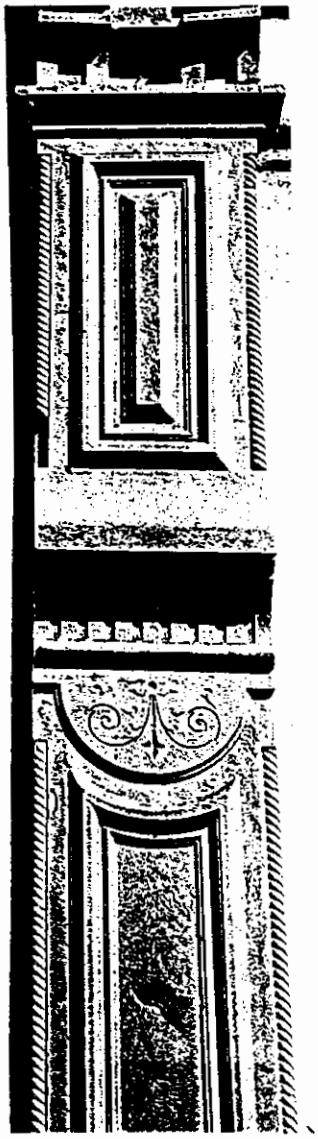
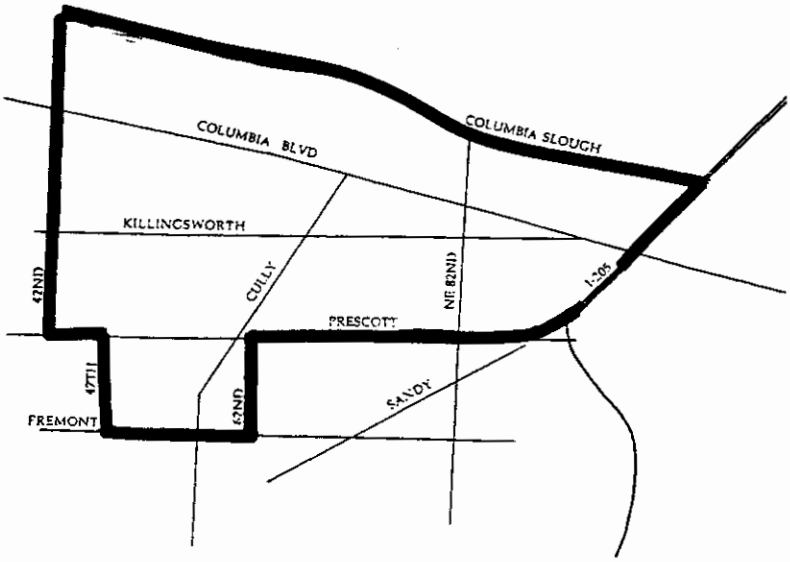


CULLY NEIGHBORHOOD PLAN



Adopted By City Council December 18, 1991
Effective January 1, 1992
Ordinance 1164922

Bureau of Planning
City of Portland
January 1992

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CULLY NEIGHBORHOOD PLAN

Adopted by City Council
December 18, 1991
Ordinance 164922

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Bureau of Planning
City of Portland, Oregon
January 1992

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Chris Dwyer	Gordon Hunter	Addie Lindstrom
Ron McCollough	Guy McCown	Fred Milton
Si Stanich	John Veentjer	Harriet Withey

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Marvin Monsred	Ken & Dorothy Babbit	Fred & Mary Hall
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Julius & Rosa Thies	Marilyn Anderson	Mike LaMarte
Chet & Dorothy Sundaht	JJP Van Dooremolen	Victoria Rain

Public Service (Sewers)

Wesley Hoff, Chair	Lanny Afrenk	Denis Reilly
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Patrick & Kathlene Lape	Harney & Evelyn Gartrell	

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Thai Son Nguyen
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Si Stanich
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Special Assistance

Neighborhood Coordination: Gordon Hunter, President 1990-1
Si Stanich, President 1991

Neighborhood meeting facilities provided by: Luther Memorial Church

Photographs by Gordon Hunter, 1991
Details from the Cully Building, Portland Oregon, constructed in 1884

CULLY NEIGHBORHOOD PLAN

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THE PLANNING PROCESS

The current neighborhood planning process began in the fall of 1990 with meetings of the Cully Association of Neighbors board steering committee and representatives of the Bureau of Planning.

October 1990 - The survey and announcement of the Neighborhood Planning process was mailed by the Bureau of Planning to over 4,000 property owners. The survey responses were tabulated for incorporation into the plan (Appendix D).

November 1990 - The initial neighborhood planning meeting or workshop was held. The planning process was explained and the neighbors divided into the work groups by topics. Each work group was given materials compiled from other neighborhood plans as a guide.

December 1990 - The work groups continued to meet and develop their portion of the plan. Some groups worked at the scheduled December meeting while others met on their own in informal work groups. The neighbors organized two meetings with representative of the Bureau of Environmental Services regarding sewer costs, assessments and installation workmanship.

January 1991 - Representatives of Community Policing, PDC housing rehabilitation, and the Office of Transportation (streets and traffic) met with the neighborhood for general informational purposes and to provide information needed for the plan development.

February 1991 - The work groups submitted their materials to the Bureau of Planning. Each group was given the opportunity to make an oral presentation of the highlights of their goals and policies, issues or problems encountered. The presentations were informative and helped to build neighborhood consensus.

March 1991 - The neighbors, city and regional agencies received the first review draft. The review was started at the March meeting. The review groups were open to any Cully resident, property owner or business operator who wished to attend and participate.

April 1991 - The corrections and changes to the first draft continued.

May 1991 - The corrections and changes to the first draft were finished and the Cully residents, property owners or interested parties began work on the special area project, land use survey and review of the street conditions.

June 1991 - The review of the second draft was started. Three meetings were held: One to focus on the special project area, the second to complete the land use issues and discuss streets and sidewalks and the third was used by the Office of Transportation for a presentation on Contract Streets and Performance Standards.

July 1991 - The review of the second draft was completed at the conclusion of the twelth neighborhood planning meeting.

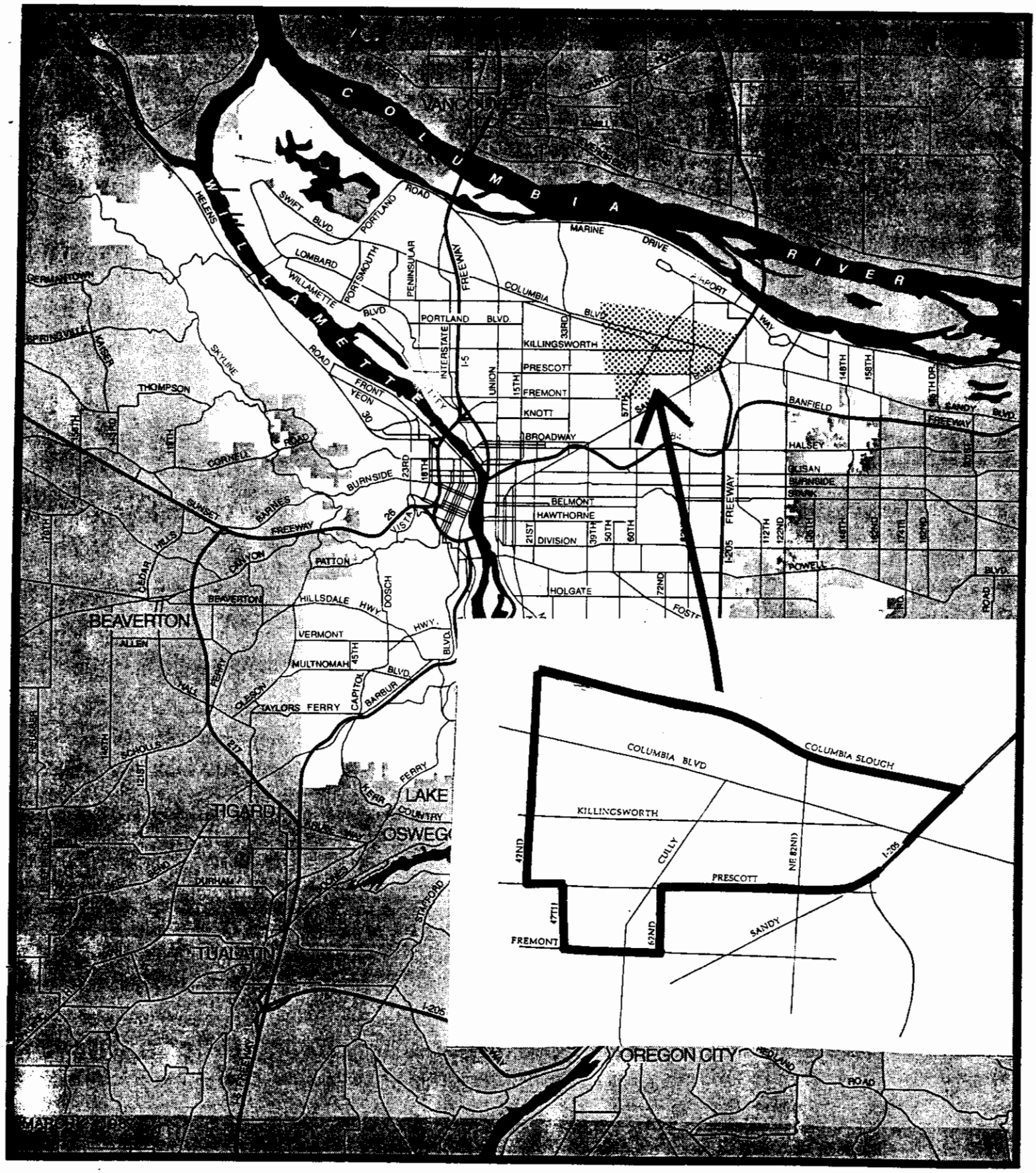
August 1991 - Publication of the recommendation of the neighbors plan to the Cully Association of Neighbors (CAN). Notice mailed to interested persons and effected property owners of the CAN meeting.

September 5, 1991 - The Cully Association of Neighbors at a special public meeting. The general membership voted to adopt the plan. In addition, a special informational meeting was held to inform neighbors of the plan who did not participate during the planning process.

October 22, 1991 - The Planning Commission held a public hearing at Whitaker Middle School. Testimony was taken and the plan was adopted including recommended Comprehensive Plan and zoning map amendments.

December 18, 1991 - The City Council held a public hearing. The plan was adopted by Ordinance 164922 including an amendment to the Comprehensive plan to incorporate the Cully Neighborhood Plan and several zone changes.

CULLY NEIGHBORHOOD VICINITY MAP



NEIGHBORHOOD DESCRIPTION

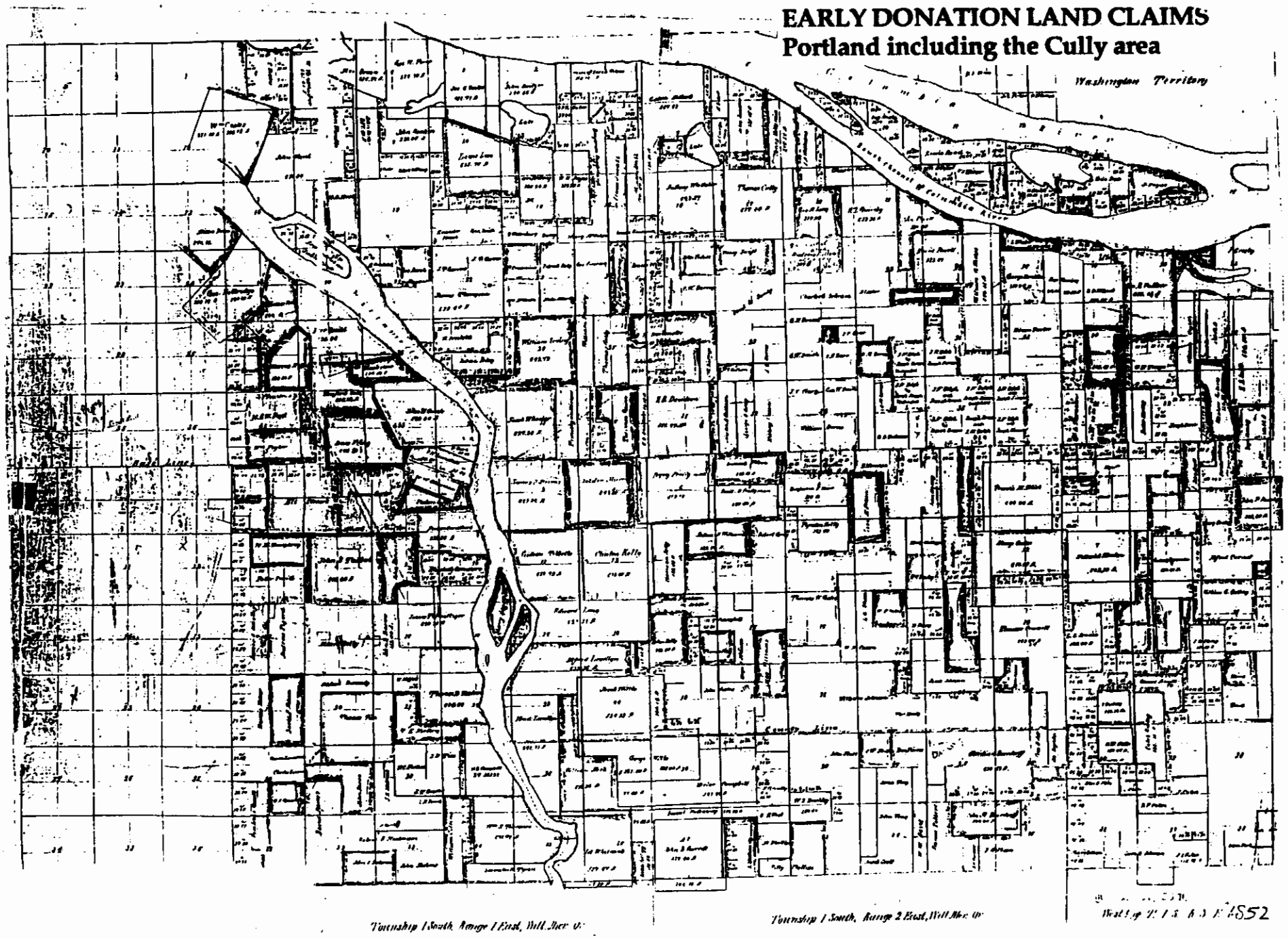
General Location: The Cully neighborhood is located in the northeastern part of the city.

The Boundaries: The Cully neighborhood is bounded on the north by the Columbia Slough and on the east by the I-205 freeway and NE Sandy Boulevard. On the south the neighborhood is bounded by NE Prescott. It also includes the area south of NE Prescott to NE Fremont between NE 47th and NE 62nd Avenues. On the west, the boundary is NE 42nd Avenue.

Description: The northern edge of the neighborhood is the Columbia Slough and associated lakes and slough extensions. Generally, the northern portion of the neighborhood is industrial with a few commercial uses and older homes. The major open space features in the northern portion of the neighborhood are the Colwood Golf Course, the unoccupied Whitaker school site on NE Columbia and the Columbia Slough system.

The central and southern portions of the neighborhood are residential, with small pockets and strips of commercial development. There are three public schools (Sumner, Sacajawea and Rigler), one private elementary school (Trinity Lutheran), one small park adjacent to Sacajawea School and numerous churches in the Cully neighborhood. The major landmark in the southern portion of the neighborhood is the 68+ acre Rose City Cemetery. The commercial center of the neighborhood is at the intersection of NE Cully, 60th and Prescott. This five-way intersection is a commercial node which contains an Albertson grocery store and other commercial businesses.

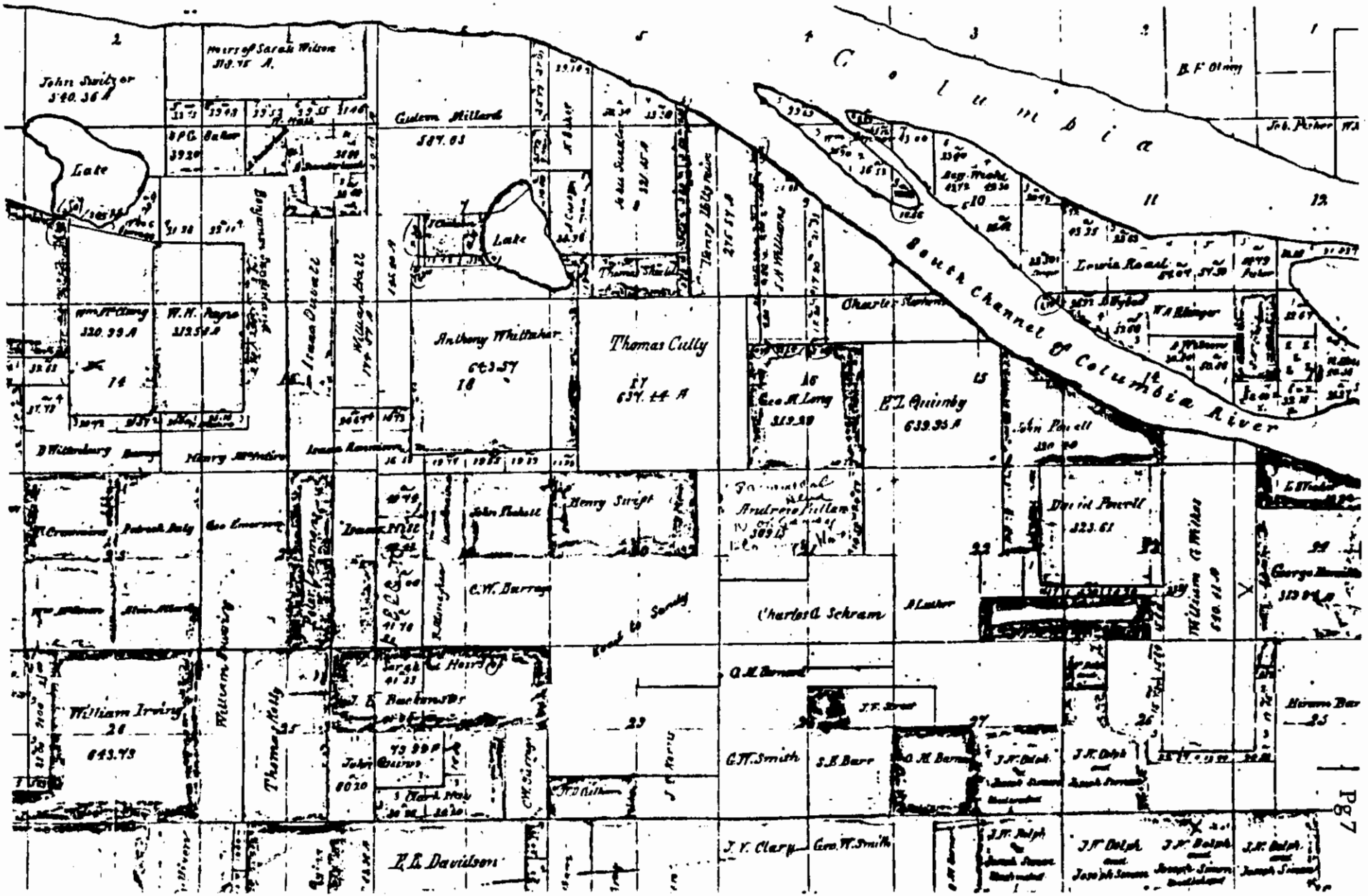
The surrounding area. The major feature to the north of the neighborhood is the Portland International Airport. The major feature to the east is the I-205 freeway which marks the eastern boundary to the neighborhood. To the southeast is Rocky Butte, a local volcanic landmark feature. Downtown Portland is four to six miles to the southwest of Cully.



Donation land claim map - courtesy of Helen Gradt

DETAIL OF THE CULLY AREA DONATION LAND CLAIMS

Donation land claim map - courtesy of Helen Gradt



NEIGHBORHOOD HISTORY

The Cully Family

The neighborhood and one of the major streets in Cully take their names from an early pioneer. Thomas Cully was born in 1810 in England and settled on this donation land-claim farm on the Columbia Slough in 1846. Thomas Cully came to Oregon from Texas where he was a Texas ranger under Sam Houston. In Oregon, he was a stone mason by trade and built the first chimney in Portland in a house erected by F. W. Pettygrove near the corner of SW First and Washington. He lived in the Cully area thereafter, except for a short time spent in California gold mines. His neighbors included George and Andrew Pullen, Anthony Whitaker, Henry Holtgrieve, A. J. Dufur and the Paddocks.

Thomas Cully was said to be an honest and industrious man, accumulating considerable property including his 640-acre land claim and a block on the east side of Portland plus additional parcels. His 1884 commercial building at SE Oak and ML King Boulevard still stands. Thomas Cully married Rebecca Jones in 1850 and they had 12 children. The children were:

- Richard - (1852-1861) who drown in the Columbia Slough
- Anthony Cully - (1855) who died as a baby at the age of 5 weeks.
- James Martin Cully - (1856-1940)
- Henry Cully - (1860-1933)
- Mary Ellen Pike - (1865-1891)
- John Cully - (1869-1903)
- George Cully - (1872-1935)
- Christena R.J. Cully Gradt - (1873-1948).
- Almeda Hannah Egger - (1876 -1956)
- Martha June (1877-1892) and her twin brother Charles Cully - (1877 -1959)
- Nancy Eveline Cully may have been a daughter.[1]

Thomas Cully died January 5 or 6, 1891 at the age of 81 from injuries he received after being thrown from this wagon when ascending "Gravelly Hill". The kingbelt of his buggy broke, the forewheels passed from under the vehicle and he was thrown over the dashboard. Dr. Rafferty was called and re-set Tom Cully's dislocated shoulder. Internal injuries were serious and he died shortly thereafter. The youngest child at the time was 13 years old and all the children lived on the old homestead or in the vicinity. Thomas Cully was buried in Lone Fir Cemetery.

Twentieth Century

Up until approximately World War II, the Cully neighborhood was an area of Italian truck gardens and Swiss-German diary farms.

After World War II, single-family homes, some apartments and commercial uses were constructed. Industrial businesses were generally sited in the northern portion of the neighborhood along NE Columbia, Killingsworth and Portland Highway.

Annexation into the City

By 1985, the neighborhood had been annexed into the City of Portland. In 1987, the Office of Fiscal Administration took a survey and accumulated the results listed in Appendix A. Updated crime information is listed in Appendix B.

In December 1987, the City of Portland officially recognized the Cully Association of Neighbors. Mayor Bud Clark and City Commission Dick Bogle attended a ceremony at Memorial Lutheran Church where Gordon Hunter, President, said of the association, "I see this Neighborhood Association as a bridge to the city. The city will now have a direct way to communicate what they can do for us, and we can let the city know what we need." Mayor Clark said that the Cully Association was facing problems similar to those overcome by neighborhood associations in other parts of the city. "You have on-going community spirit out here", the Mayor said, "Now you have tools you haven't had in the past to help to address those problems." [2]

Schools and Churches

The identity and character of a community is judged, in part, by its schools. Public schools in Cully date from 1861 with the founding of Whitaker School on land donated by Anthony Whitaker. This school and neighboring Rigler founded in 1883, were both part of School District Number 17.

Whitaker school was built in 1861. The school was partial closed from 1963 to 1965 due to a fire. The school was annexed into School District Number 1 and was rebuilt on its site at 5135 NE Columbia Boulevard. In 1983, Whitaker students and staff were transferred to the Adams High School located at NE 42nd and Killingsworth. The Whitaker building on NE Columbia continues to be owned and maintained as a school district property.

Rigler primary school is located at 5401 NE Prescott and traces its history to 1883 when it was known as Columbia View School. It was renamed Rigler for a former Portland Superintendent of Schools. Its existing main building was opened on November 1, 1931 with the last major addition constructed in 1956. In addition to its function as a an active primary school, Rigler has served as quarters for North Teacher Center Prescriptive Education North, an Early Childhood Education Center and STEPS project.

Sacajawea is located at 4800 NE 74th Avenue and was founded in 1953. It served as a primary school, now functions as a Head Start Center and has classes through grade four. Sacajawea serves the central portion of the neighborhood.

Sumner School is located at 8678 NE Sumner with frontage on NE Killingsworth and 87th Avenue. Sumner Elementary school is within the Parkrose School District #3 and serves the eastern portion of the neighborhood.

Trinity Lutheran Church operates Cully's only active parochial school. The church and school began in 1891, at 2830 NE Williams Avenue and was moved to a new building at 5520 NE Killingsworth in January 1959. The facility reached its present size when an addition was completed in the fall of 1977. The school has grown to approximately 250 students in grades K through 8. [3]

St Charles parochial school opened September 5, 1950, with four grades and grew to 587 pupils in 1963-4. For financial reasons, St. Rose and St. Charles schools combined and were called Archbishop Howard School with students attending from both schools. In the fall of 1990, the school at the St. Charles site was closed due to declining enrollment. The school continues at the St. Rose site outside the neighborhood.

St Charles church construction fund began in 1953 for a new Catholic Church at NE 42nd and Emerson. The estimated cost was $150,000. The church was previously located at NE 33rd and Webster and did not serve the needs of a growing congregation. The church was constructed and opened in 1954.[4]

The Cully neighborhood has at least 12 churches of various denominations established from the earliest years to more recent times. These include: St. Charles Catholic Church, Trinity Luthern Church, Hope Lutheran Church of the Deaf, Luther Memorial Church, Grace Presbyterian Church, Parkrose Tabernacle, Rose City Baptist Church and Northeast Baptist Church.

History compiled and written by Helen Gradt, Bob Gerber, Bill Ek and Gordon Hunter

1. Will of Thomas Cully, 1891
2. The Oregonian December 2, 1987
3. Profiles of Portland Public Schools, Trinity Evangelical Lutheran Church and School Centennial Anniversary Booklet by Don Sharadin and Dick Weniger
4. A Brief History of St Charles Borromeo Parish by Joseph Schiwek

ISSUES AND VISION

People moved to and remained in the Cully neighborhood because of modest housing costs and the sylvan or country, spacious and country atmosphere of the area. Although some lots are as small as 5000 square feet, there are many large parcels especially in the southwestern part of the neighborhood. The streets are "country lane", narrow paved strips without sidewalks. There are numerous trees and many quiet back streets. Most people in the neighborhood would like the country character to remain and are concerned that sewers and street improvements could threaten the neighborhood's country character.

About 40 percent of the survey respondents have lived in the area for 20 years or more. This provides stability in the neighborhood; and the survey results indicate that neighbors value one another. Most people would like the pattern of owner-occupancy to continue as a way to keep the neighborhood stable.

Most survey respondents feel that Cully is a good place to live but feel that it has deteriorated in the last five years. Most feel reasonably safe in the neighborhood during the day but unsafe at night as crime concerns have grown. Neighbors are pessimistic about the safety of their neighborhood as crime increases in the neighborhood while the police have limited patrols. The neighborhood vision for the future includes greater participation by the residents and business operators in the areas of safety and crime prevention.

Most residents do not work in the area and drive to work and other activities. Transit and alternative transportation use is very limited. A vision for the future must include better transit service and incentives for neighborhood residents and businesses to use transit and other alternatives to the automobile.

Concerns in the neighborhood include maintenance of the existing housing stock. There is a need for housing rehabilitation; however, many houses are owned by retired and limited-income families. The vision for the future should include housing rehabilitation programs to fix and repair homes of the lower middle-income households. A second and related concern centers on the need for yard cleanups and elimination of excess junk and abandoned cars. The neighborhood organization has been active in the removal of abandoned cars, but their proliferation continue to be a blight on the neighborhood.

The neighborhood has a variety of commercial and industrial businesses. Most of the nonresidential buildings are in good repair, but there are a few which need to be rehabilitated. There is a concern over "undesirable" businesses such as topless bars operating at several locations. There is a need to establish on-going communication

with the business community and ensure their participation in the neighborhood activities.

The two major neighborhood issues are service related.

• Sewer installation cost. Sewers in the Cully neighborhood are under construction by the City of Portland, under a State Environmental Quality Commission Order, as part of the Mid County Sewer Project. This project is financed through a combination of sources, including federal grants, State loans, City funds and local property owners. Property owners in the Cully neighborhood are concerned about their ability to pay for the sewer. According to the Bureau of Environmental Services, "The City now offers a range of financial options, including low interest loans for all property owners and a sewer safety net deferral program for low-income homeowners. The City Council has appointed a Mid County Cost Alternative Task Force to investigate these concerns and report to the City Council in November 1991." Thus there is a need for the city to inform the residents of financial assistance programs. In addition, there is a concern over the quality of workmanship and the restoration of the existing streets to their pre-construction condition.

• Street improvement cost. This is probably the second greatest concern. The cost of street improvements in an area of unimproved and partially improved streets, coupled with sewer assessments create financial concerns for some homeowners.

Cully neighbors are concerned about changes their community is now experiencing with an increased level of urban services. These urban services, sewers and streets, require financial participation by property owners that may be more than the residents feel they can afford. With increased urban services, the character of the area may change, particularly the country atmosphere. One reason sewer costs are high in this area is that sewers are being installed to accommodate the comprehensive plan densities, therefore owners of large lots are responsible for sewer charges which reflect the cost of the larger capacity local collector sewers required to support planned densities. Neighbors want street improvements that maintain the country feel of the Cully neighborhood.

1. NEIGHBORHOOD IDENTITY

This large, diverse neighborhood lacks an identity. The boundaries on the west and south are streets of neighborhoods with similar characteristics as the Cully area, thus a separate identity is difficult to the west and south. To the east is the I-205 freeway which creates a strong barrier between Cully and the Parkrose area. To the north the land slopes down to NE Columbia, the industrial area and the slough with limited crossings providing a strong northern boundary. The recognized center of the neighborhood is the intersection at NE Cully, 60th and Prescott. The land uses at the intersection include an Albertson grocery store and several other commercial businesses.

The neighborhood association for this area is the Cully Association of Neighbors (CAN). It has been recognized by the City's Office of Neighborhood Associations (ONA). Recently, CAN has joined Central Northeast Neighbors (CNN) during the neighborhood planning process.

1A. POLICY: IMAGE
Develop a strong neighborhood identity that creates a sense of place and belonging for residents of the neighborhood and unifies residential, commercial and industrial interests into a cooperative force for mutual improvement and advancement.

1A-1 Objective: Promote a street tree-planting program to reinforce neighborhood identity.

Strategies:
1. Make a prior list of the areas to be planted.
2. Explore the option of using Composter community enhancement program and alternative sources for funding.
3. Contact Friends of Trees for assistance in tree planting.
(CAN, Park Bureau's City Forester - Medium priority - 1-5 years)

1A-2 Objective: Increase the visibility of the neighborhood.

Strategies:
1. Develop a system of markers that are readable, visible and identifiable to be placed at neighborhood boundaries.
2. Display the neighborhood flag. Display prominently the logo in addition to the flag on T-shirts, signs etc.
3. Locate a place to display the neighborhood logo and/or flag which is in the center of the neighborhood and easily accessible. Determine if acquisition of the display location would qualify for use of composter community enhancement program funds or other alternative sources for funding.

Note: The vision statement, policies and objectives are proposed for City Council adoption. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council will not be asked to adopt them with this plan.

4. Plant a tree as a symbol of the neighborhood in a central, easily accessible location. Maintain the tree as the Cully Neighborhood historical symbol and have the location serve as a gathering place for neighborhood events.
5. Seek several locations for posting information about neighborhood events. (CAN, Office of Transportation - Medium priority - 1-5 years)

1A-3 Objective: Promote the livability of the Cully neighborhood.

Strategies:

1. Organize a committee to develop a public relations plan and neighborhood theme.
2. Expand and promote Cully Community Days.
3. Support a neighborhood network which draws on the neighborhood's past history and current cultural diversity.
4. Participate in city-wide neighborhood and community activities.
5. Establish a welcoming committee.
6. Develop a neighborhood directory.
   (CAN - Medium priority - 1-5 years)

1A-4 Objective: Beautify the appearance of the Cully neighborhood.

Strategies:

1. Develop and implement a plan including a priority list for upgrading specific buildings and landscaping.
2. Encourage landscaping of all sites to enhance the neighborhood through the planning land use review process.
3. Seek funds to upgrade buildings and landscaping.
4. Coordinate beautification projects through a community development corporation and explore the option of using composter community enhancement program funds or other alternative sources of funding.
   (CAN, Portland Development Commission, Bureau of Planning - Medium priority - 1-5 years)

1B. POLICY: NEIGHBORHOOD ASSOCIATION

Continue to develop the identity of the Cully Association of Neighbors (CAN) as a representative communicating body.

1B-1 Objective: Improve communication between the neighborhood association and Cully residents.

Strategies:

1. Hold monthly meetings of the neighborhood association, which are publicized by the Office of Neighborhood Associations (ONA), the Oregonian and elsewhere.
2. Have a monthly or bi-monthly newsletter, mailed or hand-delivered, to all commercial, industrial businesses and to all residences. Include meeting

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

information, neighborhood news and Composter community enhancement fund information. (also see Neighborhood Livability)
3. Improve communication through small group planning meetings, telephone trees, etc.
4. Improve communication by posting noticies and newsletters.
5. Arrange tours of areas of interest in the neighborhood such as the Reidel Compost site, Columbia River Slough area, Airport Way Renewal Area to inform residents of development in the neighborhood.
(CAN, ONA - Medium priority - 1-5 years)

1B-2 Objective: Expand the responsibility of the Cully Association of Neighbors (CAN).

Strategies:
1. Encourage the neighborhood association to educate and promote the community development corporation, cooperative ventures and individual applications for the Composter community enhancement funds to enhance the neighborhood.
2. Obtain assistance from the neighborhood coalition for writing RFP proposals, establishing Neighborhood Watch and other crime fighting processes and assistance with newsletter mailing.
3. Amend the Cully Association of Neighbors procedures to require actions such as elections, recommendations and decisions to be made by a public vote at general membership meetings.
4. Consider the division of the neighborhood into two associations.
(CAN, ONA - Medium priority - 1-5 years)

1B-3 Objective: Form the land use committee to maintain and implement the neighborhood plan, review land use planning applications and changes in the neighborhood.

Strategies
1. Encourage both business operators and residents to participate in order to have communication on important issues.
2. Promote sensible and balanced solutions to the transition or intensification of commercial and industrial uses.
3. Require adequate services to be available for all new land use projects.
4. Require compliance with the zoning code.
5. Discourage incompatible uses.
(CAN, Bureau of Buildings - Medium priority - 1-5 years)

1B-4 Objective: Form a new or coordinate with an existing community development corporation for the acquisition, rehabilitation and development projects.

Strategies and preliminary responsibilities:
1. Rehabilitate and develop residential units while encouraging owner-occupancy throughout the neighborhood.

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

2. Acquire "Site 3" as listed under Land Use and Recreation. Market and resell the eastern portion of the site for commercial, employment or mixed use to support the public acquisition, design and development of the western portion of the site for park and community use.
3. Participate in the special focus area master planning and development efforts to ensure that industrial uses and development design are compatible with the surrounding neighborhood and this plan.
4. Apply for composter community enhancement funds to assist in various Cully neighborhood projects.
   (CAN, PDC, Park Bureau - Medium priority - 1-5 years)

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

2. NEIGHBORHOOD LIVABILITY AND SAFETY

Almost half of the survey respondents feel that Cully is a good place to live with an in-city country feeling. There are concerns that the neighborhood has deteriorated over the last five years. Over three-fourths of the respondents feel reasonably safe in the neighborhood during the day, but over half feel unsafe at night. Neighbors are pessimistic about safety in their neighborhood. There is a perception that crime is increasing in the neighborhood.

There is a need to repair and rehabilitate homes. Some houses need minor or modest repairs such as painting, gutters repairs and window replacement. Some of these tasks can be done by the owners or residents or with the help of neighbors. Other major repairs may require the assistance of private or public financing and professional help.

There is an on-going problem of abandoned cars, leaves, yard debris and poor yard maintenance.

2A. POLICY: LIVABILITY AND COMMUNICATION

Develop the communication, cooperation and commitment necessary among residential, commercial and industrial neighbors to nurture and sustain a vibrant, safe, diverse and stable community.

2A-1 Objective: Support development of a neighborhood newsletter.

Strategies:

1. Publish the newsletter on the Cully Association of Neighbors (CAN) letterhead. Publish current information, activities and opinions in the newsletter.
2. Deliver the newsletter to each household, property owner and each business. Solicit contributions from businesses in exchange for advertising.
3. Encourage businesses which deliver in the area to make newsletter deliveries along their existing routes.
4. Publish CAN meeting dates in the Oregonian a week prior to the meeting.
5. Notify the radio stations which have free public service announcements of neighborhood meetings and events.
   (CAN - Medium priority - 1-5 years)

2A-2 Objective: Develop neighborhood "gateway" areas with family-oriented businesses.

Strategies:

1. Work with existing businesses to develop a plan to attract complementary businesses to the neighborhood.

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

2. Establish "gateway markers" in the neighborhood with creative, attractive signs at:
   - The Cully, Prescott and 60th intersection.
   - The edges of the neighborhood
3. Plan the painting of a mural on the side of a building as a gateway marker. Solicit donations for completion of the mural by local artists or students.
4. Support family-oriented businesses.
   (CAN, Office of Transportation - Medium priority - 1-5 years)

2A-3 Objective: Promote on-going activities and special events which develop a greater sense of community and communication.

Strategies:

1. Organize small block groups within the neighborhood to enhance local communication and a sense of community .
2. Organize neighborhood-wide get-togethers such as block parties and garage sales.
3. Organize cooperation through neighborhood involvement in such activities as the annual city-wide clean up days.
   (CAN - Medium priority - 1-5 years)

2B. POLICY: URBAN CHARACTER AND HISTORIC PRESERVATION

Maintain and improve the quality and historic character of the neighborhood's existing physical environment while attracting compatible development.

2B-1 Objective: Maintain and improve the historic character of the neighborhood.

Strategies:

1. Encourage the restoration of existing properties over razing and replacing them.
2. Create a committee to identify historic structures.
3. Contact the owners of potential historic landmarks and discuss the possibility of designating their properties.
4. Educate owners regarding the tax advantages of obtaining historic status.
5. Encourage owners to restore and maintain the historical integrity of structures and houses in the neighborhood.
6. Contact the Rose City Cemetery on NE Fremont between NE 47th and 57th to discuss possible historic designation.
   (CAN, PDC, Planning Bureau - Medium priority - 1-5 years)

2B-2 Objective: Advocate better enforcement of existing zoning, building codes and other city codes.

Strategies:

1. Create a committee to develop a set of standards for house and yard maintenance.

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2. Distribute the standards to property owners and renters.
3. Discuss the standards at neighborhood meetings.
4. Bring existing parking lots up to city surfacing, striping and landscaping standards.
5. Encourage successful home occupations (in-home businesses) to relocate to a commercial zone when they have outgrown their site and building.
   (CAN, Bureau of Buildings - Medium priority - 1-5 years)

2B-3 Objective: Improve the appearance of the neighborhood by removing abandoned automobiles from the streets and abandoned appliances from private properties.

Strategies:

1. Identify and notify the owners of abandoned auto of the city regulations regarding abandoned vehicles and the neighborhood goals for creating a positive image.
2. Contact appropriate city bureaus to have abandoned vehicles removed.
3. Use neighborhood clean up days as a method to remove old appliances and other junk.
4. Inform the residents of who to call (via the Blue pages of the telephone book) to report abandoned automobiles and nuisances.
5. Encourage use of the neighborhood association to report problems if individuals can not make the telephone calls.
   (CAN, Bureau of Buildings - High priority - 1-5 years)

2B-4 Objective: Support the careful planning and design of new development and of redevelopment to enhance neighborhood livability.

Strategies:

1. Work with real estate agents and developers to attract development compatible with the neighborhood.
2. Work with developers early in the development process to review plans.
3. Consider placing utility wires and facilities underground.
   (CAN, Planning Bureau, Office of Transportation - Medium priority - 1-5 years)

2B-5 Objective: Encourage the reduction of air pollution, noise, energy waste, litter, solid waste, and use of hazardous materials in the neighborhood.

Strategy:

1. Set up a committee to discuss environmental impacts (noise, odor, air, lead and particulate pollution) of proposed development in the neighborhood and methods to reduce anticipated pollution impacts.
   (CAN, DEQ, BES, Bureau of Buildings - Medium priority - 1-5 years)

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2C. POLICY: SAFETY
Make the neighborhood safer and more cohesive through active involvement in crime prevention.

2C-1 Objective: Reduce crime in the neighborhood by promoting crime prevention programs and by participating in the city's community policing program.

Strategies:

1. Work with the neighborhood coalition to ensure better assistance in crime prevention efforts.
2. Create an inventory of common interests, abilities and technical advice in crime prevention programs to serve as a neighborhood resource. Establish a standing neighborhood subcommittee to collect and distribute ideas for discouraging unacceptable activities.
3. Use the neighborhood mediation program to resolve problems.
4. Continue working with the police liaison assigned to the neighborhood.
5. Begin Neighborhood Watch, Block homes and evening patrol programs in areas where the program has not been established.
6. Begin a Neighborhood Watch program within apartment complexes. Encourage landlords and managers to participate in education programs stressing crime prevention.
7. Divide the neighborhood into quadrants and block organizations to facilitate crime prevention and neighborhood livability.
8. Sponsor crime prevention workshops, programs and activities.
9. Hold public forums to discuss the cause and remedies of criminal activity in the neighborhood including preventative measures.
   (CAN, ONA, Police Bureau - High priority - 1-5 years)

2C-2 Objective: Encourage appropriate landscaping, lighting and environmental design to create safer streets, yards and open spaces.

Strategies:

1. Encourage better lighting around public and high-use areas.
2. Notify the Office of Transportation of specific locations needing additional street lights.
3. Submit local service streets with high traffic speeds, volumes and/or accidents to Neighborhood Traffic Management to discuss or to obtain speed reducing solutions such as traffic circles, speed bumps or humps.
4. Improve landscaping at schools, school tracks, parks and high use areas for greater visibility and safety.
5. Include crime prevention through environmental design techniques in the development of community design standards.
   (CAN, Office of Transportation, Police Bureau, Planning Bureau - High priority - 1-5 years)

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3. HOUSING

The majority of the neighborhood is developed with housing constructed between the 1930s and the 1960s. There are older mobile homes parks along NE Portland Highway. There are some multifamily units along parts of NE Killingsworth and Emerson, NE 42nd, some on NE Prescott and the potential for multifamily development along NE Cully Boulevard. There are opportunities for in-fill development throughout the neighborhood. A number of the existing homes are in good repair; however, some need rehabilitation, including the installation of foundations and sewers and adequate improved street access. The neighborhood priority is the preservation of the existing housing stock.

3A. POLICY: PRESERVE HOUSING AND PROMOTE NEW DEVELOPMENT
Preserve, protect and improve existing housing stock while providing opportunities for new housing for people of all ages, family types and income levels.

3A-1 Objectives: Preserve and protect the existing housing stock.

Strategies:

1. Educate homeowners and renters about programs and loans for home improvement programs, including rehabilitation and weatherization programs and code enforcement.
2. Form a neighborhood committee to identify illegal units and uses. Direct the committee to notify the city of illegal apartment units or uses and building code violations.
3. Promote owner-occupancy of single family and multifamily dwellings through a variety of ownership options. Notify renters regarding home ownership programs such as the First Time Buyer program.
4. Educate landlords about rental property maintenance and management and crime prevention techniques. Encourage managers to attend educational seminars to learn techniques about property and tenant management.
5. Publicize the landlord training program sponsored by the Multi-family Housing Council of Oregon, Oregon Apartment Owners Association and the Justice Department.
6. Establish a program to recognize landlords and businesses who have done the most to improve the neighborhood.
   (CAN, PDC, Building Bureau - Medium priority - 1-5 years)

3A-2 Objective: Encourage residential properties, both owner-occupied and rentals, to be improved and maintained.

Strategies:

1. Target the apartments on NE Killingsworth and Emerson between NE 60th and 72nd for physical and management improvements.

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2. Encourage multifamily development on properly zoned land with access to transit service, within walking distance to commercial, schools and parks.
3. Sponsor biannual yard clean-ups the neighborhood.
4. Investigate the use of community enhancement program funds for clean-ups.
5. Work with local stores to provide discounts on supplies and materials for neighborhood housing repair projects.
6. Organize a volunteer group for home improvements for the elderly and others needing assistance.
7. Create an advisory board which would provide free advice on home improvements.
8. Form a neighborhood code enforcement committee to monitor and report code and nuisance violations.
9. Identify and create programs to improve the quality of owner-occupied and rental housing such as a "Neighborhood Seal of Approval".
10. Identify and report abandoned housing.
11. Encourage viable abandoned units to be rehabilitated and have those beyond repair condemned and removed.
12. Enforce the city's codes to ensure that mobile home parks meet current standards for health and sanitation.
13. Encourage the city, county and Metro to apply for housing rehabilitation grants which can assist the neighborhood, and notify the neighborhood when such funds are available.
14. Encourage the "phase out" of trailer parks.
15. Establish a link with existing organizations or corporations to assist in housing management, acquisition of abandoned or residential units in poor condition for rehabilitation. Corporate assistance may include participation from a community development corporation.
    (CAN, PDC, Building Bureau - Medium priority - 1-5 years)

3A-3 Objective: Promote new housing development on vacant, residentially-zoned properties throughout the neighborhood. Encourage the construction of appealing new housing to attract and keep families with children.

Strategies:

1. Construct new single-family dwellings on vacant residential lots.
2. Work with real estate agents to market the neighborhood, especially to families with children.
3. Encourage neighborhood businesses to participate in employer-assisted housing programs.
   (CAN - Medium priority - 1-5 years)

3A-4 Objective: Encourage good quality, owner-occupied multifamily residential use on transit arterials and areas zoned for multifamily use.

Strategies:

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1. Encourage new medium-density multifamily developments to have access to transit streets and pedestrian paths wherever possible.
2. Upgrade existing substandard multifamily units. Replace substandard units which cannot be upgraded.
3. Promote and encourage new multifamily units to be owner-occupied condominium or rowhouses.
   (CAN, Building Bureau, Planning Bureau - Medium priority - 1-5 years)

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4. LAND USE AND RECREATION

The existing land use in the neighborhood is predominantly single-family residential. There are some multifamily uses within the residential areas. The central commercial node is located at NE 60th and Prescott at Cully. Commercial uses are also located along NE 42nd, parts of NE Killingsworth and scattered throughout the neighborhood. Industrial uses are the dominant land use on the north side of NE Portland Highway and Killingsworth. Additional industrial land extends southward to NE Alberta at 82nd.

Schools. There are three public elementary schools: Sumner, Sacajewea and Rigler, one private elementary school and a public middle school immediately west of the neighborhood. Whitaker school, located on NE Columbia Boulevard, has been closed by School District #1 but remains in public ownership.

Parks. There is one 1.5 acre park northeast of and adjacent to Sacajewea school. The neighborhood has over 10,000 residents in over four square miles. According to the Park Bureau, this neighborhood is park deficient. There is a need to either enlarge the existing Sacajewea park, develop a large new park or acquire and develop several small parks throughout the area. Establishing a new park site will be difficult as there are no large vacant or underutilized parcels except the pit and fill north of Sacajewea park. It appears appropriate to focus on future expansion of Sacajewea park to the north after the pit is filled. New parks and park improvements will require block grant or other special funding to accomplish.

Slough. The slough is the major recreational feature at the northern edge of the neighborhood. The slough is designated by the Comprehensive Plan as a recreational trail and is part of the proposed 40-Mile pedestrian and bicycle loop trail system. Improvement to the slough should include improved water quality, access to and along the slough, and development of recreational facilities.

Cemetery. Rose City Cemetery is the dominant open space feature in the southwestern portion of the neighborhood. Colwood Golf Course is private open space in the northern portion of the neighborhood.

Focus Area. The neighborhood would like to see the several gravel pit sites filled and redeveloped in the upcoming decades. In addition, there are several trailer parks which may be redeveloped in the near future. Taken together, there are over 100 acres of land which may be redeveloped over the next several years. This potential for change has become a special focus area of the neighborhood. The implementation for the focus area includes additions to the zoning code for gravel pit mining and a comprehensive plan map amendment and zone change from IG2 to EG2.

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The homes and trailer parks along NE 72nd are zoned R3 with an IS Industrial Sanctuary designation. The change of the designation from IS to ME will allow a future change to the zoning to EG2 compatible with the surrounding area. The zone change should occur when urban services are available and the zone change done as a whole thus avoiding piecemeal zone changes and development. The neighborhood encourages a coordinated project. This can be accomplished by a zone change condition which requires a master plan for the site. It is recommended that the master plan be coordinated with the master planning for the recently fill site surrounding NE 72nd on three sides.

The focus area includes one trailer park located on the south side of NE Killingsworth. The neighborhood goal is to encourage redevelopment of the site with multifamily density and assure home ownership such as rowhouses. This can be accomplished by a change of zoning from R2 to R2.5. R2.5 allows single family attached rowhouses with required platting.

NE 63rd and 66th. There are two small areas north of NE Columbia Boulevard along NE 63rd and Bryant and along NE 66th which are designated for industrial use in the future. The zone changes in compliance with the comprehensive plan should be applied for each of the areas as a whole when services are adequate.

4A. POLICY - PROTECT RESIDENTIAL AREAS

Maintain and solidify the residential character of the neighborhood, while promoting a supportive relationship among the residential, commercial and industrial interests of the neighborhood.

4A-1 Objective

Encourage effective buffers, such as setbacks and landscaping, between commercial or industrial and residential uses.

Strategy.

1. Require site review for commercial and industrial buildings which abut residential zones.
2. Buffer residential uses, especially on the northern edge of the neighborhood from negative impacts of commercial and industrial development.
3. Encourage zone changes in compliance with the Comprehensive plan from R10 to R5 in the northwestern portion of the neighborhood between NE 42nd and 50th Jarrett and Holman when urban services are adequate.
4. Encourage a legislative zone change from R10 to R5 as list in #3 above when there is substantial owner support for the zone change.
5. Ensure single family development by placing an R5 comprehensive plan designation on the R7 portion of the neighborhood. Encourage zone changes from R7 to R5 when urban services are adequate.

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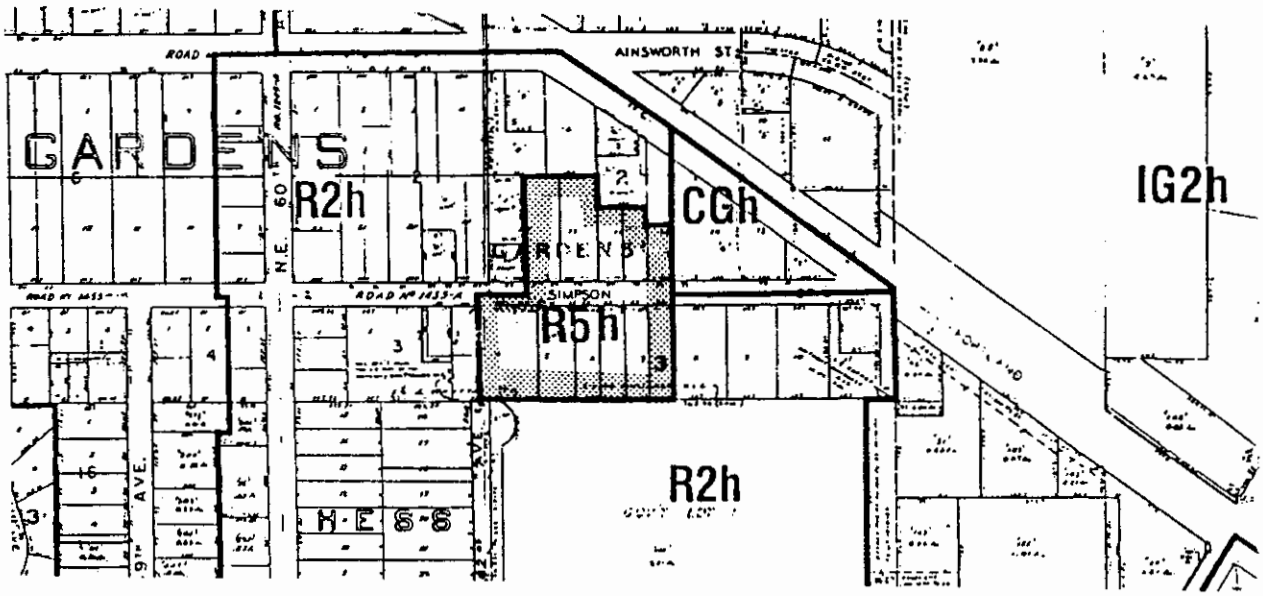
(CAN, Planning Bureau - Medium priority - 1-5 years)

4A-2 Objective : Support existing residential zoning that encourages owner-occupancy.

Strategies

1. Encourage Comprehensive Plan Map Amendment and zone change from R5 to R2 on NE Simpson between NE 60th and NE Portland Highway. Require condominium or rowhouse ownership and development a condition of approval (see map below)
2. Maintain the existing residential zoning and Comprehensive Plan Map designations except as noted in this plan.
3. Preserve as much residential land as possible. Avoid zone changes to commercial zones in primarily residential areas.
   (CAN, Planning Bureau - Medium priority - 1-5 years)



4B. POLICY-- COMMERCIAL AND INDUSTRIAL USES

Maintain and encourage commercial and industrial uses which serve the neighborhood and provide stable employment.

4B-1 Objective: Encourage new businesses to locate within the Cully neighborhood on commercially-zoned properties.

Strategy:

1. Encourage neighborhood commercial enterprises providing consumer goods and services to locate on sites which are zoned for commercial use.
2. Limit zone changes to commercial zoning to mixed use projects including storefront commercial with replacement housing potential on-site.

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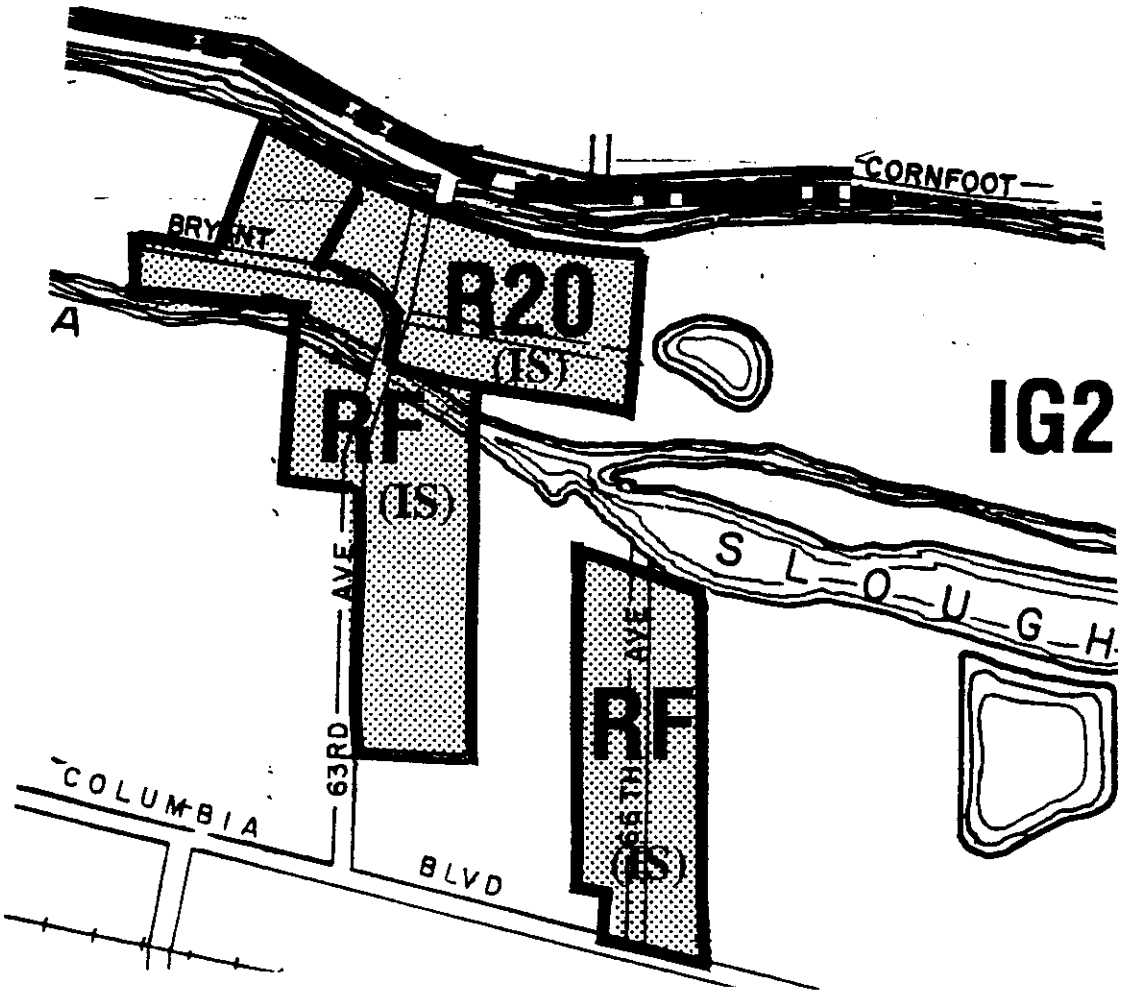
3. Encourage zone changes in compliance with the Comprehensive Plan along NE 66th and along NE 63rd and NE Bryant, currently zoned R20 and RF and designated Industrial Sanctuary, to be rezoned in their entirety when adequate urban services are available to meet industrial standards and needs. Discourage piecemeal zone changes and development to industrial use at these two locations.
(CAN, Planning Bureau - Medium priority - 1-5 years)



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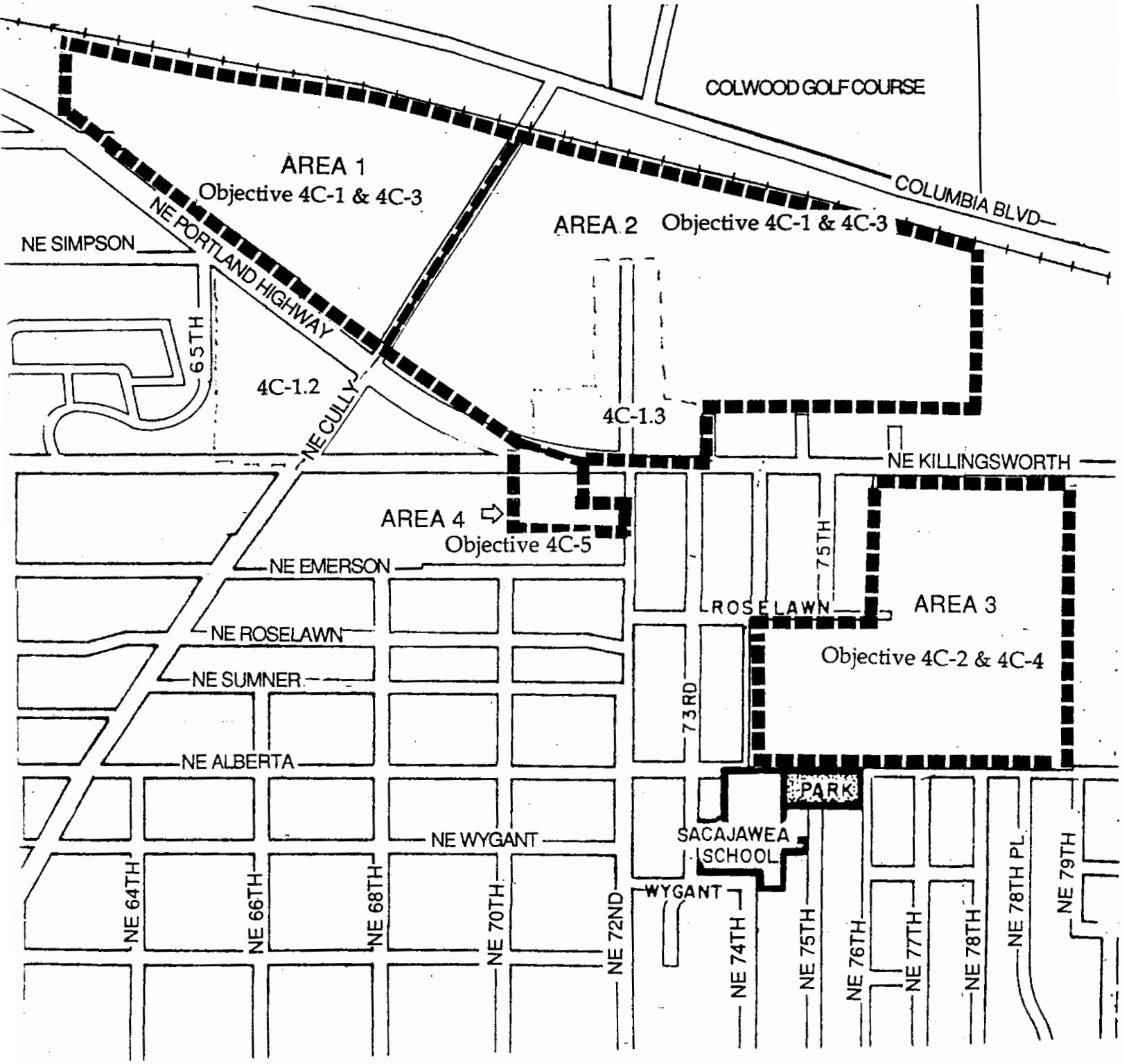
SPECIAL FOCUS AREA



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4C. POLICY– REDEVELOPMENT IN THE SPECIAL FOCUS AREA
Encourage mixed industrial, commercial and new residential uses within the special focus area while providing a buffer or step-down in use between the heavier industrial uses to the north and the neighborhood to the south.

4C-1 Objective: Redesignate and rezone portions of the special focus area from IG2h to EG2h to promote greater land uses flexibility. Encourage mixed residential, commercial and clean industrial uses. Regulate filling by land use review and gravel pit sites redevelopment by Master Plan review.

Strategies

1. Encourage concurrent rezoning and with the adoption of the Cully Neighborhood Plan.
2. Rezone the areas of IG2h south of the focus area to EG2h as part of a comprehensive zoning pattern which encourages a mixture of uses, including commercial and new residential uses. Small ownerships should be encouraged to use this neighborhood plan developmental guidelines while larger gravel pit / fill areas are regulated.
3. Change the comprehensive plan designation on the R3h property north of NE Killingsworth along NE 72nd from Industrial Sanctuary (IS) to Mixed Employment (ME). Allow a quasi-judicial zone change in compliance with the comprehensive plan from R3 to EG2 for the entire site, without piecemeal request, with the future condition that the zone change require a master plan review for the entire site and the master plan be coordinated with surrounding fill site master plan.
4. Encourage all new residential uses to be condominium or rowhouses with home ownership throughout the focus area and areas being rezoned. (CAN, Planning Bureau - Medium priority - 1 -5 years)

4C-2 Objective. South of NE Killingsworth: Minimize the impact of gravel pit on the neighborhood. Require all gravel pits south of NE Killingsworth be filled by the year 2002. After the year 2002, applicants or owners wishing to excavate and fill shall submit and receive Master Plan approval insuring the excavation, fill and future redevelopment of the property are compatible with the adjacent properties. Require master plan review prior to land divisions.

Strategies

1. Permit clean inert (non-organic) land fill material only.
2. Appoint a community committee to insure compliance with the objective and provide open communication between the neighborhood and the property owners.
3. Require an operational plan for all landfill operations located south of NE Killingsworth.
4. Request that the land use approvals by the Hearings Officer and City Council include a performance timeline with specific dates, future potential uses of the sites and any constraints.

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(CAN, Planning Bureau - High priority - 10 years)

4C-3 Objective. Support the current industrial use of Area 1 and 2 and encourage future redevelopment as a mixed-use project regulated by a master plan review to ensure compatibility with the neighborhood to the south. Require master plan review prior to land divisions.

Strategies

1. Encourage projects to include buffering and design compatibility with the commercial and residential neighborhood to the south.
2. Discourage piecemeal development by requiring master plan approval prior to development or land division.
3. Encourage replacement housing in Area 2 to be located on-site or south of NE Killingsworth within the Cully neighborhood boundary.
   (CAN, Planning Bureau - Medium priority - 5-10 years)

4C-4 Objective. Encourage public acquisition of Area 3 and redevelopment regulated in conformance with a master plan to ensure compatibility with the surrounding neighborhood. Require master plan review prior to land divisions. Encourage expansion of Sacajawea Park to the north to include community cultural, education, social service and recreational facilities. Support park acquisition throught redevelopment of the eastern portion of the site to residential, commercial and clean compatible industrial uses or mixed uses.

Strategies

1. Encourage projects to include buffering and design compatibility with the surrounding commercial and residential neighborhood. A mixed use housing-commercial-light industrial project will be encouraged.
2. The master plan shall be approved prior to development or land division to discourage piecemeal development.
3. Encourage pedestrian access but no vehicular access to the south or east as part of the master plan and development.
4. Encourage the acquisition of a minimum of 10 acres and ideally 20 acres for the park. Encourage creative financing and grants to assist in acquisition of the park site.
   (CAN, Planning Bureau - High priority - 5-10 years)

4C-5 Objective. Encourage condominium or rowhouse ownership use in Area 4 by rezoning the area from R2 to R2.5 to ensure compatibility with the surrounding neighborhood.

Strategies

1. Encourage projects to include buffering and design compatibility with the surrounding commercial and residential neighborhood.
2. Encourage replacement housing to be located on this site. Require replacement units to be located within the Cully neighborhood.
   (CAN, Planning Bureau - Medium priority - 5-10 years)

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4D. POLICY: RECREATION
Maintain existing parks, playgrounds and private open spaces; encourage new parks and community facilities.

4D-1 Objective: Expand existing parks or establish a new, centrally-located park within the neighborhood.

Strategy:

1. Encourage the Park Bureau to expand the existing small park adjacent to Sacajewea School. Consider other sites as potential parks.
   (CAN, Park Bureau - Medium priority - 10-15 years)

4D-2 Objective: Support public and private efforts which create park-like settings in the neighborhood.

Strategies:

1. Commend the owners and developers of the Airport Business Center .
2. Commend individuals or groups that improve the appearance of the neighborhood.
3. Encourage owners to keep empty lots clean and make them available for community uses such as neighborhood gardens or playing fields.
4. Encourage creative solutions to move and combine public and private parks.
   (CAN - Medium priority - 1-5 years)

4D-3 Objective. Preserve and encourage open space within the neighborhood.

Strategies

1. Promote and encourage continuance of the open space at Rose City Cemetery. Discourage solid or blank wall building additions along the western boundary on NE 47th Avenue.
2. Encourage project design which provides open space areas.
3. Allow development flexibility if projects provide open space and park areas.
   (CAN, Planning Bureau - Medium priority - 1-5 years)

4D-4 Objective: Establish community gardens and community outdoor activities.

Strategies:

1. Locate vacant lots and assess whether they are suitable for uses such as community gardens.
2. Ensure that outdoor community facilities are created and well maintained.
3. Secure funding for park and community programs, especially for youth and senior citizens.
   (CAN, Park Bureau - Medium priority - 5-10 years)

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4E. POLICY- COLUMBIA SLOUGH

Develop the slough as a recreational resource as part of the 40 Mile Loop trail system.

4E-1 Objective: Improve the water quality of the slough.

Strategies:

1. Complete the study of methods to improve the water quality in the slough.
2. Implement recommendations to improve slough water quality compatible with the neighborhood plan.
   (CAN, BES - High priority - 1-5 years)

4E-2 Objective: Encourage safe access to and along the slough as a major recreational resource.

Strategies

1. Support bicycle and pedestrian improvements between the neighborhood and the slough.
2. Support bicycle and pedestrian improvements along the slough, including connections to points of interest and through streets.
3. Support alternative transportation and recreational transportation such as boating, canoeing and kayaking in the slough. Include facilities for bicycle and jogging paths.
4. Develop and post maps, charts and information showing routes.
5. Develop nature walks, tree and bird identification materials.
6. Encourage all facilities to be wheel chair accessible.
7. Plant trees and natural vegetation around the slough.
8. Explore the option of using composter community enhancement program funds or private sources of funding.
9. Work with developers to promote open space and recreational areas in their building plans.
10. Preserve public access to the slough through the Whitaker school site.
    (CAN, Park Bureau, BES, Office of Transportation - High priority - 1-5 years)

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5. GATHERING PLACES AND SOCIAL SERVICES

The Cully community needs social services and facilities. These services should come from a variety of organizations within the neighborhood. The following policies address education, community and cultural centers, child care and other social services needs which impact the neighborhood.

5A. POLICY: SOCIAL AND CULTURAL CENTER
Maintain existing and provide new social and cultural services and facilities.

5A-1 Objective: Support the local schools and the nearby Gregory Heights branch of the county library.

Strategies:

1. Encourage schools, churches and business groups to sponsor or assist in organizing activities that serve the neighborhood.
2. Encourage city, county and other governmental services to maintain satellite offices in school facilities for social service and crime prevention programs. (CAN, Park Bureau, SD#1 - Medium priority - 1-5 years)

5A-2 Objective: Establish needed social services facilities.

Strategies:

1. Locate social service facilities centrally in the area, accessible by bus and pedestrians. These facilities include but are not limited to: day care, senior citizen and youth facilities.
2. Work to ensure that residents are informed of plans to locate new social services agencies in the neighborhood.
3. Encourage the neighborhood newsletter and at the neighborhood meetings to inform residents of proposed and existing social services agencies. (CAN, County, CSD, ONA, Park Bureau - Medium priority - 1-5 years)

5A-3 Objective: Establish a multi-purpose community center in a central location to serve the neighborhood. Combine multi-purpose center with a park if possible.

Strategies:

1. Create a multi-purpose community center located in a central location such as in an expanded Sacajawea Park.
2. Encourage programs for all age groups at the community center including a day care center, Little League and other special occasions of community interest.
3. Investigate using composting funds, corporate sponsors, development corporation or other creative financing for acquisition and development of the community center. (CAN, Park Bureau - Medium priority - 5-10 years)

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5B. POLICY: CHILD CARE
Maintain and encourage new safe child care facilities in the neighborhood.

5B-1 Objective: Support existing in-home child care facilities and encourage commercial child care businesses.

Strategies:

1. Assess the availability of day care and compile a list of day care providers in the neighborhood by contacting schools, businesses and commercial day care operators.
2. Make child care information provided by the schools, Children's Services Division available to people who are considering moving into the neighborhood or need these services close to home or work. Post the information at recreational institutions and community centers.
3. Encourage all businesses, especially larger firms, to establish and support on-site child care facilities.
   (CAN, CSD, SD#1 - Medium priority - 1-5 years)

5C. POLICY: OTHER FACILITIES AND SOCIAL SERVICES
Improve and enhance existing facilities in the neighborhood such as nursing and group home.

5C-1 Objective: Encourage owners, managers and residents to actively work to improve the livability of the neighborhood.

Strategies:

1. Encourage new construction and renovation to be compatible with the neighborhood.
2. Maintain a list of all service organizations active in the Cully neighborhood.
3. Advocate equitable distribution of social services within the city so residents have access to services.
   (CAN, County Social Services - Medium priority - 1-5 years)

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6. TRANSPORTATION

The neighborhood contains a variety of transportation arterials and local streets. The I-205 freeway abuts the neighborhood to the east. The Portland International Airport is just outside the neighborhood to the north. There are several east-west arterials in the neighborhood including: Fremont, Prescott, Killingsworth, Portland Highway and Columbia Boulevard. In addition, the Union Pacific railroad, on an elevated tressel, parallels Columbia Boulevard and provides major rail service. The Columbia Slough provides a potential east-west recreational route. There are several north-south arterials including: NE 42nd, Cully, 60th, 72nd and 82nd. Northeast Sandy, a major arterial, forms a small part of the southeastern boundary of the neighborhood.

Street Conditions. Most of the major city traffic streets are improved; however, many of the local streets are narrow paved strips or are unimproved. Residents feel that the "country lane" atmosphere is an asset to the neighborhood. There are some locations where a narrow paved strip may be appropriate and other locations where full street, curb and sidewalk improvements are appropriate. There are over 49 miles of streets in the neighborhood:

All Streets in Cully

Street Condition	Miles in Cully	% of Neighborhood
• Fully improved Streets	6.6	13.3%
• Improved w/ Curbs & Streets but no sidewalks	14	28.2%
• Center Strip only (no curbs or sidewalks)	21	42.3%
• Unimproved	7.8	15.7%

The unimproved and center strip streets constitute 58% of the neighborhood. If the arterials are deleted from this calculation, the percentage is 73.8%.

Local Streets in Cully

Street Condition	Miles in Cully (34 miles)	% of Neighborhood
• Fully improved Streets	2.0	6.0%
• Improved w/ Curbs & Streets but no sidewalks	6.9	20.2%
• Center Strip only (no curbs or sidewalks)	17.2	50.7%
• Unimproved	7.8	23.1%

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

Sidewalks. Although there are three public and one private elementary schools in the neighborhood, there are few sidewalks in the neighborhood to facilitate pedestrian safety. Street and sidewalk improvements are needed in the neighborhood. There is a mixture of feelings in the neighborhood. Some neighbors want sidewalks, while other do not wish sidewalks. Some residents feel that sidewalks would diminish the rural atmosphere of the area.

Street Lighting. Street lighting has been installed in the neighborhood, but additional lighting may be needed in a few areas.

Traffic. The major transportation issue, other than street and sidewalk improvements is traffic. The neighborhood is primarily auto-dependent. According to the survey, residents generally drive to and from work. Shopping and other trips are almost exclusively by auto. The use of transit is very low. Transit service and ridership in the area should be improved. Commercial and industrial businesses should be encouraged to develop ridesharing and transit incentive programs to reduce the traffic within the neighborhood and to reduce oil dependence. In addition, commercial and industrial businesses should install sidewalks to facilitate transit, bicycle and pedestrian access to their businesses.

The Arterial Streets Classification Policy (ASCP) provides guidance for the entire city including the Cully neighborhood. The ASCP classifies streets for automobile, transit, truck, bicycle and pedestrian functions. In addition, the ASCP provides guidance for capital improvement projects to facilitate the arterial street functional classification.

82nd Avenue Corridor Plan. The 82nd Avenue Corridor Plan provides guidance along 82nd Avenue for the abutting properties. The purpose of the 82nd Avenue Corridor plan is to promote buffering, street improvements and street dedications. No additional street dedications are indicated within the Cully neighborhood. Sidewalks are required on NE 82nd between NE Sandy and Killingsworth according to the plan (Page 36). Additional buffering is recommended along the north side of NE Alberta west of NE 82nd Avenue and between NE Alberta and Killingsworth on the east side of NE 82nd Avenue (Page 45).

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

6A. POLICY: REGIONAL
Encourage the use of major arterials for regional traffic and separate this traffic from local traffic.

6A-1 Objective: Support the existing growth at the airport for industrial and airport-related services without increasing traffic through the neighborhood.

Strategies:

1. Encourage use of I-205 and Airport Way as the primary access routes to the airport, airport related and industrial uses north of the slough.
2. Encourage use of I-205, Columbia Boulevard and Portland Highway-Killingsworth as the primary access routes to industries south of the slough.
3. Encourage industrial truck traffic to stay on truck routes and in truck districts as defined by the ASCP. Encourage non-local truck traffic to use designated truck routes.
4. Work with the Union Pacific Railroad to minimize the impact of the rail tracks and trestle on the neighborhood.
5. Encourage the development of light rail in the I-205 corridor right-of-way with light rail stations to serve the neighborhood.
   (CAN, Office of Transportation, Tri Met, PDC, Port of Portland and State Highway Dept. - Medium priority - 1-5 years)

6B. POLICY: ARTERIALS
Improve the neighborhood's system of streets to ensure an energy-efficient and safe network that minimizes traffic impacts on residential areas and business operations and encourages transit use.

6B-1 Objective: Support improvements to arterial streets such as sidewalks, street and pedestrian path completion on NE Cully and NE Columbia.

Strategies:

1. Encourage full improvement of arterials including drainage, curbs and sidewalks on both sides of the street.
2. Encourage sidewalk improvements, clear of obstacles such as telephone poles in the pedestrian area. Encourage parkway strips between the sidewalks and the street to provide safety. Provide protected pedestrian crossings across wide, high-volume arterials at major transit transfer stops, schools and commercial nodes.
3. High priority should be given to completion of the arterial sidewalk improvements in the Arterial Streets Classification policy for the following streets:
   - NE 72nd (between Prescott and Killingsworth), •NE Cully • NE Columbia
   - NE 42nd, • NE 82nd • NE 60th (Killingsworth to Prescott),
   - NE 47th as listed in the Arterial Streets Classification Policy (ASCP)
   - NE Prescott, • NE Killingsworth, • Slough as listed in the ASCP

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

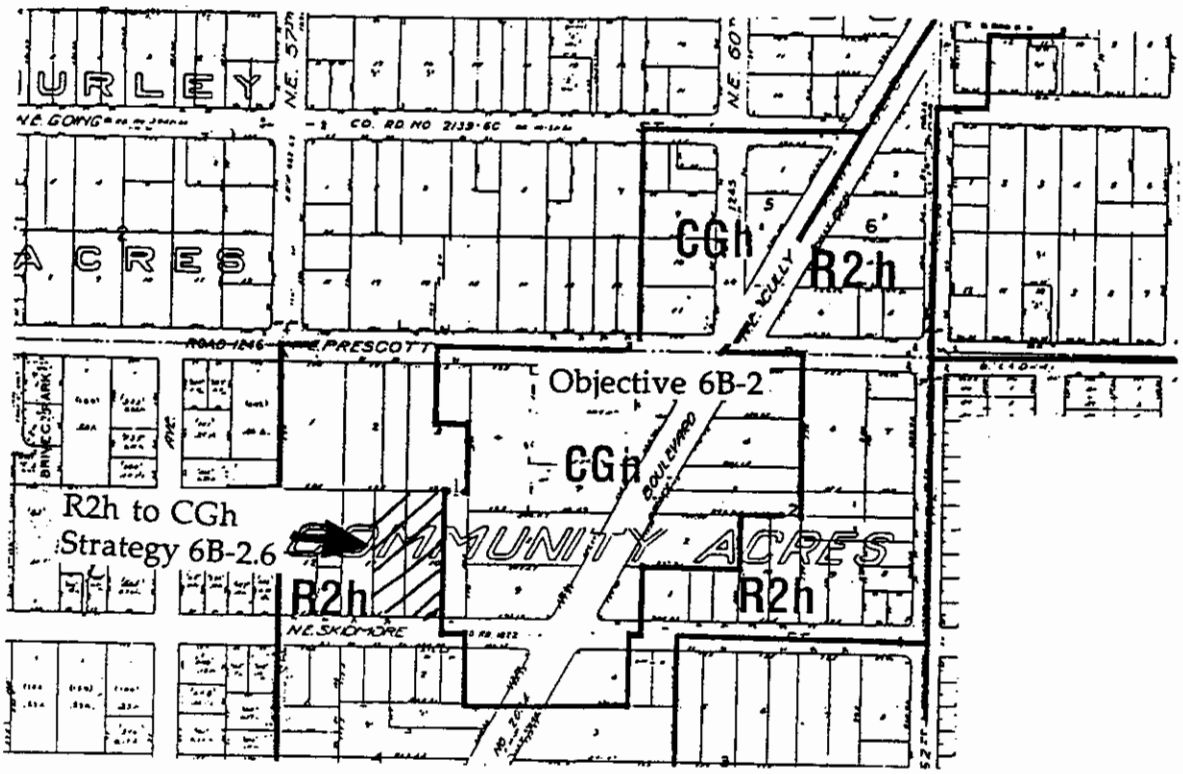
4. Improve bicycle routes when located on arterials to provide maximum separation and safety.
5. Encourage striping, traffic signs and signals to ensure safe traffic flows at posted speeds.
6. Enforce the posted speed limit on arterial streets.
7. Notify the City of specific locations on arterials needing additional street lights.
8. Support the immediate implementation of the approved NE 60th, Columbia, Lombard-Portland Highway improvement project to reduce non-local truck traffic in the neighborhood.
9. Encourage the Oregon Department of Transportation to determine the need for additional improvements to NE Killingsworth-Columbia Boulevard between the NE 82nd underpass and I-205 for one additional traffic lane.
10. Improve signage at NE 42nd northbound for NE Lombard-Portland Highway to direct through traffic off NE Holman.
(CAN, Office of Transportation, State Highway Dept - High priority - 1-5 years)

6B-2 Objective: Improve the function and beautify the general area at the intersection of NE Cully, 60th and Prescott.

Strategies:

1. Encourage the Bureau of Traffic Management to improve traffic flow and reduce delays by realignment, signalization or other measures.
2. Study the feasibility and implement the solution for realignment or straightening of NE Going between NE 62nd and Cully to reduce traffic on Wygant.
3. Develop and implement a plan to improve the appearance including landscaping within the right-of-way and on the adjacent private properties.
4. Develop a partnership of the community development corporation, neighborhood association and property owners to finance the project.
5. Place informational kiosks and street furniture in the vicinity of the NE Cully, Prescott and 60th intersection to be maintained by the business community.
6. Implement a legislative Comprehensive Plan Map amendment and zone change from R2h to CGh on the east 1/2 of Lot 11 and Lot 10 (except the eastern portion already zoned CG) Community Acres to allow expansion and construction of a new Albertson's grocery store. Albertson's will work with the neighborhood on the design of the new store, parking lot and landscaping.
(CAN, Office of Transportation - High priority - 1-5 years)

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.



6B-3 Objective: Improve, maintain and encourage greater use of transit service and transit incentives in the Cully neighborhood. Establish convenient and direct access from transit stops and centers to housing, commercial and recreational areas; and create mixed land uses that allow for convenient and direct pedestrian and bicycle trips.

Strategies:

1. Work with Tri-Met to improve bus routes and frequencies in the neighborhood.
2. Encourage Tri-Met bus shelters to be as safe, clean and as vandalism free as possible. Locate bus shelters at as many bus stops and transfer points as possible.
3. Encourage neighborhood residents to carpool and use transit.
4. Encourage commercial and industrial businesses in the neighborhood to set up carpool and transit incentive programs coordinated with Tri Met.
5. Encourage Tri-Met to work with the industrial businesses in the northern portion of the neighborhood to establish and encourage transit use in this unserved area.
   (CAN, Tri Met - Medium priority - 1-5 years)

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

6C. POLICY: PEDESTRIAN, BICYCLE ROUTES AND LOCAL STREETS
Improve sidewalks and bicycle paths to provide a safe transportation route.

6C-1 Objective: Encourage bicycle and walking as an alternative to automobile trips.

Strategies:

1. Require sidewalks on all new commercial, industrial and multifamily projects.
2. Give highest priority to sidewalk improvements along the following local streets to serve public schools, parks and Tri Met bus routes:
   - NE 52nd (Prescott to Killingsworth),
   - NE 55th (Killingsworth to Ainsworth)
   - NE 54th (Mason to Prescott) or 49th as a second choice
   - NE 87th (Killingsworth to Prescott/Sandy),
   - NE 68th (NE Prescott to NE Alberta or Sumner)
   - NE Simpson (42nd to 60th or Portland Highway),
   - NE Alberta (42nd to 92nd including coordination with the Park Bureau for the portion between NE 74th and 76th within Sacajawea park and not within a street right-of-way)
   - Slough trails as listed in the Arterial Streets Classification Policy
3. High priority local street sidewalk improvements to serve the neighborhood should be funded through grants, public assistance or other alternative funding.
4. Second priority for sidewalk improvements is for local streets within five blocks of public schools when supported by the adjacent property owners. Use public grants or funding for the second priority sidewalks.
5. Promote the neighborhood as pedestrian and bicycle friendly.
6. Modify the north end of the 42nd and Columbia overpass to allow safe bicycle access to the north and south.
   (CAN, Office of Transportation, PDC - Medium priority - 1-10 years)

6C-2 Objective: Improve local streets to provide maximum traffic, pedestrian and bicycle safety while protecting the sylvan character of the area.

Strategies:

1. Improve local service streets to a minimum of the performance street standards.
2. Maintain existing streets by ensuring adequate drainage and minimum improvement width.
3. Maintain and increase the street cleaning throughout the neighborhood. Special target areas are: NE 67th and Wygant, NE 45th and Ainsworth, NE 60th to 62nd, Going and Cully and NE Emerson between Cully and 72nd.
4. Submit NE Holman between NE 42nd and NE 45th for consideration in the Neighborhood Traffic Management Program to reduce non-local traffic.
5. Enforce local service street speed limits.
6. Encourage street dedications, especially in the portions of the neighborhood with block depths greater than 300 feet to promote efficient development of underutilized lots.

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

7. Discourage street vacations which would limit future development. Also discourage street vacations unless the applicant can demonstrate that the street vacation is necessary and would provide a public benefit.
   (CAN, Office of Transportation, PDC - Medium priority - 1-5 years)

6C-3 Objective: Minimize the financial impact of street improvements on property owners.

Strategies:

1. Encourage the City to continue to seek funds from federal and state resources including block grants, to defray street and sidewalk improvement costs.
2. Encourage the city to seek other ways to assess residents for streets to lower costs. Encourage Portland Development Commission (PDC) and the Office of Transportation to apply for grants which will be used to decrease the cost of street improvements in the neighborhood such as block grants and similar funds.
3. Minimize the financial impact of street improvements on the home owners and continue the city's policy to ensure that no one will lose their home as a result of street improvements.
4. Encourage state and federal representatives to create street construction assistance legislation.
   (Office of Transportation, PDC, HCD - Medium priority - 1-5 years)

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

7. BUSINESS AND INDUSTRY

Industrial uses are dominant in the northern portion of the neighborhood. Uses include heavy equipment, heavy manufacturing, junk and salvage yards to several new clean modern industrial parks with landscaping. There are some older industrial uses scattered throughout the neighborhood.

Commercial uses are dominant along NE 42nd Avenue, NE Fremont, NE Cully and parts of NE Killingsworth. There are several commercial uses in the industrial areas. In addition, there are several commercial uses scattered throughout the residential portion of the neighborhood. The commercial uses include both auto-oriented and pedestrian-oriented businesses.

7A. POLICY: SUPPORT BUSINESSES
Improve the neighborhood as a location for business while enhancing it as a place to live and work.

7A-1 Objectives : Improve the appearance of commercial and industrial areas of the neighborhood.

Strategies:

1. Encourage businesses to meet high standards of appearance and maintenance of their buildings and grounds.
2. Identify and target business structures which need exterior improvements.
3. Encourage effective buffers between industrial and commercial land uses and residential land uses to mitigate noise, traffic and unsightliness in residential areas.
4. Promote the use of attractive signs in scale with existing development. (CAN, PDC - Medium priority - 1-5 years)

7A-2 Objective: Maintain open channels of communication between neighborhood residents and businesses.

Strategies:

1. Compile and maintain a directory containing the names and telephone numbers of the on-site directors of each business and a person at each business designated as a liaison to the community.
2. Invite businesses to actively participate in business associations and to form a coalition of businesses. Use the monthly letter to businesses to point out the economic and social benefits of pooling resources and talents with their neighbors.
3. Encourage business representatives to attend the Cully Association of Neighbors meetings.
4. Develop a list of options and steps for residents and businesses with complaints to use when faced with problems.

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5. Develop, update and redistribute the Cully Association of Neighbors business map of the neighborhood on an annual basis.
   (CAN - Medium priority - 1-5 years)

7A-3 Objective: Promote the use of nearby community educational and vocational programs to improve employment skills.

Strategies:

1. Explore options with Whitaker Middle School through School District #1.
2. Explore options with Mt. Hood Community College/Portland Community College.
3. Explore options with the adjacent City of Maywood Park.
4. Make the information regarding existing facilities and programs easily available.
5. Support technical institutes and the community school programs.
6. Encourage new businesses to hire Cully neighborhood residents.
7. Encourage creation of a work-training program for recent immigrants to the United States who live in the neighborhood.
   (CAN, SD#1 - Medium priority - 1-5 years)

7A-4 Objective: Support the retention and expansion of existing businesses and employment opportunities and encourage new commercial uses which provide goods and services to the local residents and industrial activities to locate in appropriately zoned areas.

Strategies:

1. Retain and expand the industrial uses north of Portland Highway.
2. Develop and market the commercial and industrial portions of the neighborhood as locations for new or expanding businesses.
3. Encourage the development of underutilized commercial property.
4. Encourage neighborhood businesses to employ neighborhood residents including those who have been recently trained.
6. Encourage local ownership of businesses and business property.
7. Encourage and support new neighborhood-oriented cottage industries.
8. Work with retailers and real estate agents to attract neighborhood service businesses to the area.
9. Encourage and support existing neighborhood-oriented retail and service business such as a major grocery store, full-service laundromat, medical and dental practices and banking services.
10. Work with the Concordia Neighborhood Association to jointly plan for the future development of NE 42nd Avenue. Explore alternatives which will support existing and encourage growth of neighborhood oriented commercial and community activities.
    (CAN, PDC, Planning Bureau, State Employment - Medium priority - 1-5 years)

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

8. PUBLIC SERVICES

Water and fire protection services are adequate in the neighborhood. These services should be maintained.

Stormwater management improvements will be needed with the improvement of streets in the area, to protect surface water quality in the Slough, to protect ground water quality and to prevent flooding locally and downstream. Property owners are encouraged to minimize imprevious area runoff into stormwater systems. Stormwater management will support landscaping, ecology, wildlife habitat and the country feel of the neighborhood.

Sanitary sewers are of major concern to the future development in the Cully neighborhood because the City of Portland has been required to provide sewers by the Oregon Environmental Quality Commission. The Bureau of Environmental Services indicates, "Wastewater, from the neighborhood's homes and businesses not already on sewers, is discharged into subsurface systems. This practice may threaten future water supplies and must cease by the year 2005. Sewers in the Cully neighborhood will be installed through four local improvement districts: Englewood (complete in August 1991), Irvington (complete in 1993), Rose City (complete in 1995) and Sumner (complete in 1996)."

Major sewer facilities, trunk lines, pump stations and treatment facilities necessary to convey and treat Cully wastewater is being paid for by City sewer ratepayers, the federal government and State loans. Property owners are responsible for costs associated with the construction of collector sewers through the Local Improvements Districts procedure.

The neighbors have a major concern regarding the cost of sewer installation workmanship and condition of the rights-of-way after construction.

8A. POLICY: WATER, FIRE AND STORM SEWERS
Maintain the existing water and fire services and allow continued use of on-site disposal of storm water.

<u>8A-1</u> <u>Objective:</u> Maintain water quality and fire suppression services at the current levels of service as a minimum.

Strategy:

1. Encourage upgrading of water mains, if needed, for fire protection prior to the installation or improvement of local service streets.
   (CAN, Water Bureau, BES - Medium priority - 1-5 years)

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

8A-2 Objective: Continue to allow clean storm water to be disposed of on-site to recharge the ground water and aquifers in the area and to serve the water well field to the northeast.
(CAN, Water Bureau, BES - Medium priority - 1-5 years)

8B. POLICY: SEWER COST AND PERFORMANCE
Provide sewers in the neighborhood in an efficient and low-cost manner.

8B-1 Objective: Minimize the financial impact of sewer installation on property owners.

Strategies:

1. Encourage the City to continue to seek funds from federal and state resources including block grants to defray sewer costs.
2. Encourage the city to seek other financing to lower costs.
3. Minimize the financial impact of the sewer installation on the home owners and continue the city's policy to ensure that property owners who work with the Bureau of Environmental Services (BES) will not lose their home as a result of sewer installations. BES will make every effort to contact and assist all property owners with options so owners do not lose their property.
4. Investigate and apply for funds to support the cost of sewer construction.
5. Encourage state and federal representatives to create sewer construction assistance legislation.
6. Continue to investigate the feasibility of surcharges to fund or partially fund the Mid-County Sewer Project.
7. Assure continuation of a complete audits of sewer costs on all projects.
8. Ensure that the sewer contract bidding process continues to be open and competitive.
   (CAN, BES, PDC, HCD - High priority - 1-5 years)

8B-2 Objective: Continue to explore alternative for additions to the safety net and continue to improve the appeal system for sewer assessments.

Strategy:

1. Ensure a fair and impartial and publicized appeal process for people who feel their assessments are unfair.
2. Encourage a policy which assists owner-residents who fall below the Portland Metropolitan SMSA median income to pay for sewer assessments. Explore options to expand the safety net program to property owners between the poverty and the median level by seeking alternative funding sources.
3. Assist low-income or elderly neighbors with sewer information and with application procedures for low interest loans and the Sewer Safety Net.
   (CAN, BES - High priority - 1-5 years)

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

8B-3 Objective: Ensure on-site sewer connections are done in a cost efficient and reliable manner.

Strategies:

1. Encourage and educate residents on good consumer skill to assist in selecting and monitoring plumbing/exvacating contractors.
2. Encourage residents to review private plumbing/excavating contractors' qualifications.
3. Encourage residents to check with the Construction Contractor Board, Better Business Bureau and references before hiring plumbers/excavators.
4. Inform residents of conflict dispute resolution procedures by the Construction Contractor Board.
5. Consider establishing "co-ops" to minimize sewer connection costs. Encourage neighbors to jointly hire one private plumber to make all the connections along a street once the public sewer is constructed thus reducing connection costs.
   (CAN - High priority - 1-5 years)

8B-4 Objective: Continue to monitor the installation and design efficiency to keep sewer costs within the right-of-way to a minimum while assuring maximum performance.

Strategies:

1. Ensure that the streets are repaired to a minimum of the pre-construction structural condition prior to the city's acceptance of all sewer and street cutting procedures.
2. Inspect streets within two year after sewer installation to verify street surface conditions and restore streets to pre-construction structural (pre-contact) condition, including foundation and surfacing.
3. Encourage City Council to call for resurface streets after the expiration of the two year warrenty financed by the sewage disposal fund.
3. Sponsor sewer open houses to assure that neighborhood residents have information for making decisions regarding sewer installation techniques and costs.
4. Encourage economies of scale by packaging groups of neighborhoods to lower construction costs.
   (CAN, BES - High priority - 1-5 years)

Sewer information is included in Appendix D.

NOTE: The vision statement, policies and objectives were adopted by the City Council. The strategies listed are a starting place to implement the policies and objectives of the plan. Most of the strategies require further study or a commitment of funds and City Council did not adopt them.

APPENDICES

A. EXCERPTS FROM THE 1986 NEIGHBORHOOD INFORMATION PROFILES
Office of Fiscal Administration, 1987

B. EXCERPTS FROM THE CULLY NEIGHBORHOOD REPORT
Office of Fiscal Administration, Jan 1988

C. SUPPLEMENTARY NEIGHBORHOOD STATISTICS

D. SUPPLEMENTARY NOTES AND DETAILS ON PLAN IMPLEMENTATION

E. CULLY NEIGHBORHOOD PLANNING SURVEY RESULTS OCT/NOV 1990

F. 1990 CENSUS INFORMATION

G. PLAN MAPS

H. ORDINANCE 164922

APPENDIX A.
EXCERPTS: 1986 NEIGHBORHOOD INFORMATION PROFILES
Office of Fiscal Administration, 1987

Cully

MAJOR INDICATORS

	NEIGHBORHOOD	CITY	DIFFERENCE
High School Graduate	74%	76%	(2%)
Professional Occupation	15%	25%	(10%)
Median Income	$14,755	$15,528	($773)
Persons per Household	2.3	2.3	0.0
New Construction:			
Number of Permits	16	834	--
Per 1000 Pop.	2.5	2.1	.4
Value	$3,118,400	$119,746,000	--
Total Business Licenses Per 1000 Pop.	614.4	73.9	540.5
Acres Zoned as Residential	71%	53%	18%
Acres Zoned as Comm./Mfg./Ind.	29%	29%	0%
Owner Occupied Housing	65%	55%	10%
Total Crime Reports Per 1000 Pop.	284.8	349.7	(64.9)

Cully, with a population of 6,376, makes up 2% of the City's 1986 total population of 404,293. The neighborhood has 2.3 persons per household. Of those 25 years old and over, 74% were high school graduates, including 32% who had completed one or more years of college. Cully residents were employed in a variety of occupations in 1980. They included 15% in professional occupations and 34% in technical/clerical occupations. Perhaps the main indicators of a population's economic well-being are income measures. The median income of households in Cully as of 1980 was $14,755.

There are 2,883 housing units in Cully, they comprise 2% of the 184,209 housing units in the City. Of the occupied housing units in Cully, 65% were occupied by owners and 35% by renters, as compared with 43% owner occupied and 57% renter occupied for the City as a whole.

During the 1985-86 fiscal year, there were 16 building permits for new construction with a total value of $3,118,400 in the Cully neighborhood. The number of permits equals 2.5 for every 1000 people in the neighborhood, compared with 2.0 per 1000 for the City.

Cully had 349 businesses in the neighborhood as of July 1, 1986, 614.4 businesses per every 1000 people. City-wide, there were 26,000 businesses; 65.0 per every 1000 people.

Of the 1,083 acres in Cully, 71 percent are zoned for residential and 29% are zoned for commercial, manufacturing or industrial use. Of the City's 78,603 acres, 51% are zoned for residential and 28% for commercial, manufacturing or industrial use.

Crime is one of the major concerns of Portland citizens. The crime rate per 1000 people in 1986 for Cully was 284.8, compared with the total rate for the City of 349.7 reported crimes per 1000 people.

DEMOGRAPHICS

1980	NEIGHBORHOOD	CITY
TOTAL POPULATION	6,376	404,293
RACE:		
White	89%	87%
Black	7%	7%
American Indian	1%	1%
Asian	2%	3%
Other	1%	2%
AGE:		
Less than 5 years	8%	6%
5-17 years	18%	22%
18-59 years	51%	52%
More than 60 years	23%	20%
EDUCATION:		
Elementary	12%	12%
Some High School	14%	13%
High School Graduate	42%	33%
Some College	22%	22%
College Graduate +	10%	21%
OCCUPATION:		
Professional	15%	25%
Technical/Clerical	34%	34%
Service	15%	14%
Skilled Labor	12%	10%
Labor	22%	16%
Farming/Fishing	2%	1%
HOUSEHOLD INCOME:		
Median	$14,755	$15,520
Mean	$16,566	$18,709
Number of Households	2,743	174,436
Persons per Household	2.3	2.3

LAND

1986	NEIGHBORHOOD Number	NEIGHBORHOOD Percent	CITY
TOTAL ACRES:	1,083	100%	78,603
ZONED AS:			
Single Family	628	58%	43%
Multi-Family	141	13%	7%
Row Housing	0	0%	3%
Commercial	43	4%	6%
Mfg./Industrial	271	25%	23%
Open Space	0	0%	14%
Farm Forest	0	0%	3%
Other	0	0%	1%

DENSITY:	NEIGHBORHOOD	CITY
Persons per Acre	5.9	5.1
Housing Units per Acre	2.7	2.3

HOUSING

1980	NEIGHBORHOOD	CITY
TOTAL HOUSING UNITS:	2,883	184,209
Single Family	79%	63%
Multi-Family	21%	37%
Owner Occupied	65%	55%
Renter Occupied	35%	45%
Median Value	$43,932	$56,503
Median Contract Rent	$243	$207
HOME HEATING FUEL		
Gas	28%	28%
Electricity	28%	26%
Oil	41%	43%
Wood	4%	2%
Other	*	1%

NUISANCE CONTROL

1985-86	NEIGHBORHOOD	CITY
ALL COMPLAINTS:	168	13,611
Abandoned Vehicles	84	7,676
Resolved by Owner	77%	80%
Resolved by City	13%	16%
Resolved Other	10%	3%
Overgrowth	44	2,963
Resolved by Owner	82%	84%
Resolved by City	5%	7%
Resolved Other	14%	9%
Trash & Debris	22	2,248
Resolved by Owner	77%	78%
Resolved by City	6%	6%
Resolved Other	18%	16%
Other Complaints	18	724
Resolved by Owner	72%	61%
Resolved by City	11%	11%
Resolved Other	17%	28%

NEIGHBORHOOD NEEDS

1985-86	NEIGHBORHOOD Number	NEIGHBORHOOD Percent
TOTAL NEED REPORTS	7	
Public Works	3	43%
Community Development	0	0%
Neighborhood Environment	0	0%
Neighborhood Association Office	0	0%
Transportation	2	29%
Parks, Trees	0	0%
Planning	0	0%
Police/Crime Prevention	1	14%
Other City Services	1	14%
Non-City Services	0	0%

PG 2 NEIGH PROFILES

POLICE

1986	NEIGHBORHOOD Number of Reported Crimes	NEIGHBORHOOD Per 1000 Population	CITY Per 1000 Population
TOTAL REPORTS	1,818	284.8	349.7
CLASS I	785	123.1	166.9
Larceny	355	55.7	82.2
Burglary	241	37.6	39.7
Residential	181	28.3	26.7
Non-Residential	60	9.3	13.1
Aggravated Assault	67	10.5	10.0
Auto Theft	39	6.2	9.5
Robbery	65	10.2	9.2
Rape	3	.4	1.1
Murder	0	0.0	.1
Arson	15	2.3	1.6
CLASS II	467	73.2	69.9
CLASS III	566	88.7	112.9

POLICE RESPONSE TIME	NEIGHBORHOOD Avg. Response Time (Minutes)	CITY Avg. Response Time (Minutes)
Emergency	5.1	4.6
Non-Emergency	9.3	7.9

STREETS

1986	NEIGHBORHOOD Number	NEIGHBORHOOD Percent	CITY Percent
TOTAL MILES OF STREETS	21.3		1,584.7
Hard Surface Curb/Curb	8.5	40%	77%
Hard Surface No Curbs	10.4	49%	19%
Unimproved	2.4	11%	5%

PARKS

1986	NEIGHBORHOOD	CITY
Total Park Bureau Acreage	0	8,852.3
Number of Parks	0	173

YOUTH SERVICES

1985-86	NEIGHBORHOOD Number	NEIGHBORHOOD Per 1000 Youth	CITY Per 1000 Youth
Number of Youth Served by Youth Service Centers	56	48.8	37.5

BUILDING PERMITS

1985-86	NEIGHBORHOOD Number of Permits	NEIGHBORHOOD Per 1000 Population	NEIGHBORHOOD Total Value (000)	NEIGHBORHOOD Avg. Value (000)	CITY Number of Permits	CITY Per 1000 Population	CITY Total Value (000)	CITY Avg. Value (000)
TOTAL BUILDING PERMITS	57	8.9	3,616.4	63.4	4,826	11.9	235,242.3	48.7
TOTAL NEW CONSTRUCTION	16	2.5	3,118.4	194.9	834	2.1	119,746.0	143.6
Single-Family	2	.3	110.9	55.5	362	.9	24,655.5	67.7
Multi-Family/Condo	1	.2	44.0	44.0	31	.1	5,791.9	186.8
Commercial	8	1.3	2,940.6	367.6	137	.3	83,536.3	618.8
Garage/Shed/Other	5	.8	22.9	4.6	304	.8	5,762.3	19.0
TOTAL ALTERATIONS	30	4.7	474.5	15.8	3,591	8.9	103,520.9	28.8
Single-Family	14	2.2	130.3	9.3	1,506	3.7	9,913.1	6.6
Multi-Family/Condo	2	.3	14.5	7.3	163	.4	3,155.4	19.4
Commercial	14	2.2	329.7	23.6	1,812	4.5	86,532.8	48.3
Garage/Shed/Other	0	0	0	0	110	.3	3,919.6	35.6
TOTAL MOVE/WRECK	10	1.6	8.5	.9	308	.8	3,224.7	10.5
Single-Family	10	1.6	8.5	.9	155	.4	218.0	1.4
Multi-Family/Condo	0	0	0	0	10	*	74.2	6.7
Commercial	0	0	0	0	70	.2	2,872.2	41.0
Garage/Shed/Other	0	0	0	0	73	.2	60.3	.8

BUSINESS

1986	NEIGHBORHOOD Number	NEIGHBORHOOD Percent of Total	NEIGHBORHOOD Per 1000 Population	CITY Number	CITY Percent of Total	CITY Per 1000 Population
TOTAL BUSINESS LICENSES:	349		54.7	29,897		73.9
Manufacturing/Transportation	129	37%	20.2	9,424	32%	23.3
Wholesale	42	12%	6.6	2,441	8%	6.0
Retail	78	22%	12.2	6,129	21%	15.2
Professional Services	5	1%	.8	1,485	5%	3.7
Services	95	27%	14.9	10,418	35%	25.8

APPENDIX B.
EXCERPTS FROM THE CULLY NEIGHBORHOOD REPORT
Office of Fiscal Administration, Jan 1988

The Office of Fiscal Administration (OFA) conducted surveys and meetings following annexation. The following is a summary of the OFA report of neighborhood concerns and the city's response to the problems raised in the surveys and meetings.

April, July and November 1987 survey results.
• Neighbors wanted a neighborhood association to be formed. The association was formed and recognized by the Office of Neighborhood Associations (ONA)
• Neighbors felts that crime was increasing. Patrols were increased from .7 to 1.82 officers per 1000 population. Response time was improved.
• Neighbors requested a park. No new park was established but Sacajawea park grass and irrigation system was improved.

Leading issues:
• Transportation: Speeding/heavy traffic, street maintenance, problem intersections
• Sewers: Request for sewer information
• Building Bureau: Debris & dumping, abandoned buildings, tall grass and weeds
These issues are still major concerns in the neighborhood. The sewer need for information has changed to a concern over sewer costs and the current installation practices.

Goal 1: Neighborhood Quality and Livability
Improve the quality and livability of Cully by insuring an environment which contributes to the safety, welfare and education of those who live, work and own property in the neighborhood.
• Neighborhood clean up was held Spring-Summer 1988
• Owner of landfill contacted regarding clean up
• Code enforcement, grass/weed and animal control information given.
• Pits to be cleaned up and odor eliminated.
• Transfer Station in progress (at the time of the survey in 1987-8).
• Eliminate abandoned car and illegal auto repair.

Goal 2: Housing
Maintain and enhance the quality of existing and diverse housing types while providing a range of purchase and rental prices. Utilize the opportunities for correcting safety and code violations to bring the housing stock to a standard level of quality.
• Abandoned and rundown housing was directed to the Bureau of Buildings.

• To repair housing in general, HCD monies were suggested.

Goal 3: Economic Development
Encourage new investment opportunities while minimizing displacement of existing commercial activities and residents.
• Maintain land use designations which ensure existing diversity and balance of residential, commercial and industrial.

Goal 4: Safety and Security
Reduce crime in Cully and enhance the safety of residents, business people, and visitors to the neighborhood.
• Crime prevention, Block watches were suggested and a program to get to know your police was recommended.

Goal 5: Transportation
Encourage efficient use of the transportation network while minimizing traffic impacts on neighborhood livability and business opportunities.
• Improvement requests were made, evaluated and installed when possible including signs, lighting, street improvements, sidewalks, traffic and speeding concerns, street sweeping and street subsidy concerns. Street improvements will need to wait until the sewers are installed.

Goal 6: Recreation
Create recreational opportunities in Cully and East Portland for all segments of the community.
• Park deficient noted with needs for sports, youth, seniors etc.

Goal 7: Social Services
Identify social services and support services available or not available for serving all segments of the Cully neighborhood. Maintain and make known information and referral services.
• Senior and youth services were noted: Youth at 6036 SE Foster, 294-3322
Senior services at 1820 NE 40th, 288-8303

Goal 8: Education
Create educational opportunities on behalf of all segment of the community.

Goal 9: Fund raising and Grants
Create a climate and opportunity for financial investment in the Cully Community. Maintain the non-profit CAN corporation as conduit on behalf of the Cully Community for fund raising and grant applications.

APPENDIX C.
SUPPLEMENTARY NEIGHBORHOOD STATISTICS

1985-6	Total Building Permits= 57	Reported Crimes = 1818
	Nuisance complaints = 168	Crime rate= 284.8 per 1000
	Total Housing units (1980) = 2883	Population (1980) = 6,376

1990 Cully Crime rate:

Murder = 1	Arson = 7
Rape / sodomy = 9	Theft = 67
Molest = 6	Bike theft = 11
Robbery = 39	Other Larc. = 194
Ag. assault = 77	Auto Theft = 73
Residential Burglary = 94	Vandalism = 116
Non-resid. Burglary = 69	Total = 763

Crime rate= 113.5 per 1000 population

Information from Portland Police Bureau
Collected by Helen Gradt

Note: According to the statistics, the crime rate has declined while the perception of crime has increased. This may be in part to the types of crimes committed which tend to be vandalism and theft/burglary crimes. Many people may not be reporting some occurrences of crimes while feeling more threatened.

APPENDIX D.
SUPPLEMENTARY NOTES AND DETAILS ON PLAN IMPLEMENTATION

Newsletter details: Volunteers will be needed. The larger the number of volunteers, the smaller the number of houses each would be assigned. Ideally each would be assigned to a maximum of 10 blocks.
The newsletter should be delivered to each business. Businesses will be asked to contribute in trade for advertising their names on the newsletter ("printed courtesy of ... delivered courtesy of...). If the demand is great, the support may be rotated among various businesses.

Maps of neighborhood businesses. Publish a map of the area's businesses which would be similar to the one used in the Hollywood District. This is to encourage residents to support their local businesses. If necessary, start with all volunteer help with this. Contact a graphic artist within the neighborhood and ask if the artist's time and talent would be donated. Start with any neighborhood lists and then consult the yellow pages or reverse directory.

Landlord & Business Awards. Establish a program to recognize landlords and businesses who have done the most to improve their neighborhood. Consider awarding a trophy or plaque annually at the Cully Neighborhood meeting or at Cully Community Days. The trophy would hopefully be donated by a business and/or the Cully Association of Neighbors.

Neighborhood Committees:
Neighborhood appearance. Create a committee to investigate standards for house and yard maintenance. The committee should inquire into existing home owners association agreements, city/county ordinances and methods for enforcement.

The committee should devise methods for aiding in the communication and enforcement of these standards. Communication should begin with a letter from the Cully Association of Neighbors (CAN) to the residents whose maintenance practices needs to changed. Next a letter should be sent from CAN to the appropriate city/county agency for the agency to begin enforcement.

Other Committees: Establish a standing neighborhood subcommittee to collect and distribute ideas for discouraging unacceptable activities. The subcommittee would work specifically on such issues as public safety, drug houses, vandalism etc.

Establish a contact group; publish a handbook; collect general information; establish a telephone tree.

Street Trees:
For street tree information: See Friends of Trees and the City Forester.

Local streets information
1. Work to develop a target area plan for roads in need of improvement.
2. Inform residents that they must obtain a permit before applying gravel on gravel and dirt roads. The grading is at the residents' expense.
3. Inform residents that they can legally dump gravel on dirt roads (at their expense) without grading provide the fill material used is similar to the existing road material and if hand tools only are used in placing and distributing the fill material.
4. Inform residents that if they wish their street to be widened to the standard improvement width, the residents must petition the city.
5. Encourage maintenance of street signs and work with businesses to encourage appropriate signage.

Sewer Information and Procedures -- courtesy of the Bureau of Environmental Services
• Public sewer contractors are selected by competive bid. All contracts are screened through a pre-qualification process conducted by the City Purchasing Bureau. All qualified bidders must have a performance bond equal to the contract amount.
• Full audits are conducted because LIDs are supported by the State Revolving Loan Fund.
• All sewers are under a two-year warranty. During these two-years, they are inspected by City staff and the contractor is called back to make repairs, if necessary.
• The collector sewers are installed using the LID process. Current LID procedures require a full report to the City Council on costs at the close of the project. Public notice and the right to remonstate are required of all LIDs by State law. In May 1991, the BES and Auditor's Office, refined the materials sent to property owners at the close of the LID process to simplify and ease property owners ability to remonstrate effectively. The City Council is an impartial hearings body which hears complaints.
• Private plumbing contractors hired by property owners must receive permits from the city and are licensed by DEQ and covered by the State Building Board's appeal process. As a matter of course, a list of these contractors is provided to Mid County property owners. The City Attorney has ruled that eliminating private plumbing contractors from this list because of a track records would be an illegal restraint of trade.
• Street restoration as part of sewer construction remains a major issue in constructing sewers in Mid County. Asking sewer contractors to fully reconstruct streets as part of the sewer work would significantly increase property owner's charges. Therefore, contract specifications, clearly state the level of street restoration and compensation, in many cases, for individual streets within the LID. Streets

could be rebuilt or fully overlaid as part of sewer construction, but sewer costs would increase substantially.
• The 42 LIDs included in the Mid County Sewer Project have been packaged to provide economy of scale. This packaging was conducted by BES staff in 1986, assisted by the CH2Hill Engineers and independently evaluated by Century West Engineering.

Sewer assessments
The city's sewer assessments appeal process:
Appeals are made to the city Auditor's office. Complaints about the assessments are processed by the City Auditor. A report is forwarded to the City Council. Appeals are heard by the City Council at an advertized public hearing. Complaints about sewer construction work is forwarded to the Bureau of Environmental Services for correction.

Sewer Street Improvements concerns
Within two years of the acceptance of the sewer, street patching and subsidence concerns should be addressed to the Bureau of Environmental Services, 823-4032. Note the exact location of any concerns with the name of the street, addresses and/or cross streets.

After the expiration of the two-year warranty, and if the street is a City accepted street, contract the Bureau of Maintenance, 823-4111. Note the exact location of any concerns with the name of the street, addresses and/or cross streets.

Community Development Corporation
The neighborhood would like to see REACH or a similar organization participate in the rehabilitation of the neighborhood.

APPENDIX E.
RESULTS OF THE 1990 NEIGHBORHOOD PLANNING SURVEY
OCT/NOV 1990

1. Do you live in the Cully Neighborhood? Yes: 355; No: 37. If yes, how long have you lived here?
•Under 5 years: 66; •6-10 years: 36; •11-15 years: 47; •16-21 years: 27;
•21-25 years: 27; •26-30 years: 12; •30-39 years: 52; •40-49 years: 46;
•50+ years: 22.
Do you plan to move within the next 2 years? •No: 289•Yes: 33;
If yes, why to you plan to move? Example answers: Better neighborhood; Bigger house; Smaller house; To Rural area; Job/School; Taxes.

If you live in the Cully Neighborhood, what kind of housing do you live in?
•Single-family: 327; •Duplex/Apartment: 7; •Mobile home: 1.

2. Do you own or rent a home or residential property in Cully? •Own: 332; •Rent: 6.

3. If you live in Cully, why did you locate here? •Like area: 182; •Housing cost: 184;
•Public school: 49; •Private school: 28; •Church: 5; • Near to job: 88;
•Near to downtown: 35;
•Other: Inheritance; Type of house; Quiet/rural; Friends/family; Big yard; Near airport; Low traffic.

4. Overall, how would you rate Cully as a place to live? •Excellent:17; •Good: 159;
•Fair: 174; •Poor: 19.

5. Do you work in Cully? •Yes: 40; •No: 331.

6. Do you own commercial/industrial property in Cully? •Yes: 27; •No: 328.

7. If you own a business in Cully, why did you locate here? •Location: 17;
•Price/Rent of property:11; •Street access: 6; •Suitability of building: 17;
•Freeway access: 9; •Proximity to other businesses: 2.

8. Do you plan to keep your business in Cully? •Yes: 26; •No: 5.
If no, why do you plan to move? Need smaller building; access to other businesses.

9. Overall, how would you rate Cully as a place to work? •Excellent: 4; •Good: 37;
•Fair: 38; •Poor: 10.

10. Over the past 5 years, do you believe Cully has become a better or worse place in which to live or work? •Better: 17; •Same: 153; •Worse: 190.

NEIGHBORHOOD IDENTITY AND PRESERVATION
11. What will help improve the image or appearance of the Cully Neighborhood?
•Home improvement: 258; •Community gardens: 48; •Improved roads: 213;
•Sidewalks: 181; •Identification signs: 46; •Identifiable retail district: 59;
•Improved building appearance: 186; •Parks: 87;
•Other such as: close topless bars; improve traffic; condemn deteriorated blgs; remove abandoned autos/get cars off the street; more street light; eliminate vandalism; establish a community center, traffic signals; sewers; eliminate crime/drug houses

12. Are there individual or clusters of houses/buildings in Cully which you think should be preserved and receive historic landmark designation? •No: 232; •Yes: 17. Where: 5110 NE Cully

13. Do you know about the following efforts to make Cully Neighborhood a better place?
•Neighborhood cleanups: 67; •Neighborhood signs: 18; •Composter Enhancement Fund: 17;
•Cully Association of Neighbors (neighborhood association) meetings: 96.

NEIGHBORHOOD LIVEABILITY/PUBLIC SAFETY
14. What will make the Cully Neighborhood a more liveable and safer place?
•Better street lighting: 125; •Improved streets: 215; •More street trees: 38;
•Sewers: 109; •More police patrols: 190; •Pathways to the Slough: 43;
•More bus shelters: 64; •More bus service: 100; •Sidewalks: 168;
•Removal of abandoned autos: 225.

15. Would you like adult education and community school classes and/or programs to continue at Harvey Scott or Whitaker School? •Yes 260; •No: 19.

16. How safe do you feel in the Cully Neighborhood during the day?
•Very safe: 66; •Safe: 261; •Uncomfortable: 47; •Not safe: 6.

17. How safe do you feel in the Cully Neighborhood at night?
•Very safe: 16; •Safe: 129; •Uncomfortable: 189; •Not safe: 61.

18. Have you, or anyone in your household, been a victim of crime in the Cully Neighborhood during the past 2 years? •No: 253; •Yes: 114.
Kind of crime: •Vandalism: 33; •Burglary/theft/robbery: 78; •Mugging/assault: 3.

19. Have you, or anyone in your household participated in a Neighborhood Watch crime prevention program? •No: 271; •Yes: 93.

GATHERING PLACES AND RECREATION
20. If you could add new gathering places and recreational and/or park facilities to the neighborhood, what would you add? •Playground equipment : 89; •Ball field: 61; •Skateboard park: 24;
•Bicycle pathways: 128; •Basketball hoops: 58; •Senior Center: 122; •Youth center: 106;
•Community center: 141; •Trails along the slough: 87;
•Others such as: Jogging/walking trail, park, pool

21. How should the the former Whitaker School on Columbia Boulevard be used?
•Senior center: 126; •Youth center: 151; •Outdoor recreation center: 101; •Day care center: 121;
•Experimental garden: 37; •Swimming Pool: 107;
•Other uses such as: Sell and return to tax roles; college/school; community center; homeless housing; retirement home; jail; library

HOUSING
22. What do you think of the price of housing in Cully Neighborhood?
•High:15; •Moderate: 230; •Low: 90.

23. In general, what do you think of the appearance and condition of housing in Cully?
•Well maintained: 17; •Needs some improvement: 195;
•Poor upkeep of some homes and yards: 254; •Poor, in general: 44.

COMMERCIAL/INDUSTRIAL

24. What kind of stores or services are needed within the neighborhood?
•Grocery stores: 93; •Other retail products: 78; •Medical/Dental: 59; •Restaurants: 155.
•Other such as drug store; gas station; post office; sport shop; hardware; entertainment.

25. Have you noticed changes in the Cully business district along Portland Blvd., Fremont, Cully, Prescott?

	In general	Portland	Fremont	Cully	Prescott
Yes, for the better	40	4	92	7	3
Yes, for the worse	29	6	12	44	17
No, I haven't	118				

26. Have you noticed changes in the industrial area north of Columbia Blvd.?
•Yes, for the better: 129; • Yes, for the worse: 26; •No change noticed: 135.

TRANSPORTATION

27. How do you get to work?
•Auto: 239; •Bus: 23; •Carpool: 3; •Bicycle: 7; •Walk: 9.

28. What kind of transportation do you generally use for purposes other than work?
•Auto: 324;
•Bus: 46; •Taxi: 2; •Bicycle: 35; •Walk: 83; •Other: motorcycle/ scooters

29. Which of these do you believe are traffic problems in your neighborhood?
•Speeding: 221; •Too much traffic: 72; •No stop signs: 47; •Truck traffic: 39;
•Pedestrian safety: 94; •Road Conditions: 110.

GENERAL

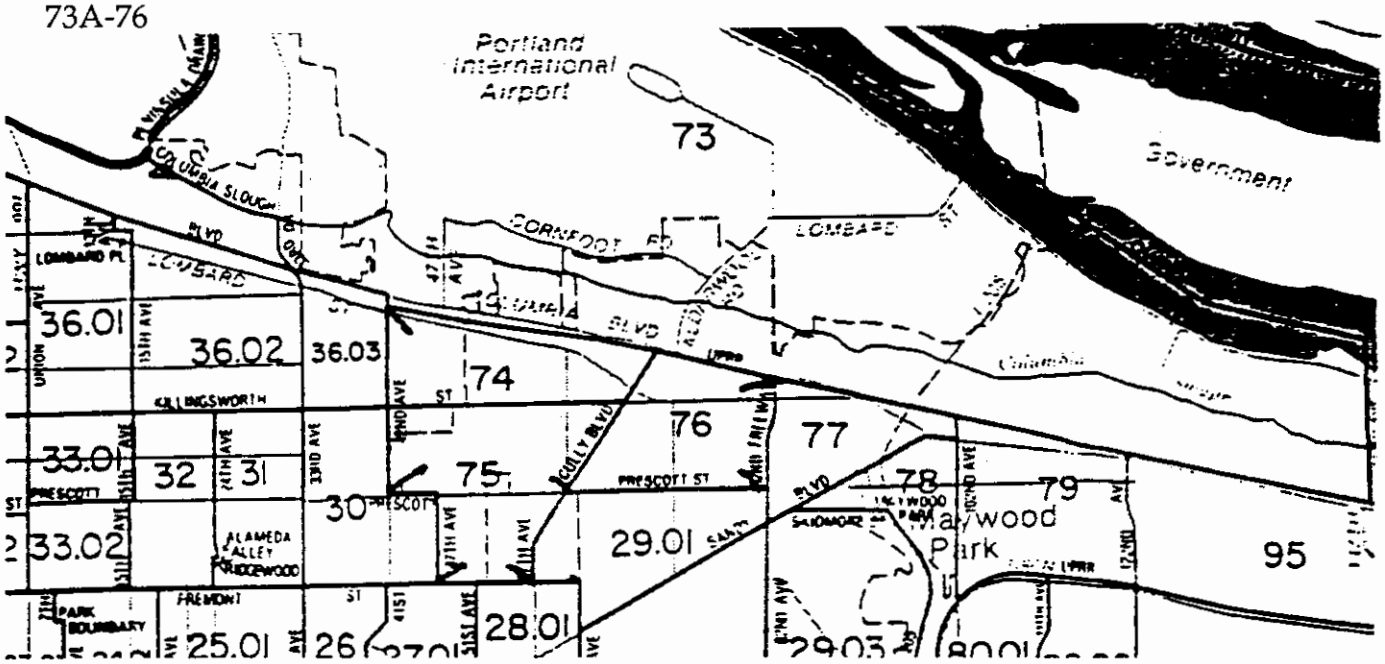
30. What three things do you like most about the Cully Neighborhood? Top 3 responses:
•My neighbors •The quiet,rural natural atmosphere •Convenient location

31. What three things do you like least about the Cully Neighborhood? Top 3 responses:
•Poor maintenance (houses, apts) •Crime •Lack of improved streets/sidewalks

Approximately 400 responses received.

APPENDIX F
1990 U. S. CENSUS INFORMATION
(FOR CULLY NEIGHBORHOOD)

TRACT	POPULATION TOTAL	W	B	BY RACE* NA	As	H	O	BY AGE 0-17	18+	HOUSING UNITS
(73	956	811	83	15	10	78	37	138	818	339)
73A	349	290	30	5	4	28	14	50	299	124
74	2765	1995	479	53	195	124	43	746	2019	1175
75	4193	3401	370	63	338	124	21	1094	3099	1738
76	3176	2756	79	76	182	307	83	851	2325	1346
Totals 73A-76	10,483	8442	958	197	916	583	161	2741	7742	4383



CENSUS TRACT 73- This tract includes the homes and population north of NE Columbia Blvd in the Cully neighborhood and other neighborhoods. 73A is the estimate of the portion within the Cully neighborhood.

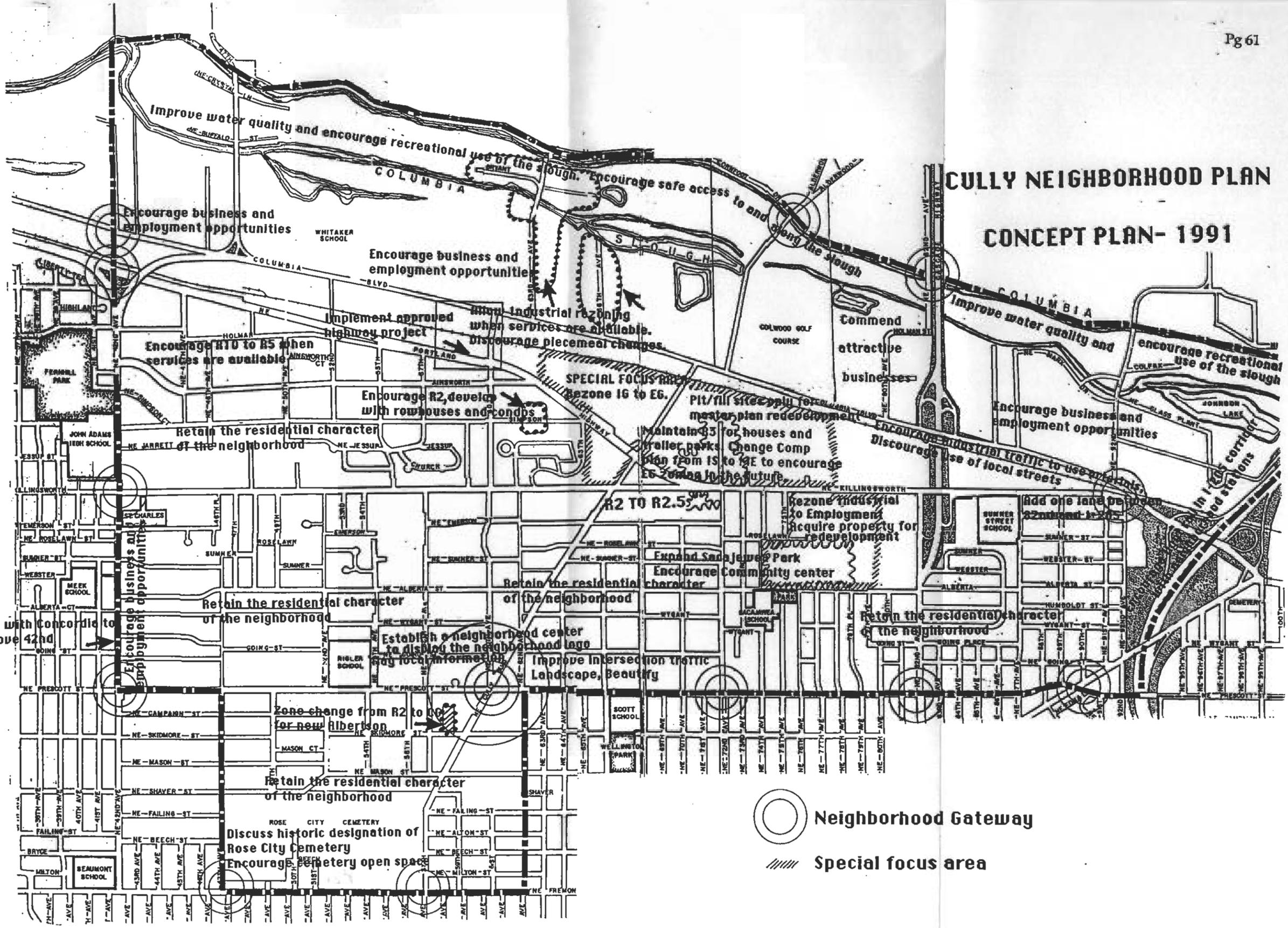
* RACE : W= White, B= Black, NA Native American, As= Asian, H= Hispanic O= Other

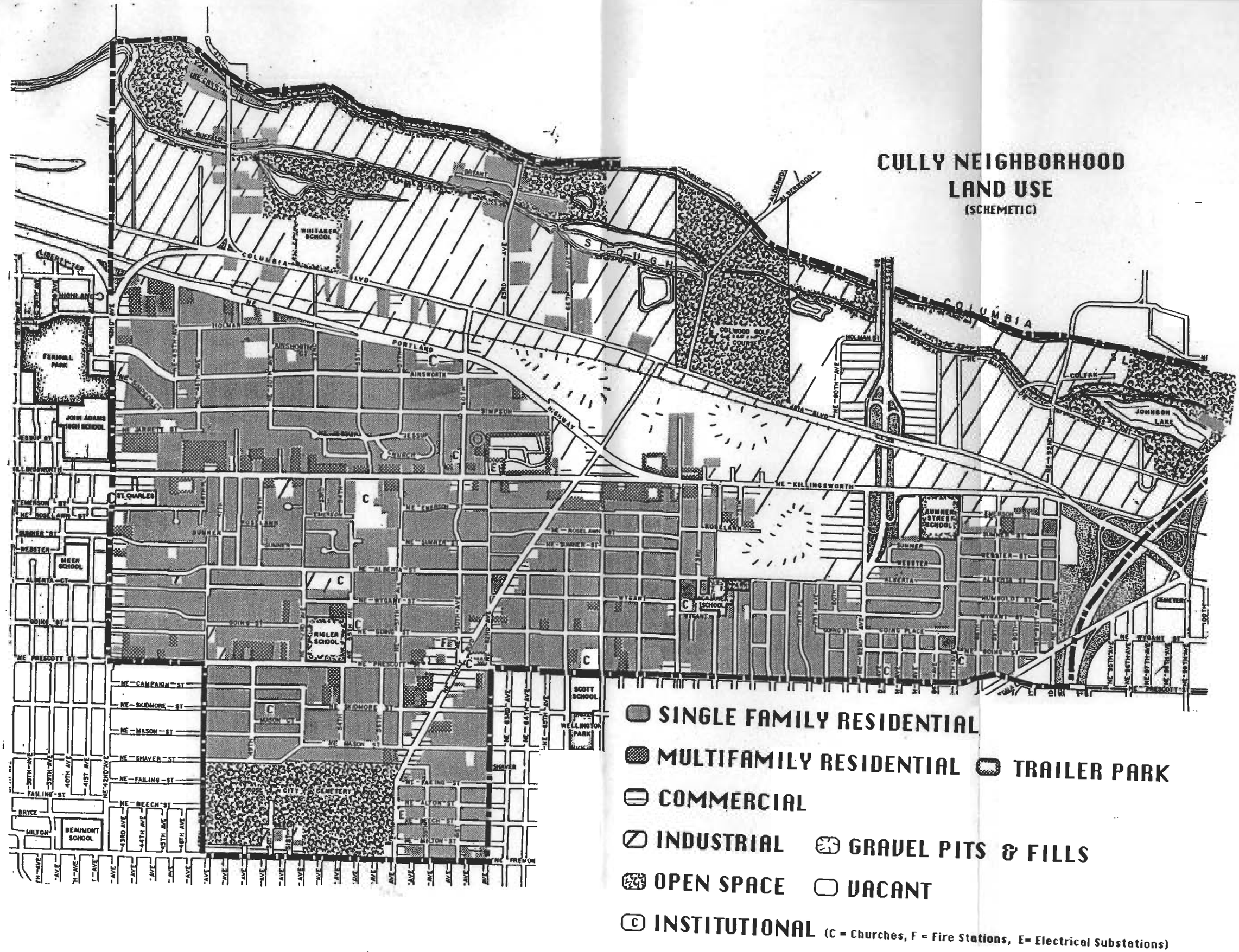
APPENDIX G.

PLAN MAPS

CULLY NEIGHBORHOOD PLAN

CONCEPT PLAN- 1991

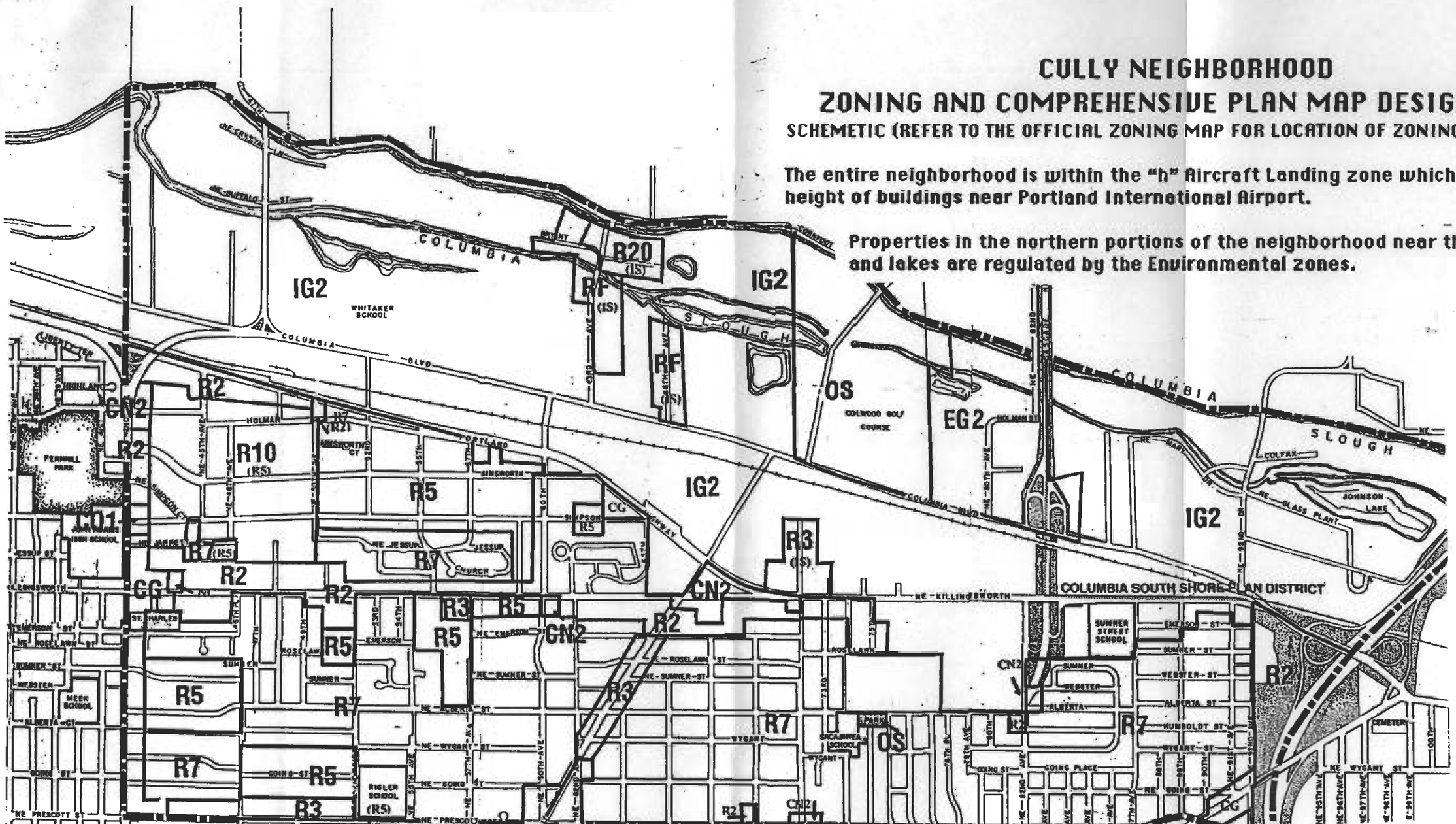



CULLY NEIGHBORHOOD
LAND USE
(SCHEMETIC)
SLOUGH
COLUMBIA BLVD
WHITAKER SCHOOL
HIGHLAND
FERNHILL PARK
JOHN ADAMS HIGH SCHOOL
ST. CHARLES
MEER SCHOOL
RIGLER SCHOOL
SCOTT SCHOOL
WELLINGTON PARK
BEAUMONT SCHOOL
ROSE CITY CEMETERY
COLWOOD GOLF COURSE
JOHNSON LAKE
SUMNER STREET SCHOOL
NE PORTLAND HIGHWAY
NE KILLINGSWORTH
NE 82ND AVE
NE 60TH AVE
NE 33RD AVE
NE 42ND AVE
NE FREMONT
NE PRESCOTT
NE SHAVER
NE FAILING
NE BEECH
NE MASON
NE SKIDMORE
NE CAMPAIGN
NE GOING
NE WYGANT
NE ALBERTA
NE SUMNER
NE EMERSON
NE ROSE LAWN
NE WEBSTER
NE JESSUP
NE AINSWORTH
NE SIMPSON
NE HOLMAN
NE MARX
NE BRYCE
NE MILTON
NE HUMBOLDT
NE 33RD AVE
NE 42ND AVE
NE 47TH AVE
NE 60TH AVE
NE 82ND AVE
SINGLE FAMILY RESIDENTIAL
MULTIFAMILY RESIDENTIAL
TRAILER PARK
COMMERCIAL
INDUSTRIAL
GRAVEL PITS & FILLS
OPEN SPACE
VACANT
INSTITUTIONAL (C = Churches, F = Fire Stations, E= Electrical Substations)

CULLY NEIGHBORHOOD
ZONING AND COMPREHENSIVE PLAN MAP DESIGNATION
SCHEMETIC (REFER TO THE OFFICIAL ZONING MAP FOR LOCATION OF ZONING BOUNDARIES)

The entire neighborhood is within the "h" Aircraft Landing zone which restricts the height of buildings near Portland International Airport.

Properties in the northern portions of the neighborhood near the sloughs and lakes are regulated by the Environmental zones.



OPEN SPACE
- OS Open Space

SINGLE RESIDENTIAL ZONES
- R20 20,000 Sq ft minimum lot size
- R5 5,000 Sq ft minimum lot size
- RF Residential Farm and Forest (2 Acre minimum lot size)
- R7 7,000 Sq ft minimum lot size

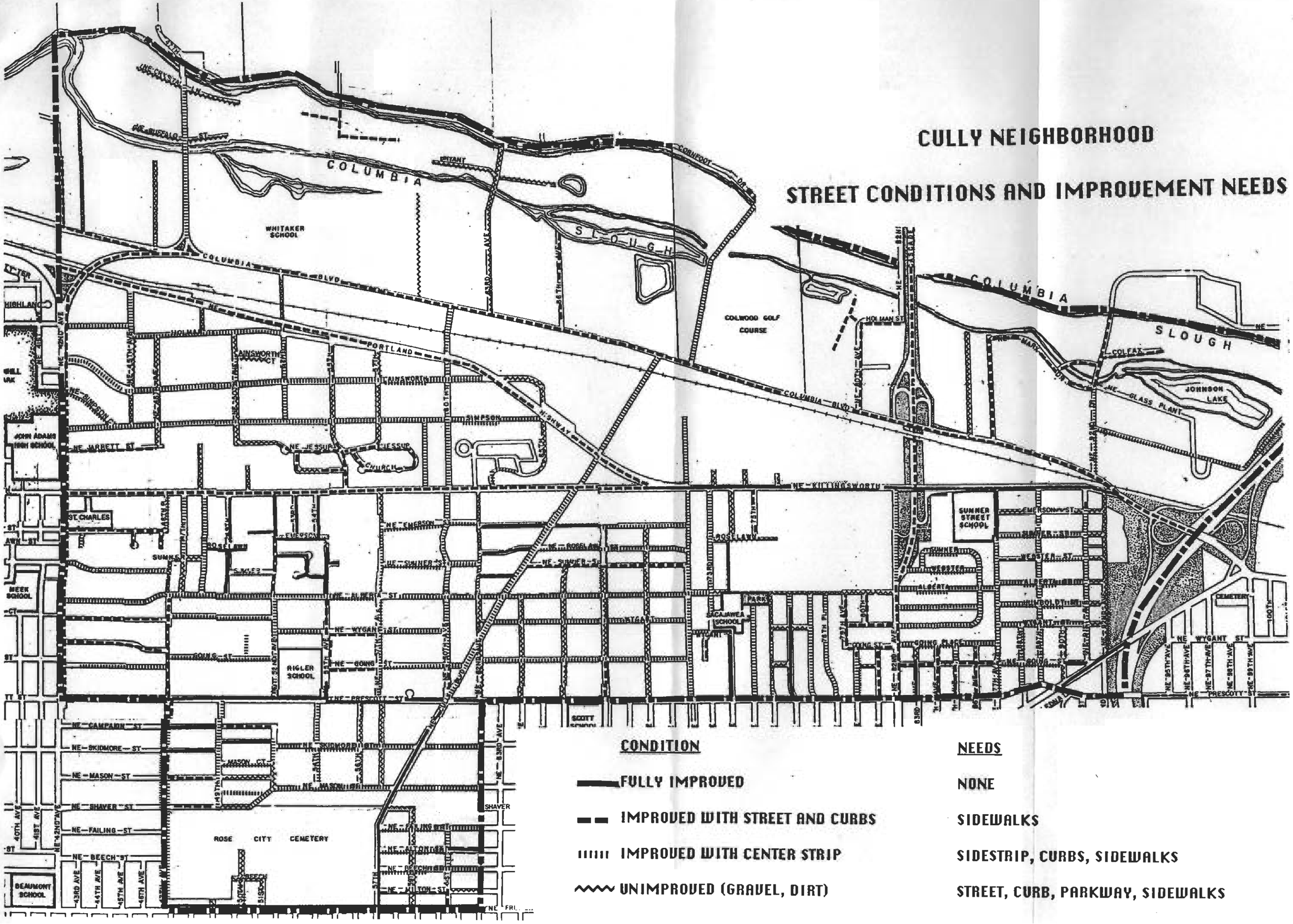
MULTI DWELLING ZONES
- R3 3,000 Sq ft minimum lot size per unit
- R2 2,000 Sq ft minimum lot size per unit

COMMERCIAL ZONES
- CN Neighborhood Commercial
- CO Office Commercial
- CS Storefront Commercial
- CG General Commercial

EMPLOYMENT AND INDUSTRIAL ZONES
- EG General Employment
- IG General Industrial

CULLY NEIGHBORHOOD

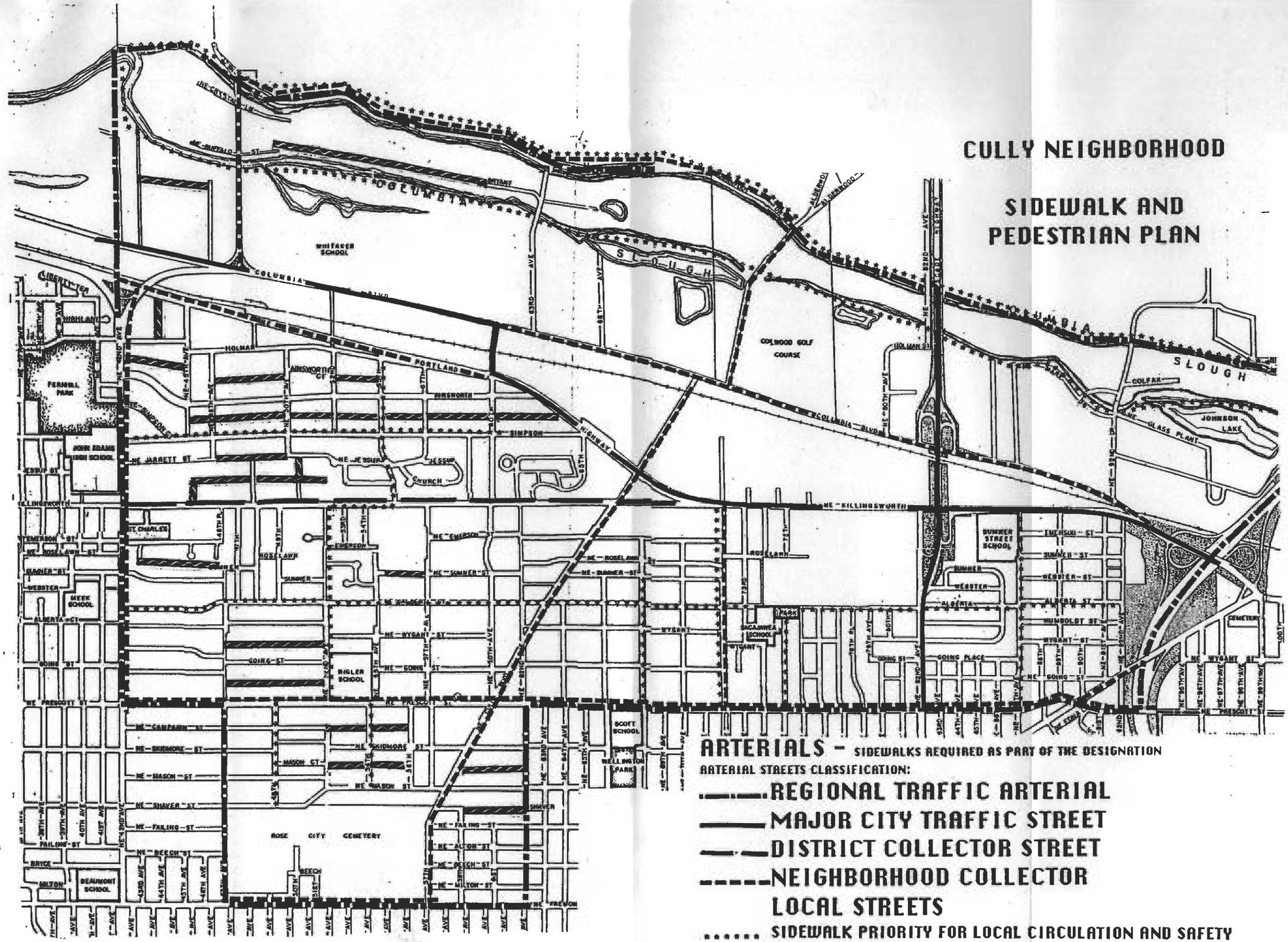
STREET CONDITIONS AND IMPROVEMENT NEEDS



CONDITION	NEEDS
FULLY IMPROVED	NONE
IMPROVED WITH STREET AND CURBS	SIDEWALKS
IMPROVED WITH CENTER STRIP	SIDESTRIP, CURBS, SIDEWALKS
UNIMPROVED (GRAVEL, DIRT)	STREET, CURB, PARKWAY, SIDEWALKS

CULLY NEIGHBORHOOD

SIDEWALK AND PEDESTRIAN PLAN



ARTERIALS - SIDEWALKS REQUIRED AS PART OF THE DESIGNATION

ARTERIAL STREETS CLASSIFICATION:

- REGIONAL TRAFFIC ARTERIAL
- MAJOR CITY TRAFFIC STREET
- DISTRICT COLLECTOR STREET
- NEIGHBORHOOD COLLECTOR
- LOCAL STREETS
- SIDEWALK PRIORITY FOR LOCAL CIRCULATION AND SAFETY
- ENCOURAGE STREET DEDICATIONS

ORDINANCE No. 164922

As Amended

*Adopt the Planning Commission Report and Cully Neighborhood Plan, amend the Comprehensive Plan Policy 3.6 (Neighborhood Plan), and amend the Comprehensive Plan map and the official zoning. (Ordinance)

The City of Portland ordains:

Section 1. The Council finds:

1. The Portland Comprehensive Plan and its implementating Ordinances were acknowledged by the Oregon Land Conservation and Development Commission in May 1981. Comprehensive Plan Policy 3.6 (Neighborhood Plan) allows for the adoption and incorporation of a neighborhood plan into the citywide Comprehensive Plan. Neighborhood plan provisions must be consistent with the Portland Comprehensive Plan and its implementing ordinances.

2. The Portland Comprehensive Plan Policy 3.6 (Neighborhood Plan) encourages the creation of neighborhood plans in order to address issues and opportunities at a scale which is more refined and more responsive to neighborhood needs than can be attained under the broad outlines of the City's Comprehensive Plan. The neighborhood plan serves as a component of that document.

3. Adoption of the Policies and Objectives of the Cully Neighborhood Plan is consistent with the intent, purpose, provisions and map designations of the Portland Comprehensive Plan as set forth in the Planning Commission Report and Recommendation to the City Council on the Cully Neighborhood Plan.

4. The Cully Neighborhood Plan was developed by residents and property owners of Cully in cooperation with the Bureau of Planning. The Cully Association of Neighbors (CAN) initiated a citizen-based effort which culminated in the development of the Cully Neighborhood Plan which was adopted by the recognized neighborhood association, CAN, on September 5, 1991.

5. The data base used for the formulation of the Goals, policies and objectives of the Cully Neighborhood Plan was provided in the 1988 Cully Neighborhood Report prepared by the Office of Fiscal Administration and the land use inventory complied by the members of the Cully Plan Steering Committee and the Bureau of Planning. A questionnaire was mailed to all property owners. Over 400 questionnaires were returned. Responses to the questionnaire provided information on neighborhood attitudes, issues and expectations and formed one part in the formation of the interested persons mailing list.

6. Neighborhood plans are intended to promote patterns of land use, urban design, circulation and services which encourage and contribute to the economic, social and physical health, safety and welfare of both the neighborhood and the city.

7. The neighborhood plan is an advisory document for directing and managing change. The adopted Policies and Objectives of the Cully Neighborhood Plan will serve as an official guide for decision-makers, particularly in land use reviews, capital improvements and will guide public deliberations and investments.

8. The Cully Neighborhood Plan includes policies and objectives which are being adopted and strategies which are not being adopted by the City Council as part of the Council's adoption of this plan. They are proposed by the neighborhood as a plan for neighborhood-initiated programs and provide a guide for self-help, private or city assisted projects. With the adoption of the Policies and Objectives of this plan, the City is not committed to the implementation of the strategies or funding projects, although the policies and objectives include projects which could be pursued and funded in the future.

9. The Cully Neighborhood Plan provides an opportunity for the City and the neighborhood citizenry to address the future of this vital neighborhood. The plan encourages new investment and development while acknowledging that Cully faces pressures which could result in major changes in the area.

10. The area of greatest potential change includes approximately 100 acres which are recommended for a Comprehensive Plan Map Amendment from Industrial Sanctuary to Mixed Employment and a zone change from IG-2h to EG-2h.

    a. One of the goals of the Cully plan is to allow a mixture of uses including industrial, commercial and residential uses which are allowed and encouraged in the Mixed Employment with fewer restrictions than in the Industrial Sanctuary Comprehensive Plan Map designations.

    b. The implementation of the mixed use policy includes the rezoning of these sites from IG-2h to EG-2h. New housing is allowed by conditional use in the EG-2 zone and not allowed in the IG-2 zone. Commercial uses are limited in the EG-2 zone with fewer limitations than the IG-2 zone.

11. The 100 acres surrounds a residential area which is recommended to be redesignated from Industrial Sanctuary, IS, to Mixed Employment, ME while the zoning remains R3. The plan recommends that any zone changes in compliance with the Comprehensive Plan maximum designation be applied for as a whole to discourage piecemeal rezoning and development while protecting the existing homes on NE 72nd Avenue north of NE Killingsworth Street.

12. One lot is recommended to be rezoned from R2 to R2.5 to support home ownership in the neighborhood. The plan supports the redevelopment of the site with new multifamily units which provide for home ownership. The R2.5 zone requires platting and encourages home ownership.

13. Two lots on NE Skidmore are recommended to be redesigned and rezoned from R2 to CG to facilitate the redevelopment of the Albertson store.

14. The proposal for the Comprehensive Plan Map amendments and zone changes are consistent with and supportive of the Comprehensive Plan Goals and Policies and the Statewide Goals as described in the Planning Commission Report and Recommendation to the City Council on the Cully Neighborhood Plan incorporated herein.

15. All public notification requirements have been met. In addition, numerous neighborhood meetings or workshops were conducted in the neighborhood. The Cully Association of Neighbors held their public meeting on September 5, 1991. The Planning Commission held a public hearing on October 22, 1991.

16. All interested persons owning property in the neighborhood received notice of the initial workshop. Public notice was mailed for all planning workshops, the Neighborhood Association hearing, the Planning Commission hearing and the City Council hearing.

17. The Planning Commission Report and Recommendation to the City Council on the Cully Neighborhood Plan is in conformance with Portland's Comprehensive Plan and with the Statewide Planning Goals as set forth in that report as made a part of the record by reference. On October 28, 1991, the Cully Neighborhood Plan was submitted to the Oregon Department of Land Conservation and Development for review as required by ORS 197.610. No objection was received from the Oregon Department of Land Conservation and Development.

NOW, THEREFORE, the Council directs:

a. The Planning Commission Report and Recommendation to the City Council on the Cully Neighborhood Plan is adopted and incorporated by reference.

b. Based on the Planning Commission Report and Recommendation to the City Council, the Cully Neighborhood plan is adopted by the City Council.

c. Policy 3.6 (Neighborhood Plan) of the Portland Comprehensive Plan is amended as follows: Neighborhood Plans

Maintain and enforce neighborhood plans that are consistent with the Comprehensive Plan and that have been adopted by City Council.

[1] The following plans are included under this policy:

a. Corbett-Terwilliger-Lair Hill Policy Plan (1977)
b. Cully/Parkrose Community Plan (1986)
c. Downtown Plan (adopted 1972, updated 1980)
d. Hazelwood Community Plan (1986)
e. Hosford-Abernethy (HAND) Neighborhood Action Plan (1988)
f. Kerns Neighborhood Action Plan (1987)
g. Marquam Hill Policy Plan (1977)

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h. Northwest District Policy Plan (adopted 1975, revised 1977)
i. Sullivan's Gulch Neighborhood Action Plan (1987)
j. Wilkes Community and Rockwood Corridor Plan (1987)
k. Brooklyn Neighborhood Plan (1991)
l. Buckman Neighborhood Plan (1991)
m. Cully Neighborhood Plan superseding the Cully portion of the 1986 Cully /Parkrose Community Plan.

d. Based on the Planning Commission Report and Recommendation to the City Council on the Cully Neighborhood Plan, the Comprehensive Plan map is amended from IS, Industrial Sanctuary to ME, Mixed Employment retaining the R3h zoning for: Tax lots 42, 44, 49 Section 17, T1N, R2E and Lots 1 through 19, Portview.

e. Based on the Planning Commission Report and Recommendation to the City Council on the Cully Neighborhood Plan, the Comprehensive Plan map is amended from IS to ME and Zoning Map is amended from IG-2h to EG-2h for the East 50 feet of Lots 8 through Lot 12, Block 1 and that part of Block 2 north of NE Portland Highway, Killingsworth Garden; Lots 20 through 32, (including strip adjacent to Tax Lot 1 of Lots 17-19), Portview; Lots 1 through 3, Block 4, Lutke, Tax Lots 7, 9, 15, 24, 25, 30, 31, 37, 47, 48, 51, 52, 53, 58, 96, 97, 103, 116, 141, 143, 148, 163, 174, 175, 185, Section 17, T1N, R2E, and Tax Lots 2, 105, 262, 282, Section 20, T1N, R2E.

f. Based on the Planning Commission Report and Recommendation to the City Council on the Cully Neighborhood Plan, the Comprehensive Plan map and Zoning Map are amended from R2h to R2.5h for Tax Lots 87 and 277, Section 20, T1N R2E.

g. Based on the Planning Commission Report and Recommendation to the City Council on the Cully Neighborhood Plan, the Comprehensive Plan map and Zoning Map are amended from R2h to CGh for Lot 10 (except the east 50 feet already zoned CG) and east half of Lot 11, Block 1, Community Acres.

Section 2. The Council declares that an emergency exists and the effective date of this ordinance is January 1, 1992 in order to coincide with the quarterly update of Title 33 and the official zoning maps.

Passed by the Council DEC 18 1991

Commissioner Gretchen Kafoury
November 27, 1991
N Weisser

Barbara Clark
Auditor of the City of Portland
By D Barrera
Deputy