



City of Portland, Oregon
Bureau of Development Services
Land Use Services
FROM CONCEPT TO CONSTRUCTION

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Date: May 8, 2015
To: Interested Person
From: Amanda Rhoads, Land Use Services
503-823-7837 / Amanda.Rhoads@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 mailed copy of this document is only a summary of the decision. The reasons for the decision, including the written response to the approval criteria and to public comments received on this application, are included in the version located on the BDS website <http://www.portlandonline.com/bds/index.cfm?c=46429>. Click on the District Coalition then scroll to the relevant Neighborhood, and case number. If you disagree with the decision, you can appeal. Information on how to do so is included at the end of this decision.

CASE FILE NUMBER: LU 15-126928 AD ***BIKE PARKING AT WESTMORELAND UNION MANOR***

GENERAL INFORMATION

Applicant: Bill Lanning / MWA Architects
70 NW Couch St #401 / Portland OR 97209

Owner: Union Labor Retirement Assn
6404 SE 23rd Ave / Portland OR 97202-5434

Representative: Patrick O'Toole / Manor Management Services, Inc
1625 SE Lafayette Street / Portland, OR 97202-3862

Site Address: 6404 SE 23RD AVE

Legal Description: TL 200 6.32 ACRES, SECTION 14 1S 1E
Tax Account No.: R991141020
State ID No.: 1S1E14D 00200
Quarter Section: 3632
Neighborhood: Sellwood-Moreland, contact Ellen Burr at 503-754-3868.
Business District: Sellwood-Westmoreland, contact Tom Brown at 503-381-6543.
District Coalition: Southeast Uplift, contact Bob Kellett at 503-232-0010.
Plan District: Johnson Creek Basin - Flood Risk Subdistrict
Zoning: R1dcp - Medium-Density Multi-Dwelling Residential 1,000 Zone with "d" Design, "c" Environmental Conservation and "p" Environmental Protection Overlay Zones

Case Type: AD - Adjustment Review
Procedure: Type II, an administrative decision with appeal to the Adjustment Committee.

Proposal:
Westmoreland's Union Manor is a 7-story, 301-unit apartment building for senior, largely low-income households, with an average resident age of 74. The applicant plans improvements to

the building that will trigger Zoning Code requirements for non-conforming upgrades, including both long-term (secure) and short-term bike parking. The following two Adjustments to the bike parking standards are requested:

- Zoning Code Section 33.266.210.A and Table 266-6 require at least 332 long-term bike parking spaces on this site. The applicant requests an Adjustment to reduce the number of required long-term bike parking spaces to 38 as most of the building's residents are elderly or disabled.
- Zoning Code Section 33.266.220 states that the 16 required short-term bicycle parking spaces must be provided within 50 feet of the main entrance to the building. The applicant requests an Adjustment to this standard so that the 16 short-term bicycle parking spaces are instead located between 174 feet and 188 feet from the main entrance.

Relevant Approval Criteria:

In order to be approved, this proposal must comply with the approval criteria of Title 33. Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. of Section 33.805.040, Adjustment Approval Criteria, have been met.

ANALYSIS

Site and Vicinity: This parcel is occupied by a curvilinear 7-story residential building known as Westmoreland's Union Manor. The building is constructed of a combination of stucco, glass and metal and each unit has a deck protruding from the building façade. A number of radio frequency antennas operated by other cellular companies are located on the roof of the building along with mechanical equipment. Surface parking for the building is located to the west and east. McLoughlin Boulevard runs along the east side of the site with Crystal Springs Creek crossing under McLoughlin and forming a small pond at about the center of the east side of the building. Past SE McLoughlin is the Eastmoreland Golf Course with more public open space located to the south of Westmoreland's Union Manor. Single family residences are located to the north and west of the building. Existing trees obscure many views of the building especially from the north and east.

Zoning: The site is zoned Residential 1,000 with environmental conservation, design and environmental protection overlay zones. The R1 zone is intended to preserve land for urban housing and to provide opportunities for multi-dwelling housing. The regulations are intended to create and maintain higher-density residential neighborhoods. The "d" Design overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. In the Sellwood-Moreland Design District, where this site is located, exterior alterations to existing development are exempt from Design Review (33.420.045.O). The Environmental overlay zones ("c" and "p" on Zoning Map) protect environmental resources and functional values that have been identified by the City as providing benefits to the public. The work proposed takes place outside of the parts of the site that have the Environmental Overlay Zoning.

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

- PC 3796: Planning Commission action along the west side of SE McLoughlin just north of the SE Bybee Boulevard overpass. Proposal was denied. No further information or plans were available in City records for this case.
- PC 4308: Original Planning Commission approval for the retirement home on the site. Request was approved with conditions.
- PC 5041: Zone change application. No further information, such as a Final Decision or Conditions of Approval, if any, were found in City records for this case.
- VZ 100-89: Approval of a request at 6220 SE 23rd Avenue to increase the allowed front yard hedge height to six-feet tall.
- V 4-65: Approved Street Vacation request for portions of SE 23rd Avenue and SE Glenwood St.

- LUR 97-00183 CU AD: Conditional Use approval for a rooftop wireless communications facility. Conditions of approval required that all visible equipment be painted to match the building and/or be painted light gray.
- LUR 99-00442 CU DZ: Conditional Use and Design Review approval for a wireless communications facility for a total of nine antennas in two phases and accessory mechanical equipment. Conditions of approval required that all visible equipment be painted to match the existing building.
- LUR 02-121144 CU: Conditional Use approval for a Radio Frequency Transmission Facility consisting of six panel antennas arranged into three “sectors” of two tripod-mounted antennas each, accessory cabling and conduit, and rooftop-mounted accessory equipment
- LUR 06-119542 CU: Conditional Use approval of 6 rooftop radio frequency antennas placed on 3 directional sectors and installed on the roof.
- LU 06-126326 CU: Conditional Use approval for a wireless telecommunications facility mounted on the roof of the existing building.
- LU 09-152608 CU: Conditional Use approval for Verizon to fully upgrade their previously approved wireless facility.
- LU 11-118516 CU: Conditional Use approval for AT&T to fully upgrade their existing wireless facility.
- LU 12-209334 CU: Conditional Use approval for T-Mobile to upgrade their 6 existing antennas with new antennas.
- LU 13-235505 EN: Environmental Review approval for upgrades to two of Crystal Springs Creek’s culverts at SE Bybee and SE Glenwood Streets at the south end of the site.

Public Review: A “Notice of Proposal in Your Neighborhood” was mailed **April 13, 2015**.

Agency Review: The following Bureaus have responded with no issues or concerns:

- Bureau of Environmental Services
- Water Bureau
- Fire Bureau
- Site Development Section of BDS
- Bureau of Transportation
- Life Safety (Building Code) Plans Examiner

Neighborhood Review: No written responses were received from either the Neighborhood Association or notified property owners in response to the proposal.

ZONING CODE APPROVAL CRITERIA

33.805.010 Purpose (Adjustments)

The regulations of the zoning code are designed to implement the goals and policies of the Comprehensive Plan. These regulations apply city-wide, but because of the city's diversity, some sites are difficult to develop in compliance with the regulations. The adjustment review process provides a mechanism by which the regulations in the zoning code may be modified if the proposed development continues to meet the intended purpose of those regulations. Adjustments may also be used when strict application of the zoning code's regulations would preclude all use of a site. Adjustment reviews provide flexibility for unusual situations and allow for alternative ways to meet the purposes of the code, while allowing the zoning code to continue providing certainty and rapid processing for land use applications.

33.805.040 Approval Criteria

Adjustment requests will be approved if the review body finds that the applicant has shown that approval criteria A. through F. below have been met.

- A.** Granting the adjustment will equally or better meet the purpose of the regulation to be modified; and

Findings: The purpose statements for the two requested Adjustments are responded to below.

1. Long-Term Bicycle Parking:

The purpose for long-term bike parking (Zoning Code Section 33.266.220.B) is stated below: *Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to allow bicycle parking to be within a reasonable distance in order to encourage bicycle use.*

The applicant proposes to install 38 long-term bicycle parking spaces on the site, with 15 spaces in a secure storage room on the main level inside the building and 23 long-term spaces placed in selected one-bedroom apartments throughout the building, corresponding with residents who use and have bicycles.

Based on the number of residential units, Zoning Code Section 33.266.210.A requires at least 332 long-term bicycle parking spaces on this site (1.1 per unit). The applicant's proposal equates to 1 space per 8 residential units, which is consistent with the requirement in Zoning Code Section 33.229.040.C.2.b for buildings that are restricted by covenant to elderly or disabled residents. However, the site is not subject to a restrictive covenant as described in Zoning Code Section 33.229.030.D, which would allow the requested reduction in long-term bicycle parking without an Adjustment.

As documented in the applicant's narrative (Exhibit A.1), Westmoreland's Union Manor is a residential community for low-income seniors. The average age of residents is 74, and 50% use public transportation as a primary means of travel. The applicant states that the requested reduction in required long-term bicycle parking is more appropriate to and reflective of the demographics of Westmoreland's Union Manor residents than the long-term bicycle parking requirement applied to multi-dwelling development more generally under Zoning Code Section 33.266.210.A. Staff concurs.

In addition, the site is well-served by public transit. Trimet bus line 19 loops the property, providing a stop at SE 23rd Ave. and SE Tolman St. and at SE 22nd and SE Bybee. A new Trimet Orange Line light rail stop is located immediately to the southeast of the property on the Bybee Bridge. The Orange Line will open September 12, 2015, and will facilitate and encourage pedestrian travel to and from the site by building residents. A minimum of 16 short-term bicycle parking spaces will also be provided on-site as part of the overall site renovation as required by 33.266.210.A, which will more readily enable bicycle trips to and from the site by both visitors and Westmoreland's Union Manor employees.

The Portland Bureau of Transportation has reviewed this application and cited no concerns regarding the proposal (Exhibit E.2). The 38 long-term bike parking spaces to be installed on this site will meet the security requirements in Zoning Code Section 33.266.220.B.2.d.

Based on the information provided, the proposal equally meets the intent of the long-term bike parking regulation relative to the specific use of the site for elderly and disabled housing. The proposal meets the purpose statement for the regulation being adjusted.

For the reasons stated above, this criterion is met for the long-term bicycle parking Adjustment.

2. Short-Term Bicycle Parking:

The purpose for short-term bike parking (Zoning Code Section 33.266.220.A) is stated below: *Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park*

bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists.

The applicant proposes to increase the distance between the short-term bike parking location and the main entrance from the required 50 feet to between 174 feet and 188 feet. The proposed location for the bike parking will be south of the main entrance along the 7.5-foot pathway located adjacent to the building. While further from the main entrance, the bike parking will still be visible from SE 23rd Ave. between the trees at the street. The building is curvilinear with large planters with mature foliage flanking the main entrance on either side, so locating the bike parking south of the planter not only provides better pedestrian circulation but also makes the short-term bike parking more visible from multiple locations than it would be if it were located behind the planter.

The pedestrian path ensures the bike parking is convenient and readily accessible for people entering the site. While the south planter might partially obscure the view to the bike parking from the main entrance, there is already a code requirement that, if bike parking is not visible from the street or the main entrance, a sign must be placed at the main building entrance indicating the location of the bike parking (Zoning Code Section 33.266.220.C.6.b). This signage is required for the long-term bike parking; a condition of approval will require this sign to be posted for short-term bike parking as well so the available bike parking along the front façade of the building will be easily located. With this condition, the proposal meets the purpose statement for the regulation being adjusted.

For the reasons stated above, this criterion is met for the short-term bicycle parking Adjustment.

- B.** If in a residential zone, the proposal will not significantly detract from the livability or appearance of the residential area, or if in an OS, C, E, or I zone, the proposal will be consistent with the classifications of the adjacent streets and the desired character of the area; and

Findings:

1. Long-Term Bicycle Parking:

Because the site is located in a multi-dwelling residential zone, the applicant must demonstrate that the proposal will not detract from the livability or appearance of the surrounding residential area. The applicant notes that long-term bicycle parking will be provided within both a bike room and the residential units themselves and will not be visible from the building exterior. Therefore the proposal to reduce the number of required long-term bike parking spaces will have no impact on the aesthetics of the site or neighborhood.

The building was constructed to provide housing for low-income seniors. Back in the 1960s, labor leaders in the Portland building trade movement united and organized a non-profit corporation for the sole purpose of providing housing for seniors. This building was the first. Application is limited to seniors age 62 years and up. While there is no covenant that guarantees residents will be seniors, this is the business model that has been in place since 1966 and the non-profit management structure has no plans to change course. Given the demographics of the population, granting the project approval to use the standard for long-term bike parking for elderly and disabled high density housing as described in Zoning Code Section 33.229.040.C.2.b. Livability will not be compromised for seniors in this multi-dwelling structure. Similarly, staff agrees that 38 long-term bike parking spaces will be appropriate to meet the anticipated demand, since most of the building's residents are elderly and/or disabled. Since the demand for long-term bike parking is not anticipated to exceed the proposed supply and half of the site residents utilize public transportation as a primary means of travel, approval of the Adjustment will not affect the mode split for the building, and therefore will not affect

vehicle traffic or the demand for on-street vehicle parking in the surrounding neighborhood.

2. Short-Term Bicycle Parking:

The location for the short-term bike parking was largely determined by the issues of appearance and livability. The location to the south of the main entrance puts the short-term bike parking closer to the parking lot, and visible from multiple points along SE 23rd Ave. Putting the bike parking to the north of the north planter would still be a distance of some 90 feet or more from the main entrance, but would be more isolated from the most-used pathways of the building and would require cyclists traveling from the north to go further south, then turn around at the main entrance and walk the bike to the parking. At the proposed location, the racks will be equally easy to access from the main entrance or from the parking lot, which is easily accessed from the street.

There is a large dining and multi-purpose room located on the south side of the building's main floor. Windows line the western walls of the four bays south of the main planter. Locating the short-term bike parking closer to the main entry, along a windowed wall, would impact views from this community space to the mature planters, the yard area outside and the trees beyond, especially from a seated position. In meetings about the overall work proposed to the building, the applicant stated, "the senior residents have been very vocal about changes in the view from inside the building to the exterior. The decision was made to try and avoid interrupting this with the bike parking" (Exhibit A.2).

Further, the addition of the short-term bike racks, and the need to accommodate the pedestrian path behind the racks, will require the extension of the existing pedestrian path for a width of 3 feet, 6 inches for a length of 16 feet. The proposed location allows for this to occur toward the south end of the building, when the pedestrian path connects with the parking lot, rather than extending in the middle of the building only to shrink again beyond the bike parking. This will better integrate the short-term bike parking proposal into the rhythms of the building.

For these reasons, the proposal will not result in negative impacts to neighborhood livability or appearance. This criterion is met.

- C.** If more than one adjustment is being requested, the cumulative effect of the adjustments results in a project which is still consistent with the overall purpose of the zone; and

Findings: Both Adjustments center on parking for bikes. The proposal will provide long-term bike parking for employees and residents in a secure, centralized bike room, with additional racks in individual apartments. The number of required short-term bike parking spaces provided equals what is required, and will primarily serve visitors to the site. For reasons of building architecture, landscape design and interior program the distance to the parking will be further than what is required. Neither Adjustment impacts the project's consistency with the overall purpose of the zone, which is to provide medium-density, multi-dwelling development. This criterion is met.

- D.** City-designated scenic resources and historic resources are preserved; and

Findings: City designated resources are shown on the zoning map by the 's' overlay; historic resources are designated by a large dot, and by historic and conservation districts. There are no such resources present on the site. Therefore, this criterion is not applicable.

- E.** Any impacts resulting from the adjustment are mitigated to the extent practical; and

Findings: As discussed in the findings for Criterion B, the bike parking proposals have no adverse impacts on the livability or appearance of the surrounding area. As

there are no identified adverse impacts for which mitigation would be required, therefore this criterion is met.

- F. If in an environmental zone, the proposal has as few significant detrimental environmental impacts on the resource and resource values as is practicable;

Findings: Environmental overlay zones are designated on the Official Zoning Maps with either a lowercase “p” (Environmental Protection overlay zone) or a “c” (Environmental Conservation overlay zone). Portions of the site have both the “c” and “p” protections; however, the exterior short-term bike parking is proposed outside of the environmental overlay. The long-term bike parking is proposed entirely within the building. The proposal has no impacts on the environmental resources onsite.

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 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

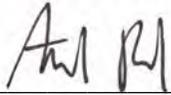
The proposals to reduce the long-term bike parking requirement and increase the distance of the required short-term bike parking to the main entrance both equally meet the intent of the regulation and will not have adverse impacts on the livability and appearance of the surrounding neighborhood. With a condition that requires the installation of a directional sign, the approval criteria will be met. Therefore, the proposal should be approved.

ADMINISTRATIVE DECISION

Approval of an Adjustment to Zoning Code Section 33.266.210.A and Table 266-6 to reduce the number of long-term bike parking spaces from 332 to 38, and approval of an Adjustment to Zoning Code Section 33.266.220 to increase the distance between the main entrance and the required short-term bike parking from 50 feet to between 174 and 188 feet, per the approved plans, Exhibits C.1 through C.5, signed and dated May 5, 2015, subject to the following conditions:

- A. As part of the building permit application submittal, the following development-related condition B must be noted on each of the 4 required site plans or included as a sheet in the numbered set of plans. The sheet on which this information appears must be labeled "ZONING COMPLIANCE PAGE - Case File LU 15-126928 AD." All requirements must be graphically represented on the site plan, landscape, or other required plan and must be labeled "REQUIRED."
- B. A sign must be posted at the main entrance indicating the location of the short-term bike parking.

Staff Planner: Amanda Rhoads

Decision rendered by:  **on May 5, 2015**

By authority of the Director of the Bureau of Development Services

Decision mailed: May 8, 2015

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 March 2, 2015, and was determined to be complete on **March 30, 2015**.

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 March 2, 2015.

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: July 28, 2015.**

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 Adjustment Committee, which will hold a public hearing. Appeals must be filed **by 4:30 PM on May 22, 2015** at 1900 SW Fourth Ave. Appeals can be filed at the Development Services Center Monday through Wednesday and Fridays between 8:00 am to 3:00 pm and on Thursdays between 8:00 am to 12:00 pm. After 3:00 pm Monday through Wednesday and Fridays, and after 12:00 pm on Thursdays, appeals must be submitted at the reception desk on the 5th 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. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. 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 Adjustment Committee 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 775 Summer St NE, Suite 330, Salem, Oregon 97301-1283, 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 Adjustment Committee 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 **May 26, 2015 – 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.

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

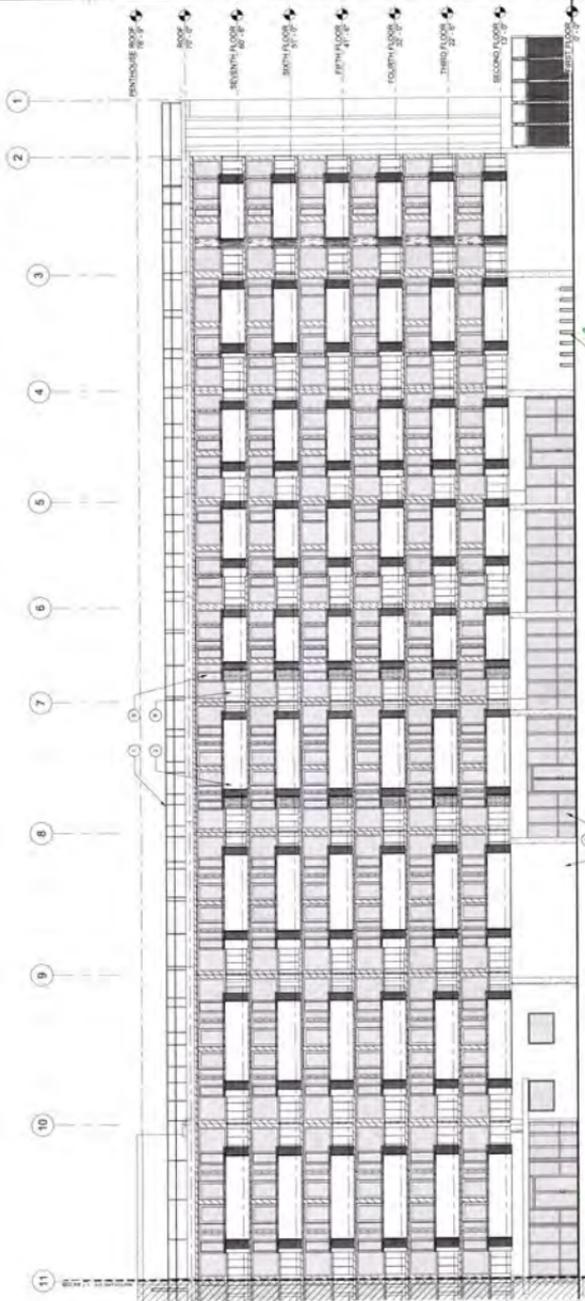
NOT ATTACHED UNLESS INDICATED

- A. Applicant's Statement
 - 1. Applicant Narrative, March 2, 2015
 - 2. Response to Incomplete Letter, March 27, 2015
- B. Zoning Map (attached)
- C. Plans/Drawings:
 - 1. Site Plan (attached)
 - 2. West Elevation, Southern Half (attached)
 - 3. First Floor Plan – South (attached)
 - 4. First Floor Plan – North (attached)
 - 5. Floor Plan – One-Bedroom Unit
 - 6. Grading Plan
 - 7. Grading Plan Detail
 - 8. Full-Size Site Plan and Elevations
- D. Notification information:
 - 1. Mailing list
 - 2. Mailed notice
- E. Agency Responses:
 - 1. Bureau of Environmental Services
 - 2. Bureau of Transportation Engineering and Development Review
 - 3. Water Bureau
 - 4. Fire Bureau
 - 5. Site Development Review Section of BDS
 - 6. Life Safety (Building Code) Plans Examiner
- F. Correspondence: none received
- G. Other:
 - 1. Original LU Application and Receipt
 - 2. Incomplete Letter, March 23, 2015

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).

Approved
 City of Portland - Bureau of Development Services
 Planner *John Park* Date *May 5, 2015*
 * This approval applies only to the reviews requested and is subject to all
 other applicable codes of approval. Additional zoning requirements may apply.

SHEET GENERAL NOTES
 1. SEE ROOF PLAN FOR ROOF HEIGHTS.
 2. SEE SECTION AND PLAN SET FOR MATERIALS AND FINISHES.
 3. SEE SECTION AND PLAN SET FOR MATERIALS AND FINISHES.
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 11. SEE SECTION AND PLAN SET FOR MATERIALS AND FINISHES.



**WESTMORELAND'S
 UNION MANOR**
 5400 SE 23RD AVE
 PORTLAND, OR 97202
 HUD PROJECT NUMBER:
 225-00005
 DRAWN BY: J. HARRIS
 DATE: 12/14/14
 SCALE: AS SHOWN
 ARCHITECT:
 PROJECT NUMBER:
 DRAWN BY:
 APPROVED BY:
**EXTERIOR
 ELEVATION -
 WEST**
 SHEET NUMBER:

*16 short-term
 bike parking
 spaces*

*main
 entrance*

1 EXTERIOR ELEVATION - WEST
 SCALE: 1/8" = 1'-0"

SHEET GENERAL NOTES

1. VERIFY THIS PLAN FOR CONFORMANCE WITH ALL APPLICABLE CODES AND REGULATIONS.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE INTERNATIONAL BUILDING CODE (IBC).
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL CODE (IMC) AND THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (IPMC).
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ELECTRICAL CODE (IEC) AND THE INTERNATIONAL WIRE AND CABLE CODE (IWCC).
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND ALARM CODE (IFAC) AND THE INTERNATIONAL FIRE AND ALARM CODE (IFAC).
6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND ALARM CODE (IFAC) AND THE INTERNATIONAL FIRE AND ALARM CODE (IFAC).
7. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND ALARM CODE (IFAC) AND THE INTERNATIONAL FIRE AND ALARM CODE (IFAC).
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10. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND ALARM CODE (IFAC) AND THE INTERNATIONAL FIRE AND ALARM CODE (IFAC).

KEYNOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL RESIDENTIAL CODE BOOK (IRC) AND THE INTERNATIONAL BUILDING CODE (IBC).
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL CODE (IMC) AND THE INTERNATIONAL PLUMBING AND MECHANICAL CODE (IPMC).
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL ELECTRICAL CODE (IEC) AND THE INTERNATIONAL WIRE AND CABLE CODE (IWCC).
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE AND ALARM CODE (IFAC) AND THE INTERNATIONAL FIRE AND ALARM CODE (IFAC).
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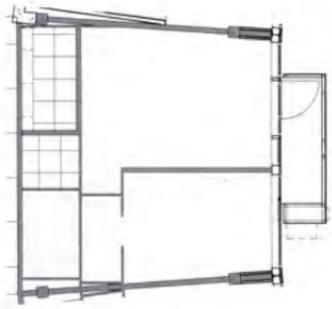
LEGEND

- 1. EXTERIOR WALL
- 2. MAIN WALL
- 3. WINDOW
- 4. DOOR
- 5. STAIR
- 6. BATH
- 7. KITCHEN
- 8. HALL
- 9. CLOSET
- 10. PORCH
- 11. DECK
- 12. PATIO
- 13. TERRACE
- 14. DRIVEWAY
- 15. GARAGE
- 16. DRIVE
- 17. DRIVEWAY
- 18. DRIVE
- 19. DRIVEWAY
- 20. DRIVE



→ wall-mounted bike shelf

2 ENLARGED FLOOR PLAN - (E) ONE BEDROOM
 SCALE: 1/8" = 1'-0"



4 ENLARGED RCP - (E) ONE BEDROOM UNIT
 SCALE: 1/8" = 1'-0"

Approved
 City of Portland - Bureau of Development Services
 Planner Julia M Date May 5, 2015
 * This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.