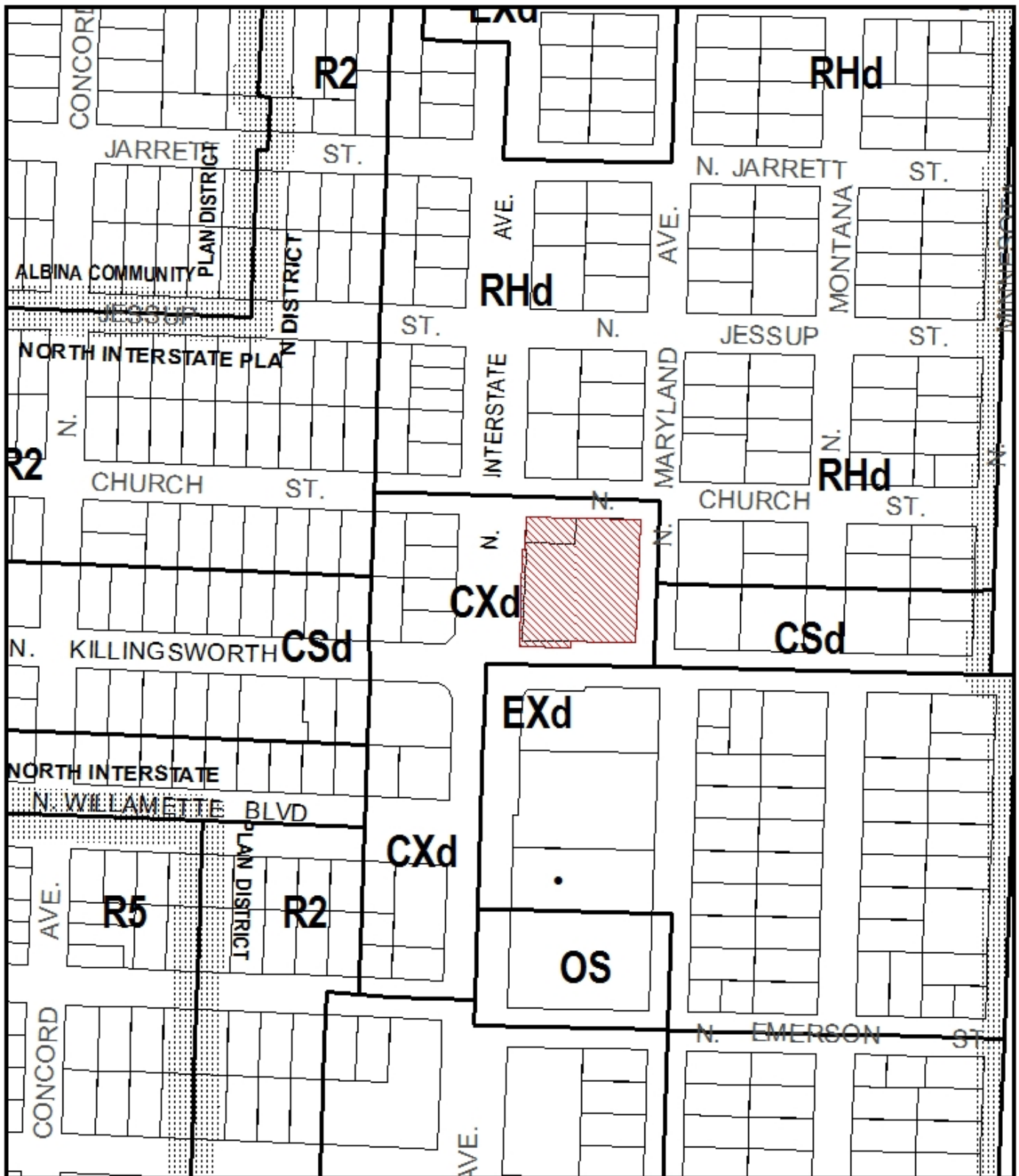
EXHIBITS

NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. Civil Plan
 - 3. Landscape Plan (attached)
 - 4. Residential Plan
 - 5. Roof Plan
 - 6. Elevations (attached)
 - 7. Elevations (attached)
 - 8. Section/Elevations

9. Perspective View
 10. Perspective View
 11. Perspective Views
 12. Streetscape
 13. Streetscape
 14. Streetscape
 15. Streetscape
 16. Details
 17. Details
 18. Details
 19. Details – Wall Vents
 20. Bldg Section
 21. Exterior Material Schedule
 22. Exterior Lighting Schedule
- D. Notification information:
1. Mailing list
 2. Mailed notice
- E. Agency Responses: no concerns
1. Bureau of Transportation Engineering and Development Review
- F. Correspondence: none received
- G. Other:
1. Original LU Application
 2. Site History Research
 3. Incomplete Letter

The Bureau of Development Services is committed to providing equal access to information and hearings. Please notify us no less than five business days prior to the event if you need special accommodations. Call 503-823-7300 (TTY 503-823-6868).



ZONING



Site



Historic Landmark



NORTH

This site lies within the:
NORTH INTERSTATE PLAN DISTRICT

File No.	LU 10-174651 DZ
1/4 Section	2429,2529
Scale	1 inch = 200 feet
State_Id	1N1E15CC 16300
Exhibit	B (Sep 15,2010)



VALLASTER CORL
ARCHITECTS, PC
711 S W ALDER
PENTHOUSE SUITE
PORTLAND, OR 97205
PHONE : 503.228.0311
FAX : 503.228.0314
WWW.VCARCH.COM

PROJECT:
K-STATION
5514 N INTERSTATE AVE.
PORTLAND, OR
97217

OWNER:
WINKLER DEVELOPMENT
210 SW MORRISON
SUITE 600
PORTLAND, OR 97204

PROJECT STATUS:
PERMIT

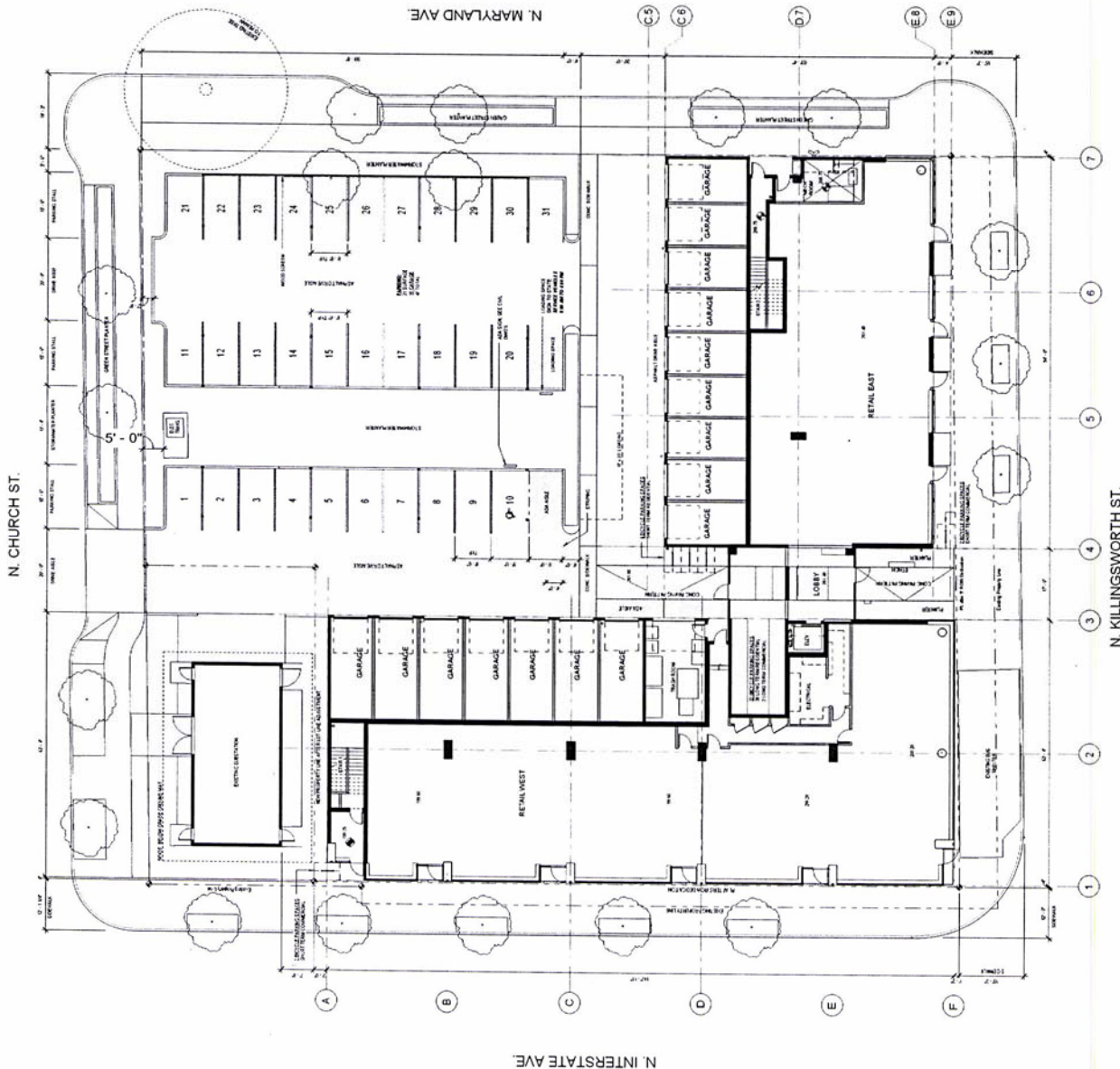
SITE PLAN

DR 4

SITE INFO
ZONING: Cx4
R NUMBER: R610300020
LEGAL DESCRIPTION: NORTH
ALBINA, BLOCK 1, LOTS 2-8

AREAS
SITE AREA: 30,470 SF
TOTAL BUILDING AREA: 62,855 SF
FAR: 2.1
LOT COVERAGE: 68%
BUILDING: 15,808 SF
CANOPIES: 4,980 SF
TOTAL: 20,788 SF
IMPERVIOUS SURFACE: 27,060 SF
LANDSCAPE AREA: 11%
TOTAL: 3,410 SF
PARKING: 2,060 SF
GREEN ROOF AREA:
CARPORTS: 4,350 SF
ENTRY CANOPIES: 630 SF
TOTAL: 4,980 SF
GREEN STREET PLANTERS
TOTAL: 800 SF

City of Portland - Bureau of Development Services
Approved
10/25/10
*This review is applicable only to the reviewed plans and does not constitute a guarantee of accuracy or a warranty of any kind. Additional zoning requirements may apply.



CU 10-174651 D2M EXH. C-1



VALLASTER CORL
ARCHITECTS, PC
PENTHOUSE SUITE
711 SW ALDER
PORTLAND, OR 97205
PHONE : 503.228.0311
FAX : 503.228.0314
www.vcarch.com

PROJECT:
K-STATION
5514 N INTERSTATE AVE.
PORTLAND, OR
97217

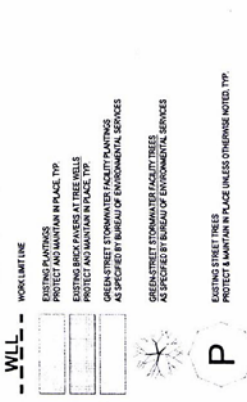
OWNER:
WINKLER DEVELOPMENT
210 SW MORRISON
SUITE 600
PORTLAND, OR 97204

PROJECT STATUS:
PERMIT

LANDSCAPE
PLAN

DR 6

LEGEND
--- RIGHT OF WAY / PROPERTY LINE
--- WORK LIMIT LINE
--- EXISTING PLANTINGS
--- PROTECT AND MAINTAIN IN PLACE, TYP.
--- EXISTING BRICK PAVEMENT TREE WELLS
--- PROTECT AND MAINTAIN IN PLACE, TYP.
--- GREEN STREET STORMWATER FACILITY PLANTINGS
--- AS SPECIFIED BY BUREAU OF ENVIRONMENTAL SERVICES
--- GREEN STREET STORMWATER FACILITY TREES
--- AS SPECIFIED BY BUREAU OF ENVIRONMENTAL SERVICES
--- EXISTING STREET TREES
--- PROTECT & MAINTAIN IN PLACE UNLESS OTHERWISE NOTED, TYP.



PLANT SCHEDULE - TREES			
ABT	BOTANICAL NAME / COMMON NAME	SIZE / SPACING	QUANTITY
BT	BETULA PAPERBARK	7" CALIBER / 10' O.C.	5
BT	BETULA PAPERBARK	2" CALIBER / 10' O.C.	11
BT	BETULA PAPERBARK	2" CALIBER / 10' O.C.	11

PLANT SCHEDULE - SHRUBS			
ABT	BOTANICAL NAME / COMMON NAME	SIZE / SPACING	QUANTITY
CS	CORONILLA VARIEGATA	1" CAL / 10' O.C.	52
MA	MAHONIA AQUIFOLIUM	5" CAL / 10' O.C.	153
SD	SPIRAEA DOUGLASSII	7" CAL / 10' O.C.	50
SD	SPIRAEA DOUGLASSII	3" CAL / 10' O.C.	30
SD	SPIRAEA DOUGLASSII	3" CAL / 10' O.C.	30
SD	SPIRAEA DOUGLASSII	3" CAL / 10' O.C.	30
SD	SPIRAEA DOUGLASSII	3" CAL / 10' O.C.	30
SD	SPIRAEA DOUGLASSII	3" CAL / 10' O.C.	30
SD	SPIRAEA DOUGLASSII	3" CAL / 10' O.C.	30
SD	SPIRAEA DOUGLASSII	3" CAL / 10' O.C.	30

PLANT SCHEDULE - GROUND COVER			
ABT	BOTANICAL NAME / COMMON NAME	SIZE / SPACING	QUANTITY
AMP	ARCTOSTAPHYLOS UVA-URSI	1" CAL / 10' O.C.	10
AMP	ARCTOSTAPHYLOS UVA-URSI	1" CAL / 10' O.C.	10
AMP	ARCTOSTAPHYLOS UVA-URSI	1" CAL / 10' O.C.	10
AMP	ARCTOSTAPHYLOS UVA-URSI	1" CAL / 10' O.C.	10
AMP	ARCTOSTAPHYLOS UVA-URSI	1" CAL / 10' O.C.	10

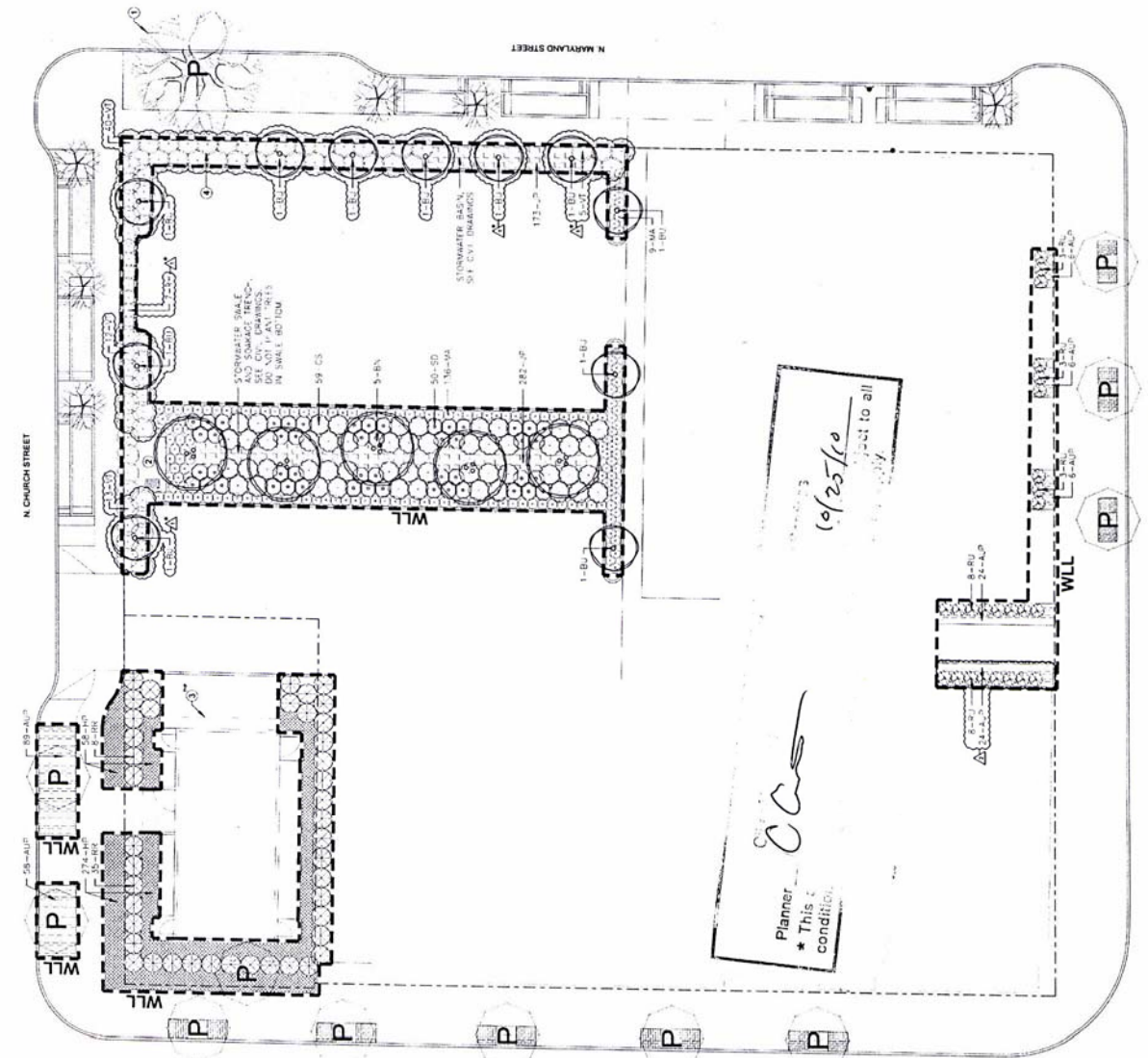
- GENERAL NOTES
- PLANT QUANTITIES SHOWN ARE FOR REFERENCE AND CONVENIENCE TO CONTRACTOR. PLANT QUANTITIES SHALL BE BASED ON DEFINED AREAS, ON PLAN AND SPECIFIED SPACING. GROUND COVERS SHALL BE BASED ON DEFINED AREAS, ON PLAN AND SPECIFIED SPACING. CONTRACTOR SHALL VERIFY QUANTITIES OF PLANTINGS INDICATED ON DRAWINGS. NOTIFY OWNER REPRESENTATIVE OF ANY DISCREPANCIES.
 - PLANTED AREAS ARE TO BE COVERED BY BLACK PLYS. EXISTING USED NEAR LOOK BARE MATCH. STORMWATER FACILITIES ARE NOT TO RECEIVE ANY MULCH.
 - CONTRACTOR SHALL PROVIDE FULL NON-LEGOT PLANT SPECIFICATIONS.
 - CONTRACTOR IS RESPONSIBLE FOR MULCHING / REPLACING / REPAIRING ANY AND ALL DAMAGED OR MISSING PLANTINGS WITHIN PUBLIC RIGHT OF WAY TO MATCH THE EXISTING CONDITION FOR DURATION OF WARRANTY.
 - SEE PLANTING PLAN DETAILS FOR SPACING OF PLANT MATERIAL, AND SECTION DRAWINGS.

- PLANTING NOTES
- EXISTING EXISTING PLANTINGS SHALL BE PROTECTED AND MAINTAINED IN PLACE. USE HAND TOOLS WHEN DIGGING AROUND EXISTING ROOT ZONE.
 - MAINTAIN ACCESS TO ELECTRICAL, TRANSFORMER PER LOCAL CODES AND ORDINANCES.
 - DEPTH OF EXISTING GROUNDING MAT UNKNOWN. CONTRACTOR SHALL VERIFY DEPTH OF EXISTING GROUNDING MAT AND MAINTAIN IN PLACE. CONTRACTOR SHALL VERIFY DEPTH OF EXISTING GROUNDING MAT AND MAINTAIN IN PLACE.
 - NO PLANTING IN TREE TRUNKS. PLANT LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL VERIFY PLANT LOCATIONS AND PLANTING ZONE. CONTRACTOR SHALL VERIFY PLANT LOCATIONS AND PLANTING ZONE.

STANDARD REVISION CLOUD #1 INDICATES CHANGES IN RESPONSE TO #1 HAZARD CHECKPOINT.



SCALE 1"=10'
10-174651 DZM EXH.C-3



DRAWN BY:
KOCH LANDSCAPE ARCHITECTS



PROJECT:

K-STATION

5514 N INTERSTATE AVE.
PORTLAND, OR
97217

OWNER:

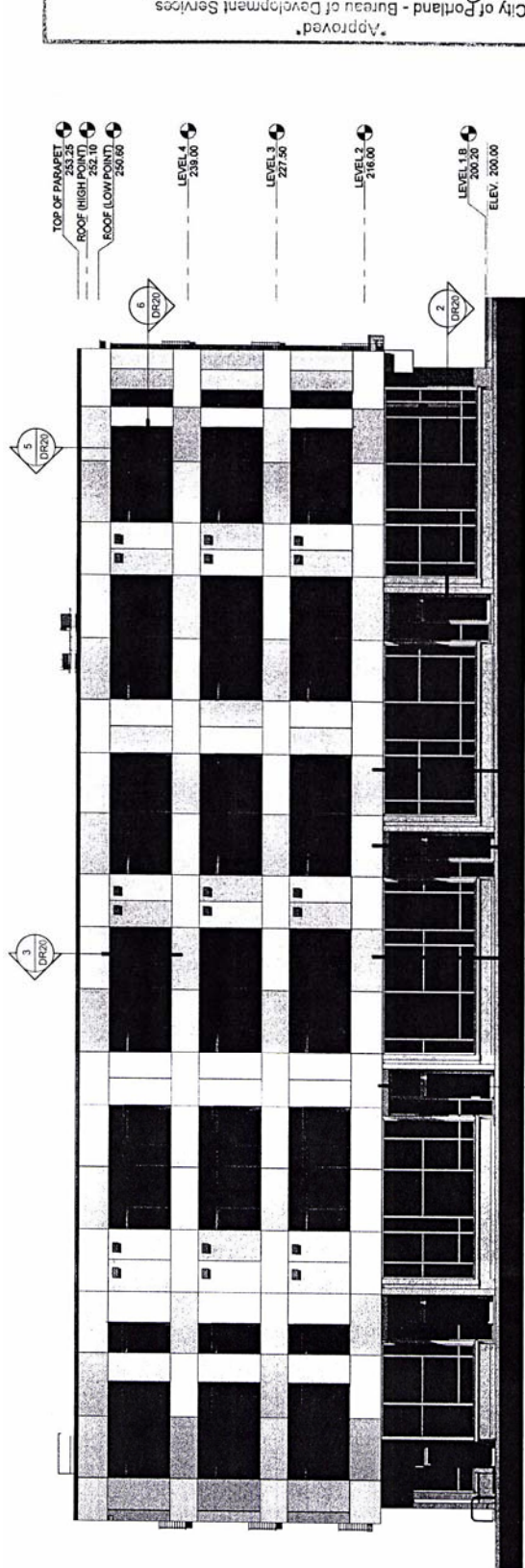
WINKLER DEVELOPMENT
210 SW MORRISON
SUITE 600
PORTLAND, OR 97204

PROJECT STATUS:
PERMIT

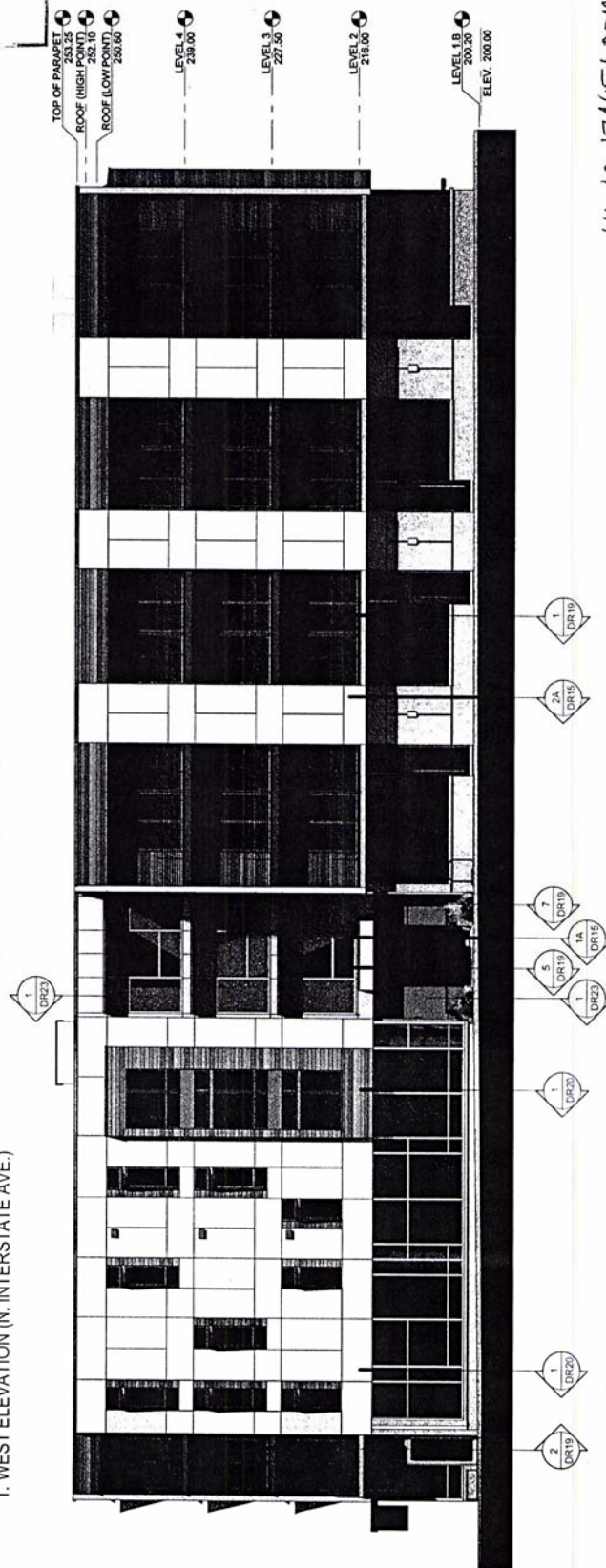
ELEVATIONS

DR 9

City of Portland - Bureau of Development Services
Approved: CC Date: 10/25/
This approval applies only to the reviews requested in the
staff and staff approval. Additional zoning requirements may



1. WEST ELEVATION (N. INTERSTATE AVE.)



2. SOUTH ELEVATION (N. KILLINGSWORTH ST.)

CU 10-174651 D2M

EXH. C-4



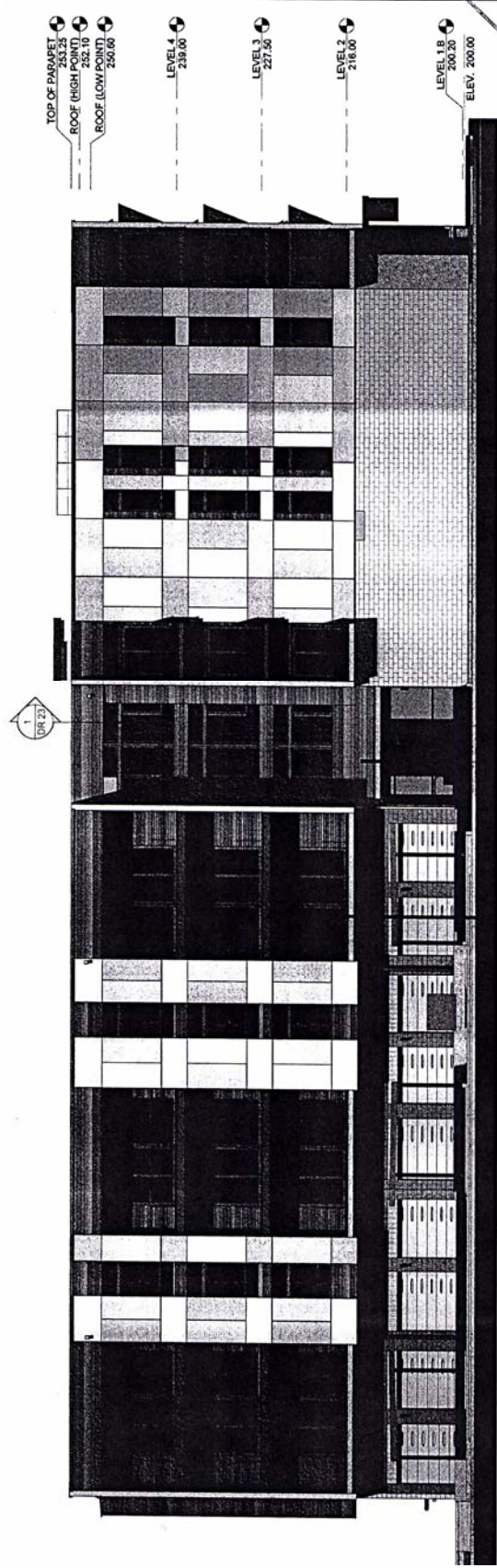
VALLASTER CORL
ARCHITECTS, PC
711 SW ALDER
PENTHOUSE SUITE
PORTLAND, OR 97205
PHONE: 503.228.0311
FAX: 503.228.0314
www.vcarch.com

PROJECT:
K-STATION
5514 N INTERSTATE AVE.
PORTLAND, OR
97217

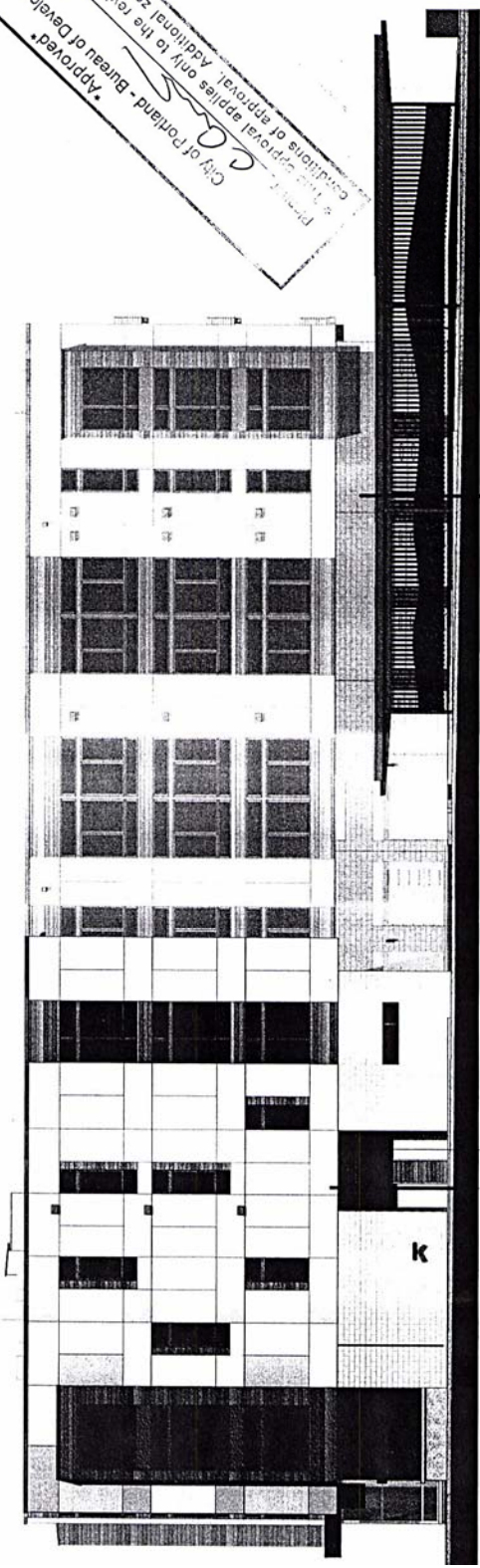
OWNER:
WINKLER DEVELOPMENT
210 SW MORRISON
SUITE 600
PORTLAND, OR 97204

PROJECT STATUS:
PERMIT

ELEVATIONS
DR 10



1. NORTH ELEVATION (N. CHURCH ST.)



2. EAST ELEVATION (N. MARYLAND AVE.)

City of Portland - Bureau of Development Services
Approved: [Signature]
Date 10/25/10
This approval applies only to the reviews requested and is not a guarantee of approval. Additional zoning requirements may apply.

10-174651 PM
EXH. C-7