

CULLY/PARKROSE
COMMUNITY
PLAN

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Bureau of Planning
City of Portland
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INTRODUCTION

The Cully/Parkrose Community Plan establishes a framework to guide public and private actions which will shape the future of the community. Continuity with past planning is provided by the adoption into the City's Comprehensive Plan of this reformatted Cully/Parkrose Community Plan.

Origin of the Multnomah County Community Plan

The Cully/Parkrose Community Plan was adopted as an official element of the Multnomah County Comprehensive Framework Plan in April 1979. The Community Plan was designed to address the specific circumstances, issues and needs of the community within the context of the County's Comprehensive Plan's areawide policies.

The objectives of the Community Plan were twofold:

1. To develop a built urban environment that is efficient, functional and aesthetically pleasing.
2. To develop a program which would focus the expenditure of public funds to address specific community needs and issues.

The forty community plan policies addressed concerns such as the relationships of County plans to each other, citizen involvement, energy conservation, location and arrangement of land uses, and provision of infrastructure. Ten policies addressed community specific issues, problems, and opportunities.

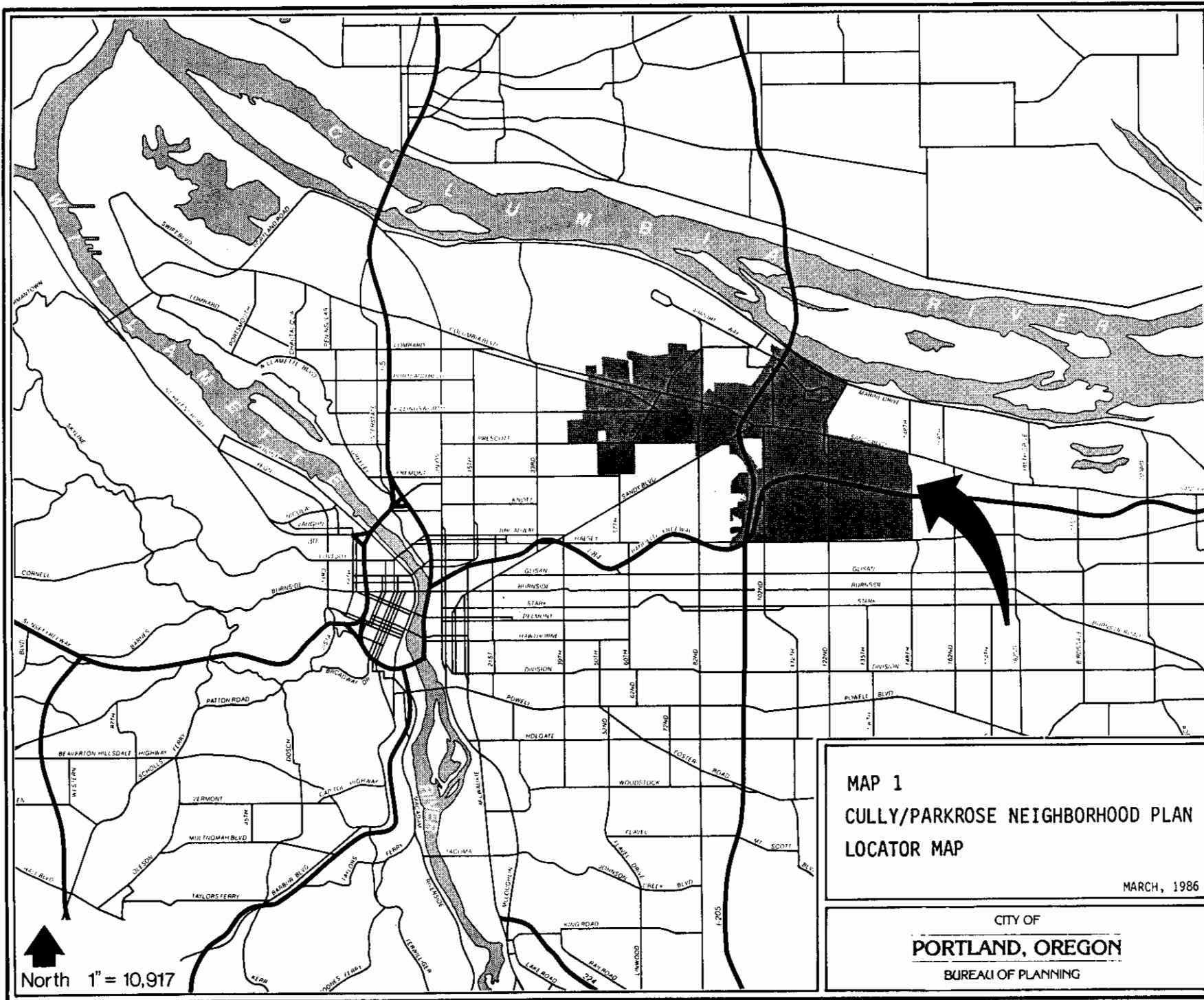
To reflect changing community values and needs over time, Cully/Parkrose Community Plan Policy 1 (Plan Relationships) scheduled a re-evaluation and update of the Community Plan, as necessary, every five years beginning in 1984. However, the adoption and implementation of policies by City and County governments in the 1980's calling for urban service provision by municipalities resulted in the annexation of substantial portions of the community to Portland by 1985. Consequently, responsibility for ongoing planning efforts in large areas of the Cully/Parkrose community was transferred to Portland.

To provide for the orderly transition of planning functions, for the integration of annexed areas into the City, and for the maintenance of the integrity of the County Community Plans two proposals were made by the Portland Planning Commission:

1. Adoption of the reformatted County Community Plans as Community Plans within the Portland Comprehensive Plan consistent with Plan Policy 3.6 (Neighborhood Plan); and
2. Adoption of comparable or closest equivalent City Comprehensive Plan designations and zoning for the majority of the annexed properties.

Community Plan Organization

The Community Plan is divided into three major sections: Policies; General, Community, and Site Design Guidelines; and Portland Comprehensive Plan Map Designations and Zoning.



MAP 1
 CULLY/PARKROSE NEIGHBORHOOD PLAN
 LOCATOR MAP

MARCH, 1986

CITY OF
PORTLAND, OREGON
 BUREAU OF PLANNING

North 1" = 10,917

The extensive findings of the Cully/Parkrose Community Plan have been used as findings for the community plan recommendations on policies, guidelines and zoning.

The Policies are statements of public policy containing standards for land use case and land division reviews. The community and site design guidelines are used in land use reviews and site reviews to promote functional, safe and attractive site developments which are compatible with the surrounding area. The siting and expansion of land uses on annexed properties are governed by the assignment of Portland Comprehensive Plan designations and zoning described in the final section of this Plan beginning with the Parkrose I Study Area.

Community Overview

The Cully/Parkrose Community is located in outer northeast Portland (Maps 1 and 2). In 1980 the nearly 10-square-mile area supported an estimated residential population of 31,677 in 12,935 households and 561 firms with 8,562 employees. The Community extends from NE 42nd Avenue on the west to NE 148th Avenue on the east. West of I-205, the area is bounded on the north by the Portland International Airport and on the south by NE Fremont and Prescott. Between I-205 and NE 122nd, the Community extends from the Columbia River to NE Halsey. East of NE 122nd Avenue, Sandy Boulevard forms the northern and NE Halsey the southern boundaries. I-205 divides the Community into two subareas: Cully on the west and Parkrose on the east.

The Community has been in transition from an agricultural to an urban pattern since the early 1900's. The first subdivision plats, Rose City and Parkrose, were filed in 1907 and 1911 respectively. While the City was growing eastward during the early 1900's, Parkrose established itself as an isolated farm service center. The post World War II housing boom and ensuing suburbanization quickly transformed the Community into an urban area. Development pressures increased with the construction of the Banfield Freeway (I-84) in the 1960's and in the 1970's with residential suburbanization and the development of regional and community shopping centers which followed. Growth in employment opportunities did not keep pace with the

expansion of the community's labor force. Workers became commuters relying heavily upon the City's industrial, transportation, and retail/service centers for jobs.

Growth in the mid 1980's has been spurred by the increasing demand for Oregon goods and services in a recovering economy and expansion of Portland's role as a major multi-modal international and national distribution center. The Community receives direct benefits from its proximity to the Portland International Airport, the completion of I-205, and the recent construction of sanitary sewer facilities to support industrial, commercial, and residential growth and intensification of uses.

Regional access to the community is via I-84 (Banfield Freeway) and I-205. NE Sandy Boulevard and North Portland Highway (US 30) connect the area to downtown Portland and to the St. Johns/Rivergate Industrial area. NE 82nd Avenue (Oregon Highway 214) serves as a major north-south arterial and accessway to Portland International Airport (PIA). NE Marine Drive abuts the Columbia River from the Troutdale Interchange on I-84 to beyond Interstate-5.

A full range of land uses is found within the community: agriculture, housing, commerce, industry, and community services. While primarily urban in nature, pockets of farming activities can still be found along NE 122nd Avenue, NE 147th/148th Avenues and north of Sandy Boulevard.

The Cully/Parkrose Community south of Sandy Boulevard is predominantly single-family

residential (82%). The majority of the housing stock west of NE 122nd was built prior to 1950. Most of the housing units east of NE 122nd Avenue were constructed in the 1960's and 1970's. Multifamily complexes are concentrated along major roadways such as Sandy Boulevard, Prescott, Halsey, NE 122nd and NE 148th.

Fifty-six percent of the dwelling units are owner-occupied. The 1980 median value of owner occupied noncondominium units was \$46,700 in Cully and \$66,800 in Parkrose. For renter occupied property, estimated monthly rates were \$195 in Cully and \$239 in Parkrose. The average number of persons per housing unit was 2.07 in Cully and 2.19 in Parkrose reflecting the large proportion of area households with no children under 18. Housing choices are diverse with opportunities for infill and construction of single and multifamily units on existing vacant parcels.

The Cully/Parkrose Community contains six major commercial areas: The Parkrose Business District on Sandy Boulevard, the San Rafael Shopping Center at 122nd Avenue and Halsey, the Cully Boulevard area, strip commercial developments on NE Halsey Street between 100th and 125th Avenues and along North Portland Highway, and the shops on 42nd Avenue. Decline of the Parkrose Business District associated with construction of the Banfield Freeway in the late 1950's is being reversed with expansion of markets generated by development of Columbia Corridor industrial sites. The Parkrose Business District serves as the gateway to Oregon on I-205.

An estimated 96 manufacturing firms, employing 1,453 workers were located in the Cully/Parkrose Community in 1980. The majority of these industrial firms are located along Columbia Boulevard, Lombard, and Killingsworth Streets and in the vicinity of the Airport. The majority of the vacant land north of the Union Pacific Railroad tracks is zoned for industrial use. New industrial and related activities are locating in the Columbia Corridor section of the Community in response to the development of supportive public infrastructure and advantages gained by proximity to improved road, rail, air, and marine transportation facilities.

Local educational services are provided by the Portland School District, Parkrose School District, Reynolds School District, and Maywood Park Center of Mt. Hood Community College. Recreational opportunities are provided by Community schools, Portland Bureau of Parks, and private athletic clubs.

POLICIES

INTRODUCTION

The purpose of the Portland Comprehensive Plan is to provide a coordinated set of guidelines for decision-making to guide the future growth and development of the City. Community plans encourage communities to refine these goals and policies. Multnomah County's Comprehensive Framework and Community Plans bear the same relationship to each other.

Ten Multnomah County Framework Plan areawide policies were supplemented by additional policy language adopted as part of the Cully/Parkrose Community Plan. It is these area specific policies which were reformatted for inclusion in the Cully/Parkrose Community Plan.

Each of the ten policy statements was evaluated within the context provided by the Portland Comprehensive Plan and implementing measures. Statements which reiterated existing City policies or were in direct conflict with City provisions were deleted. Differences in land use terminology required minor revision of the remaining policies. The goal of these procedures was to create a Community Plan which maintained the integrity of the Community Plan and provided continuity in ongoing planning efforts while insuring its conformance to Portland land use goals, policies, and regulations.

The Cully/Parkrose Community Plan policies address longstanding community concerns:

1. Preservation of established residential and commercial areas;

2. Redevelopment of existing business districts and commercial nodes;
3. Retention of existing businesses;
4. Attraction of new firms and households;
5. Generation of new employment opportunities;
6. Provision of adequate levels of urban services; and
7. Maintenance of an attractive environment in which to live, work, and play.

POLICIES

POLICY 1 PLAN RELATIONSHIPS

THE PORTLAND COMPREHENSIVE PLAN GOALS, POLICIES, LAND USE MAP AND REVISED ZONING CODE ARE THE PRIMARY SOURCE OF LAND USE DECISIONS. THE MORE DETAILED COMMUNITY PLAN POLICIES AND DESIGN GUIDELINES WILL BE CONSIDERED IN THE EVALUATION OF COMMUNITY LAND USE CASES AND ISSUES.

POLICY 2 ARRANGEMENT OF LAND USES

- A. COMMERCIAL ENTERPRISES PROVIDING CONSUMER GOODS AND SERVICES TO THE COMMUNITY ARE ENCOURAGED AT:

1. NE 122ND AND HALSEY AVENUES
2. NE 122ND AVENUE AND SANDY BOULEVARD
3. CULLY BOULEVARD AT PRESCOTT
4. CULLY BOULEVARD AT KILLINGSWORTH
5. PARKROSE BUSINESS DISTRICT

- B. THE AREAS SURROUNDING WOODLAND PARK HOSPITAL AND NEAR THE GATEWAY FREEWAY INTERCHANGE SHOULD FOSTER A MIX OF HIGH DENSITY RESIDENTIAL AND GROUND FLOOR COMMERCIAL USES.

- C. COMMERCIAL USES MAY BE APPROPRIATE ON THE FIRST FLOOR OF NEW HIGH DENSITY MULTIFAMILY RESIDENTIAL DEVELOPMENTS WHICH HAVE DIRECT ACCESS TO AN ARTERIAL.

POLICY 3 REDEVELOPMENT

- A. THE PARKROSE BUSINESS DISTRICT WILL BE RECOGNIZED AS A COMMERCIAL REDEVELOPMENT AREA.
- B. THE AREA BOUNDED BY GOING STREET, NE 82ND AVENUE, SANDY BOULEVARD, SKIDMORE, AND I-205 WILL BE RECOGNIZED AS A RESIDENTIAL REDEVELOPMENT AREA.

POLICY 4 HOUSING LOCATION

- A. ATTACHED RESIDENTIAL AND MULTIFAMILY RESIDENTIAL ZONES MUST MEET THE FOLLOWING LOCATIONAL REQUIREMENTS:
 - 1. HAVE DIRECT ACCESS TO AN ARTERIAL OR COLLECTOR STREET;
 - 2. AVOID ROUTING OF THROUGH TRAFFIC ON LOCAL NEIGHBORHOOD STREETS.
 - 3. HAVE PUBLIC TRANSIT AVAILABLE OR PLANNED TO BE AVAILABLE WITHIN ONE-QUARTER MILE OF THE SITE; AND
 - 4. BE DESIGNED TO BE COMPATIBLE WITH EXISTING RESIDENTIAL USES BY THE USE OF DESIGN FEATURES SUCH AS BUFFERING, LANDSCAPING, SCREENING, AND BUILDING ORIENTATION.

POLICY 5 INDUSTRIAL LOCATION

- A. BUFFERING AND LANDSCAPING WILL BE PROVIDED ON INDUSTRIAL SITES WHERE THEY ABUT RESIDENTIAL AREAS.
- B. OUTSIDE STORAGE AREAS WILL BE SCREENED.

POLICY 6 CITIZEN INVOLVEMENT

THE IMPORTANT ROLE OF SUCH GROUPS AS THE CULLY/PARKROSE COMMUNITY GROUP, NEIGHBORHOOD ASSOCIATIONS, AND BUSINESS ORGANIZATIONS SHALL BE RECOGNIZED IN INVOLVING CITIZENS IN THE DISCUSSION AND REVIEW OF LAND USE ISSUES. THIS SHALL BE DONE BY PROVIDING NOTICE TO RECOGNIZED ORGANIZATIONS OF LAND USE ISSUES AND CREATING OPPORTUNITIES FOR REVIEW AND COMMENT ON PROPOSED CHANGES TO THIS PLAN AND ITS IMPLEMENTING MEASURES.

POLICY 7 COMMUNITY DESIGN

THE COMMUNITY AND SITE DESIGN GUIDELINES SHALL BE USED AS A GUIDE IN LAND USE AND LAND DIVISION REVIEWS AND SITE REVIEW.

POLICY 8 UTILITIES

- A. REDEVELOPMENT SHOULD BE PREDICATED ON THE PROVISION OF ADEQUATE URBAN SERVICES INCLUDING SEWERAGE, WATER, AND STREETS.
- B. ALL UTILITY LINES SHOULD BE PLACED UNDERGROUND.

DESIGN GUIDELINES

INTRODUCTION

The Cully/Parkrose Community consists of older established residential, commercial, and industrial areas; large vacant parcels under cultivation; new single and multifamily residential subdivisions; and developing industrial parks. The established areas present opportunities for redevelopment as well as serving as a foundation for new growth. Planned public capital investments will support the siting of new industrial, commercial, and residential activities and the redevelopment of some more mature areas.

The general, community, and site design guidelines seek to protect and enhance the identity of the Cully/Parkrose Community. The general design guidelines provide a framework for the evaluation of proposed developments subject to the land use and site review processes. The community design guidelines describe strategies which the private and public sectors may use to preserve and promote the livability of the area. The site design guidelines are to be used by builders and renovators to ensure development compatible with the surrounding area.

The community and site design guidelines apply in the Community's 12 design areas which have been identified as presenting opportunities for redevelopment and urbanization. The guidelines seek to maintain the character of existing development without unduly limiting the realization of the Community's urban development potential. The 12 design areas are:

1. Parkrose Business District and Vicinity
2. North Portland Highway
3. Cully Boulevard and Vicinity
4. I-205
5. Northside of Sandy Boulevard (East of 122nd to NE 148th)
6. West Sandy Boulevard (82nd to I-205)
7. Original Parkrose Subdivision (102nd-112th and 115th)--Fremont to Prescott
8. Urban Future Area Immediately East of the Middle and High Schools
9. Undeveloped Land along Sandy Boulevard and NE 147th/148th Avenues
10. Residential Development Surrounded by Industrial Uses North of Union Pacific Railroad
11. 82nd Avenue, Airport-related Commercial Area
12. Halsey/Weidler Strip and San Rafael Shopping Center

A. GENERAL DESIGN GUIDELINES

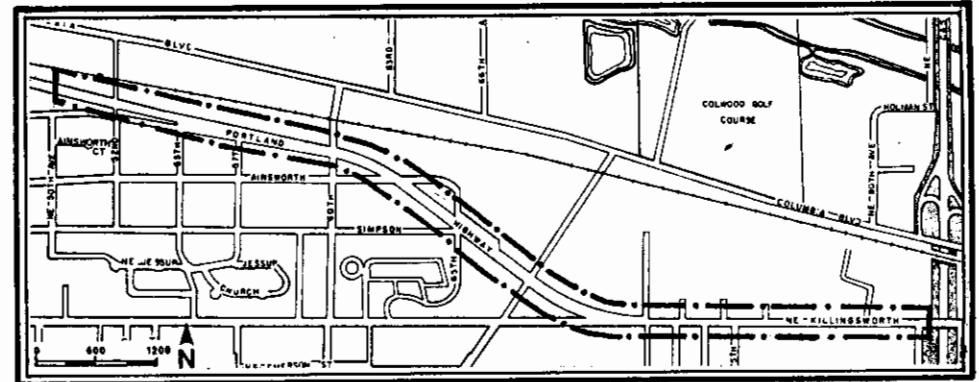
1. Create a compatible relationship between streets and the uses they serve.
2. Use landscaping, street furniture and walkways to create attractive areas and provide access among activity centers such as commercial nodes, schools, and residential areas for pedestrians.
3. Provide buffers and screening on industrial and commercial sites where they abut residential areas.
4. Use street trees, landscape medians, open space and other landscape areas to enhance the appearance of the area.
5. Encourage the development of the vacant parcels in the community in scale with the developed community.
6. Create public outdoor meeting places where community interaction can occur.
7. Preserve and enhance natural features.
8. Place all utility lines underground.
9. Identify areas for additional design review guidelines.

- o Providing buffering and screening on commercial sites where they abut residential zones.

- (5) Work to improve the economic viability of the area.

b. Site Guidelines

- (1) Improve sidewalks to City standards.
- (2) Provide street trees.
- (3) Create landscape areas with street furniture e.g., drinking fountains and benches.
- (4) Create off-street, joint parking areas.
- (5) Extend sidewalks from Sandy Boulevard to the residential area to the south.
- (6) Encourage upper story apartments over businesses.



2. North Portland Highway

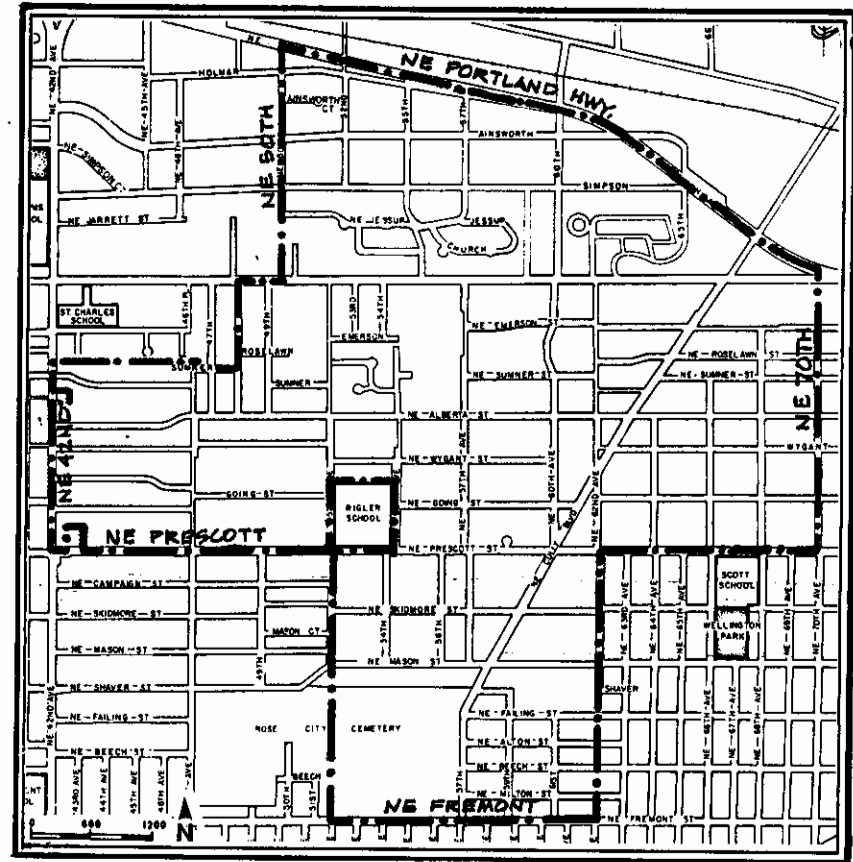
Development Objective: Transition a strip development pattern of commercial and industrial uses on sites fronting on the highway into an interconnected linear commercial pattern designed to create an aesthetically pleasing community buffer between the industrial area and the residential neighborhoods to the south.

a. Community Guidelines

- (1) Cluster local commercial uses in centers easily accessible to the community.
- (2) Expand the commercial area bisected by Cully Boulevard south of the highway.
- (3) Expand housing opportunities in adjacent areas by encouraging medium density residential development within one-half mile of the commercial area.

b. Site Guidelines

- (1) Encourage the use of shared driveways and curb cuts where possible to maintain the capacity of North Portland Highway.
- (2) Provide sidewalks and curbs.
- (3) Minimize paved areas and curb cuts for nonresidential uses through the joint use of driveways, parking, and maneuvering areas.
- (4) Provide street trees.
- (5) Create landscape areas in building setbacks.
- (6) Screen outside storage.
- (7) Provide landscaping and buffering on commercial and industrial sites where they abut residential zones.
- (8) Create connections to the neighborhood for pedestrians.



3. Cully Boulevard and Vicinity

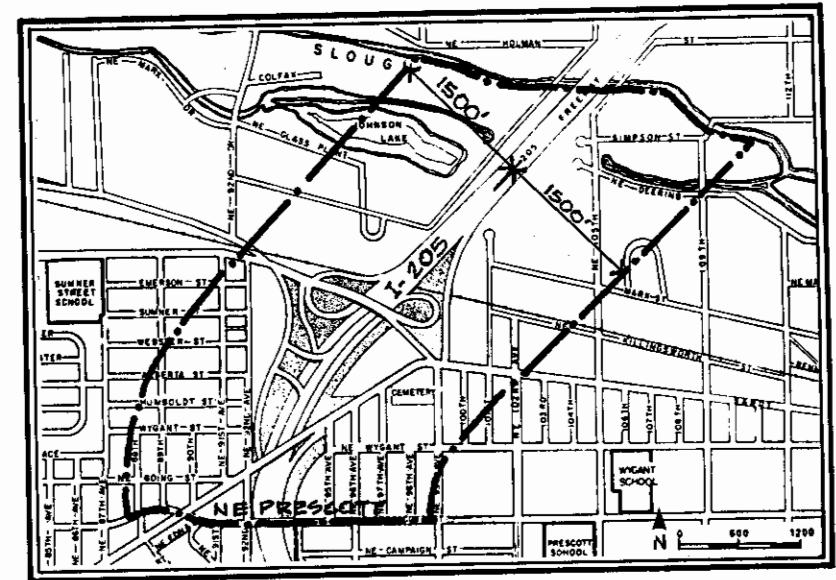
Development Objective: Create a multiple use area served by transit which is compatible with the adjacent lower density residential area.

a. Community Guidelines

- (1) Increase residential opportunities by:
 - o Encouraging multifamily residential uses in scale with the existing neighborhood.
 - o Encouraging residential uses on upper floors of commercial buildings.
- (2) Encourage the retention of neighborhood commercial uses on NE 42nd Avenue and Cully at NE Prescott.
- (3) Place all utility lines underground.

b. Site Guidelines

- (1) Buffer adjacent sites by:
 - o Locating driveways away from adjacent residences.
 - o Adding vegetative screening to retain privacy for existing residences.
 - o Providing commercial parking on the interior of the site, screened from the street.
- (2) Minimize paved areas and curb cuts for nonresidential uses by encouraging the joint use of driveways, parking, and maneuvering areas.



4. I-205

Development Objective: Prevent unsightly development along roadways which serve as important visual gateways to the State, City and Airport.

Properties also within the Parkrose Business District and Vicinity or West Sandy Boulevard Design Areas are exempt from these requirements except as provided for in those Design Area Plan sections.

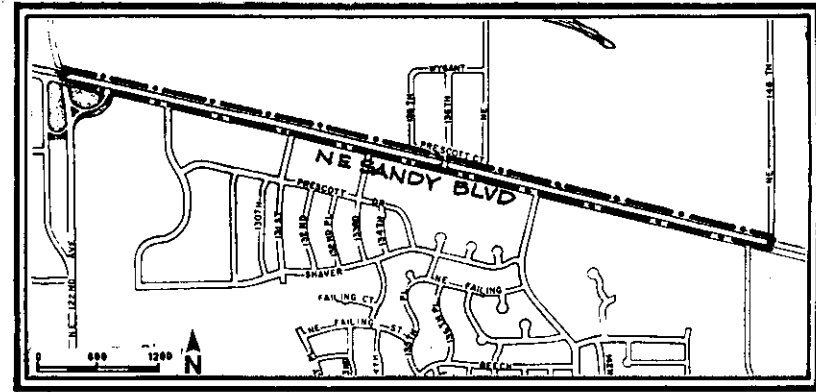
Site Guidelines

(1) Site layout.

- o Locate storage and loading areas on the side and rear of buildings.

(2) Landscaping.

- o Plant large evergreen vegetative screening between the site and the roadway.

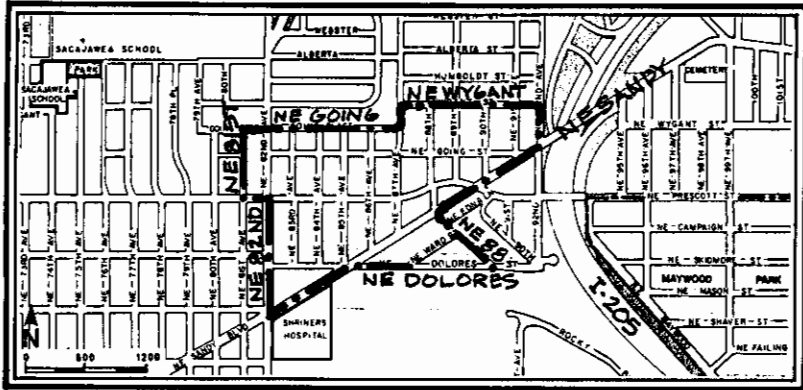


5. North Side of Sandy Boulevard (East of 122nd Avenue to NE 148th)

Development Objective: Buffer the existing residential area south of Sandy Boulevard from the new industrial area north of the Union Pacific Railroad tracks.

Site Guideline

Use large evergreen plantings to screen the view of the industrial areas where they abut the railroad. The vegetation should not be of a type which will grow to a height which will block the views of Mt. St. Helens, Mt. Adams, and the Silver Star Range of the Cascade Mountains.



- (2) Create an environment for pedestrians by:
- o Providing street trees.
 - o Widening sidewalks to City standards.

6. West Sandy Boulevard (82nd Avenue to I-205)

Development Objective: Create a multiple use neighborhood compatible with its surroundings.

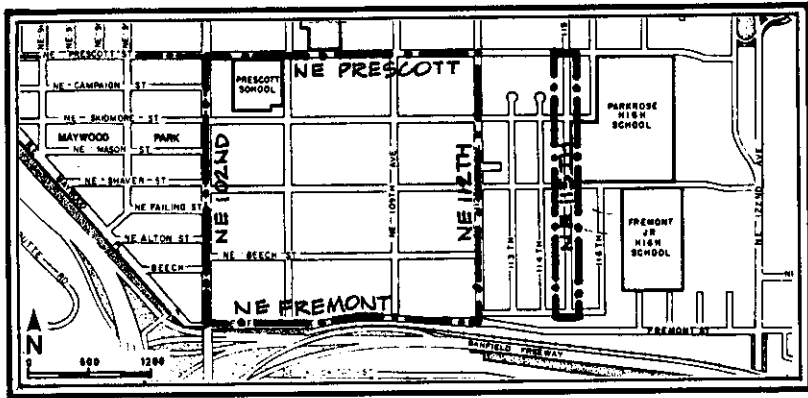
Property lines abutting the I-205 right-of-way shall also be subject to the I-205 Design Area Guidelines. In case of conflicts, the more stringent set of guidelines shall apply.

a. Community Guideline

Encourage medium density multifamily residential and neighborhood oriented commercial development.

b. Site Guidelines

- (1) Create linkages for pedestrians between commercial centers and adjacent residential areas.



- (2) Remove paved areas through the joint use of driveways, parking and maneuvering areas.
- (3) Encourage new residential developments to provide private outdoor recreation.

7. Original Parkrose Subdivision
(102nd-112th and 115th)--Fremont to
Prescott)

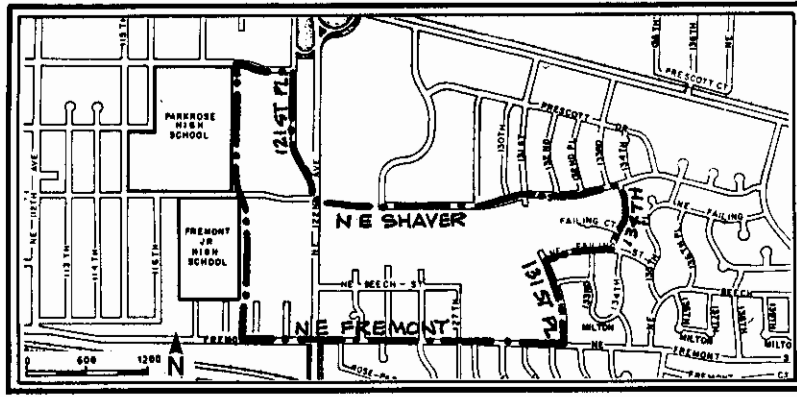
Development Objective: Encourage full utilization of potential homesites through resubdivision of large lots while protecting adjacent properties from adverse impacts such as invasion of privacy, noise and glare.

a. Community Guideline

Place all utility line underground.

b. Site Guidelines

- (1) Locate commercial and industrial site driveways away from adjacent residences or provide buffers and landscaping to ameliorate glare, noise and heat reflection.



8. Undeveloped Land Immediately East of the Middle and High Schools

Development Objective: To integrate aesthetically pleasing medium density multifamily residential development into the community.

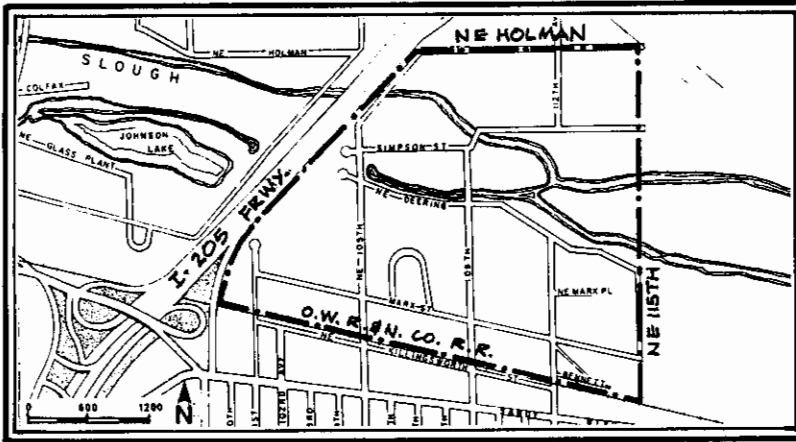
a. Community Guideline

Provide a pedestrian link to the elementary school at N.E. 131st Avenue.

b. Site Guidelines

- (1) Protect the privacy of adjacent single-family residences by the following:
 - o Require landscaped yards between the multifamily structures in the R3 zone and any adjacent lot line in an R20, R10, R7, and R5 Zone.
 - o Provide evergreen vegetative screening and buffering.

- (2) Create direct and visible landscaped linkages for pedestrians between the K-Mart Shopping Center, Shaver and Parkrose schools, and adjacent residential areas.

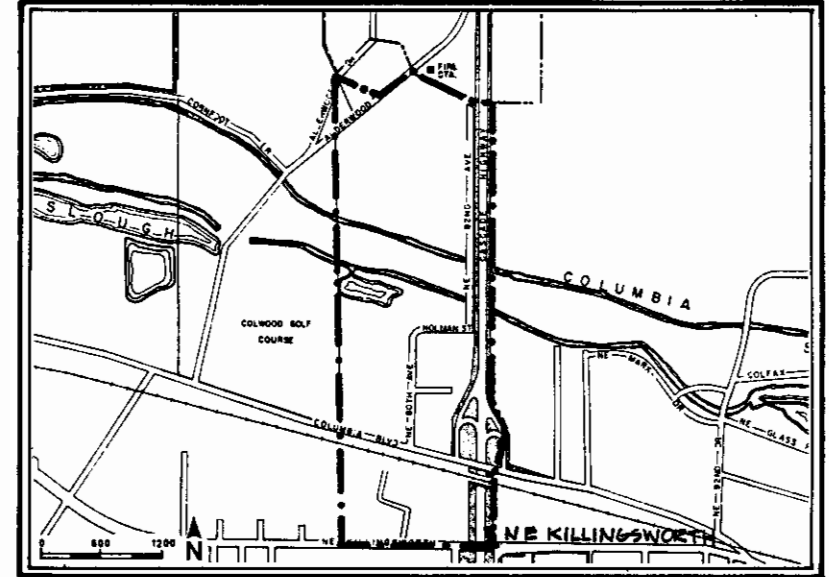


10. Residential Development Surrounded by Industrial Uses North of the Union Pacific Railroad

Development Objective: Maintain a viable residential neighborhood buffered from industrial development while the neighborhood converts to industrial uses.

Site Guidelines

- (1) Provide evergreen vegetative screening and buffering on new industrial development where they abut existing residential uses.
- (2) Provide an interim building setback for industrial uses from any property line common to a residentially zoned parcel.

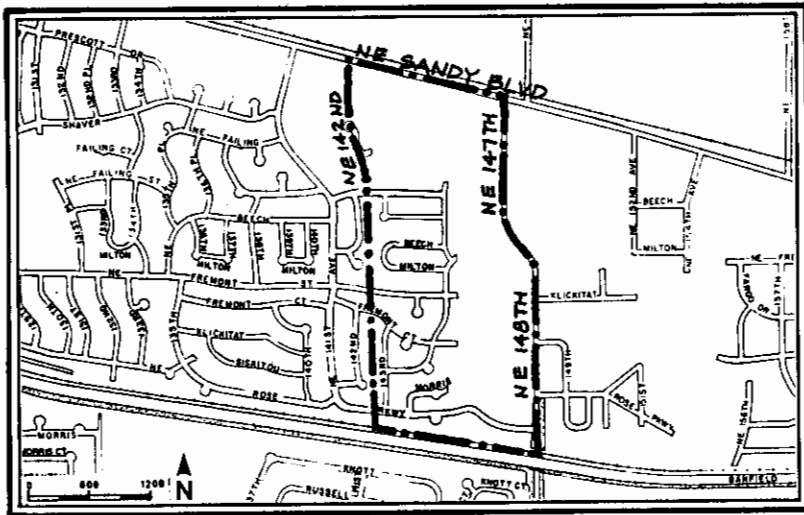


11. 82nd Avenue, Airport-related Commercial Area

Development Objective: To create an aesthetically pleasing setting along 82nd Avenue.

Site Guideline

Locate loading and outside storage areas on the west side of development.



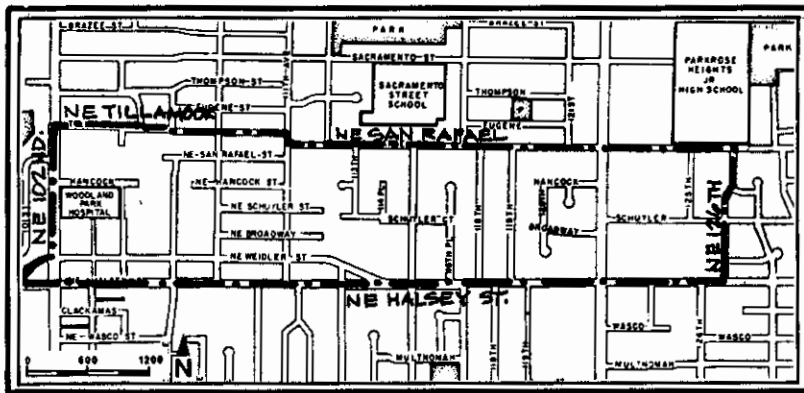
- (2) Orient traffic to NE 147th/148th Avenues.
- (3) Provide pedestrian linkages along NE 147th/148th Avenue to Argay Park.
- (4) Reinforce the community edge along NE 147th/148th Avenue with street trees.

9. Undeveloped Land Along Sandy Boulevard and 147th/148th Avenues

Development Objective: To integrate aesthetically pleasing medium density multifamily residential development into the community.

Site Guidelines

- (1) Protect privacy of adjacent single-family residences by the following:
 - o Require landscaped yards between the multifamily structures in the R3 zone and any adjacent lot line in an R20, R10, R7, and R5 Zone.
 - o Require evergreen vegetative screening and buffering.



12. Halsey/Wiedler Strip and San Rafael Shopping Center

Development Objective: To convert a strip commercial area into a linear mixed use area with neighborhood commercial centers.

Site Guidelines

- a. Provide street trees and landscaped areas with medium scale vegetation.
- b. Provide linkages for pedestrians to the adjacent residential areas.
- c. Buffer adjacent residences with vegetative screens.
- d. Minimize paved areas through joint use of driveways, parking, and maneuvering areas.

ORDINANCE NO. 158942

ORDINANCE No. 158942

An Ordinance implementing the Cully/Parkrose Community Plan and Parkrose I Study Area Comprehensive Plan Map designations and zoning by the adoption of the Cully/Parkrose Community Plan as a Neighborhood Plan under Portland Comprehensive Plan Policy 3.6; amending the Portland Plan Map designations by applying Comprehensive Plan Map designations and zoning for certain annexed properties in the Parkrose I Study Area; and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds:

1. The Multnomah County Comprehensive Framework Plan was adopted as amended on July 15, 1980 and updated in 1983. This plan sets the framework for inter-relating all of the Statewide goals into a broad statement of public policy.
2. The Cully/Parkrose Community Plan was adopted as integral component of the Multnomah County Comprehensive Framework Plan in April, 1979. The community plan addresses local issues and needs within the broad policy parameters of the Framework Plan and is a detailed amplification of that plan. Where conflicts arise between the local and area-wide plans, the provisions of the community plan take precedence (Comprehensive Framework Plan Policy 1-Plan Relationships). The extensive findings of the County community plan support the adoption of the reformatted Cully/Parkrose Community Plan for application to properties which have received Portland Plan Map designations and zoning.
3. The Portland Comprehensive Plan and its implementing Ordinances were acknowledged by the Land Conservation and Development Commission in May 1981. Comprehensive Plan Policy 3.6 (Neighborhood Plan) allows for the adoption and incorporation of a local plan into the Citywide Comprehensive Plan. Community/neighborhood plan provisions must be consistent with the Portland Comprehensive Plan and its implementing Ordinances.
4. Substantial portions of the Cully/Parkrose community were annexed to the City by 1985. Consequently responsibility for ongoing planning efforts for large portions of the community were transferred to the City. Parkrose I Study Area properties, 717.5 acres, were annexed to Portland in 1983-1985.
5. The 1979 Portland/Multnomah County Urban Area Planning Agreement establishes guidelines for the replacement of County Plan Map designations and zoning with Portland classifications on annexed properties. This agreement gives the City the option to impose the closest equivalent City designations and zones to existing County zones or to impose different zoning where no comparable City/County

classifications exist. Under the latter circumstances, conversion to noncomparable Portland designations and zones must be supported by findings. The Portland Zoning Code has no procedures or criteria for the placement of conditions on legislatively approved Comprehensive Plan Map designation and zone changes.

6. Urban Area Planning Agreement provisions are designed to ensure the orderly transition of planning functions between the two jurisdictions and integration of annexed areas into the City. Adoption of reformatted County community plans as Portland community/neighborhood plans facilitates agreement objectives.
7. Ten policies in the original Cully/Parkrose Community Plan addressed local circumstances, issues, and concerns were considered for inclusion in the reformatted neighborhood plan. The Mobile Home Policy No. 25 was deleted because of its inconsistency with Portland Comprehensive Plan policies. In the County manufactured housing is allowed on properties zoned for multifamily use. Portland Plan provisions allow this housing type in specified single-family or commercial zones. The minimum site size for mobile home parks in the City is four acres. The remaining nine recommended policies have been reformatted for consistency with the Portland Comprehensive Plan and its implementing Ordinances.
8. The recommended general, community, and site design guidelines serve as community recommendations which the City would consider in making future land use decisions and assessing local needs. The Community and site guidelines are also used in land use and site reviews to promote functional, safe, and attractive developments which are compatible with the surrounding area. The nine geographically specific design areas exhibit redevelopment potential or present opportunities for urbanization.
9. Criteria used to compare Portland and Multnomah County Comprehensive Plan Map designations and base zones for use in the Parkrose I Study Area were: purpose, uses, dimensional requirements, and development limitations.
 - a. The Portland Single-family (R5 and R7) Map designations and zones meet the intent and are consistent with the County Urban Low Density Residential (LR-5 and LR-7) zones for developed neighborhoods.
 - b. The Portland Townhouse (R3) and Multifamily (R2) Map designations and zones meet the intent and are consistent with the County Urban Medium Density (MR-3 and MR-4) and Urban High Density Residential Map designations and zones for residential uses. Offices, motels, and hotels are among the uses allowed as conditional uses in the County multifamily zones. These uses are not permitted in Portland residential zones. The closest equivalent City Map designations and zones, given the scale of development in Parkrose I, for developed offices, motels, and

hotels are Limited Commercial (C5) and General Commercial (C2) respectively.

- c. The Portland Limited Commercial (C5) Map designation and zone is consistent with the intent of the County's Urban Business and Professional Office classifications for office uses. Differences exist because of the County's allowance of up to 20 percent of the gross floor area in an office building to be devoted to retail activities and the City's scale oriented development regulations.
- d. The Portland Neighborhood Commercial (C4) Map designation and zone is comparable in intent and consistent with the County Local Commercial (LC) Map designations and zones for sites which can support a maximum of 7,000 square feet of improvements for a primary use. A commercial activity in the County LC zone may occupy up to 10,000 square feet of gross floor area. The closest equivalent for larger uses in Portland is the General Commercial (C2) zone. A wider range of commercial uses are allowed in the Portland C2 zone than either the City C4 or County LC zones..
- e. The Portland General Commercial (C2) Map designation and zone is the closest equivalent to the County Urban Neighborhood (NC) and General Commercial (GC) classifications. No limitations on scale of development are present in the City C2 zone.
- f. To facilitate traffic flows on high volume arterials with limited capacities, Multnomah County developed the Strip Conversion (SC) Commercial Map designation and zone. Site improvement standards in this zone place limits on the frequency of vehicular turning movements to/from sites. Portland has no comparable classification but regulates traffic impacts of development through the Arterial Streets Classification Policy (ASCP). The closest equivalent zone, based on uses allowed and other development regulations, is the Portland General Commercial (C2) Map designation and zone.
- g. Urban Future (UF) Map designations and zones were used by Multnomah County to implement the Comprehensive Framework Plan's growth management strategies. Until levels of public services could support urban patterns of development, interim land uses such as agriculture were encouraged. By limiting subdivision of property in UF zones below stated minimums such as 10, 20, or 40 acres, large sites could be preserved for future urban development. The closest City equivalent is Farm and Forest (FF) which has a 2 acre minimum lot size. The selling of farm produce on-site is not allowed in the FF zone.
- h. The Aircraft Landing Map designations and zones for the City (L) and County (LF) are comparable in intent and regulations.
- i. The Portland Site Review (SR) Overlay zone encompasses the intent and criteria used by the County in the design review process.

- j. The Portland Buffer (B) Overlay zone can be used to mitigate the potential off-site adverse impacts of development on abutting properties and the surrounding area.
10. Parkrose I water, sanitary sewer, and stormwater facilities are operated by Portland. Existing public infrastructure or planned improvements are adequate to support urban development allowed under recommended Portland Comprehensive Plan Map designations and zoning. Intensification of existing land use patterns will support the efficient operation and delivery of public services.
11. The recommended Portland Comprehensive Plan Map designations and zoning are consistent with the goals, policies, and design guidelines of the reformatted Cully/Parkrose Community Plan and Sandy Boulevard redevelopment plans. These plans encourage the siting and expansion of firms providing a wide range of consumer goods and services in the Parkrose business district and NE 122nd Avenue commercial node.
12. Application of the Portland Townhouse Comprehensive Plan Map designation and R3 zoning on Urban Future areas at NE 122nd and NE Shaver is consistent with Cully/Parkrose Community Plan strategies or urbanization of the area.
13. The term 'Neighborhood' is not reflective of the size, scale, or diversity of the Cully/Parkrose Community area. The term 'Community' rather than Neighborhood will be used in the title and text of the neighborhood plan for this community.
14. Based on the long-standing issues associated with the zoning and use of properties on the southeast corner of NE Prescott and NE 112th, the City Council directed further study and consideration of the area and referred the issue to mediation. These properties will retain County Map designations and zoning pending the results of mediation and further action by the City Council.
15. The Cully/Parkrose Community Group, Argay and Parkrose Neighborhood Associations and Riverwood Condominium Associations support the adoption of the reformatted Cully/Parkrose Neighborhood Plan and application of recommended Parkrose I Study Area Portland Comprehensive Plan designations and zoning. All public notification requirements have been met. In addition to Bureau of Planning sponsored community meetings and Planning Commission public hearings, Bureau of Planning staff attended more than 20 meetings in the community to discuss the plan reformatting and zoning conversion processes.
16. On April 22 and June 10, the Planning Commission held public hearings on the Cully/Parkrose Community Plan and the application of Portland Comprehensive Plan Map designations and zoning to annexed properties in the Cully/Parkrose Study Area. On June 10, 1985 the Planning Commission recommended adoption of the Cully/Parkrose Community Plan under Portland Comprehensive Plan Policy 3.6 and

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application of Comprehensive Plan Map designations and zoning to annexed properties in the Parkrose I Study Area.

17. The recommendations of the Planning Commission on the Cully/Parkrose Community Plan and application of Portland Comprehensive Plan designations and zoning to annexed properties in Parkrose I Study Area are in conformance with Portland's Comprehensive Plan and with the Statewide Planning Goals. The recommended Cully/Parkrose Community Plan and the recommended Comprehensive Plan Map designations and zoning were submitted to the Department of Land Conservation and Development for review as required by OAR 660, Division 18, Post-acknowledgement Procedures. No objection was received from the Department of Land Conservation and Development.
18. It is in the public interest that the recommendations on the Cully/Parkrose Community Plan and Comprehensive Plan Map designations and zoning for the Parkrose I Study Area be adopted to promote the orderly integration of annexed areas into the City.

NOW, THEREFORE, The Council directs:

- a. That the Cully/Parkrose Community Plan, attached as Exhibit A and incorporated herein by this reference, is thereby adopted as a Portland Neighborhood Plan under Policy 3.6 (Neighborhood Plan) of the Portland Comprehensive Plan.
- b. That the Portland Comprehensive Plan Map designations and zoning are hereby applied to the Parkrose I Study Area, as shown on the attached Exhibit B, and incorporated herein by this reference.
- c. That the facts, findings, conclusions, and recommendations in the Report of the Planning Commission on the Cully/Parkrose Community Plan and Parkrose I Study Area Portland Comprehensive Plan Map Designations and Zoning for the Parkrose I area attached as Exhibit C and incorporated herein by this reference, are thereby adopted by the Council.

Section 2. The Council declares that an emergency exists in order that there be no delay in implementing the Cully/Parkrose Community Plan and applying Comprehensive Plan Map designations and zoning; therefore, this Ordinance shall be in full force and effect upon and after its passage by Council.

Passed by the Council, **AUG 27 1986**

Commissioner Strachan
August 27, 1986
C. Acres:ls
51005007/5300

Jewel Lansing

Auditor of the City of Portland

By *Doris E. Chobesay*
Deputy