



Bureau of Planning and Sustainability  
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## MEMO

May 21, 2012

**TO:** Planning and Sustainability Commission

**FROM:** Debbie Bischoff, Senior Planner, NE District Liaison  
Denver Igarta, Transportation Planner, PBOT

**CC:** Deborah Stein, Principal Planner; John Gillam, Supervising Planner, PBOT

**SUBJECT:** Amendments to *Cully Main Street and Local Street Plans Implementation Report* - Proposed Draft (May 2012)

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Tomorrow evening City staff will present to you the *Cully Main Street and Local Street Plans Implementation Report* at a public hearing. This memorandum describes 7 amendments to the Report, dated May 2012. The amendments are as follows:

**1. Revised Staff Recommendations - Replace language on Page 4 with the following:**

The Bureau of Planning and Sustainability and Transportation recommend the following actions by the Planning and Sustainability Commission:

- A. Recommend that City Council adopt an ordinance that amends the Portland Comprehensive Plan Map and Portland Zoning Map as shown in the report.
- B. Recommend that City Council adopt a resolution that:
  - 1) Directs the Bureau of Planning and Sustainability and other bureaus to implement Portland Plan Action 97 by using Cully as a case study for developing policies and strategies that anticipate and address the displacement impacts of gentrification. This proactive approach will consider the transformation of the Cully neighborhood over time.
  - 2) Directs the Bureau of Transportation to address the policy, active transportation network and project list changes in this report as part of the City's next update to the Transportation System Plan.



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- 3) Considers this report as the strategy for creating a sustainable transportation system in Cully by improving network connectivity and safety for all travel modes, exploring more, context-based options for improving substandard local street, and focusing investments based on community priorities.

**2. Revised Comprehensive Plan/Zoning Maps - replace maps on pages 12,16, 19,22, and 43**

Please see attached Cully main street rezoning maps (starting on page 5 of this memo) that do not change the proposals in the report but simply provide additional clarification by assigning letters to the Comprehensive Plan Map and Zoning Map change proposals for reference purposes only.

**3. Transportation Analysis of the Rezoning Proposals - Add new section to the end of the Comprehensive Plan Map and Zoning Map Amendments: Discussion and Analysis (Page 27)**

The Portland Bureau of Transportation Planning Division prepared a transportation analysis of the Cully Main Street rezoning proposals, which consists of transportation modeling along with a policy assessment of the findings. This assessment addresses provisions of the State Transportation Planning Rule (Plan and Land Use Regulation Amendments, OAR 660-012-0060) and provides residents and decision-makers with information related to traffic impacts resulting from this proposal. Analysis was conducted to determine if the zoning proposal would degrade the performance of Oregon Department of Transportation (ODOT) facilities.

The Cully Main Street area Comprehensive Plan Map and Zoning Map proposals primarily create relatively small-scale, community-serving housing, commercial and office development opportunities, which are not anticipated to add significant trip demand onto the regional transportation system. In order to address concerns about the proposal to rezone the triangular parcel at the Killingsworth and Cully intersection from Neighborhood Commercial (CN2) to Central Employment (EX), staff conducted a more detailed analysis of this site and the potential impacts on the Killingsworth and I-205 interchange. The analysis assumed a redevelopment scenario consisting of commercial, office and industrial uses with relatively high trip generation rates, without assuming a residential component, which would result in lower trip generation rates. The resulting trip generation in the PM peak hour would add 100 additional trips compared to the reasonable worst case under existing Neighborhood Commercial 2 (CN2) zoning, of which approximately 23 trips would be assumed to travel to the Killingsworth and I-205 interchange in 2035 (the transportation analysis' horizon year).

In December 2011, revisions to the Highway Mobility Policy (1F) of the Oregon Highway Plan (OHP) modified the threshold for adequate mitigation of significant effects above the mobility targets. Action 1F.5 of the OHP states that "ODOT considers calculated values for volume-to-capacity (v/c) ratios that are within 0.03 v/c of the adopted target to be considered in compliance with the target." Because the forecasted 23 additional trips at the Killingsworth interchange constitutes less than a 0.03 v/c degradation, mitigation is not required to support the rezone proposals.



#### **4. Neighborhood Greenways and Transportation Demand Management Strategy (Page 31)**

Add at end of “2. Safer neighborhood routes to walk, bicycle and access transit” before recommendations:

Neighborhood greenways are low-traffic streets that comprise a citywide network of safe, traffic calming green streets where people on foot, bicycle and at play are given priority. Surface stormwater treatment systems should be integrated along neighborhood greenways to improve safety at intersections for people walking and bicycling, to enhance watershed health, and to provide for aesthetic streetscapes.

Transportation demand management (TDM) holds significant promise to change travel behavior and shift drive alone trips to walking, bicycling or transit in order to improve performance of the transportation system. A TDM plan for the neighborhood can include a variety of strategies to encourage more efficient use of the existing transportation system and reduce reliance on the personal automobile.

#### **Add as fourth bullet at bottom of the three recommendations on Page 31**

Work with the Portland Bureau of Transportation to develop a Transportation & Parking Demand Management Plan, tailored to the Main Street and broader neighborhood, to improve community economic, environmental and equity outcomes by increasing the percentage of walk, bike, transit and carpool trips.

#### **5. More Design Options for Full and Interim Improvements on Local Streets (Page 33)**

Add paragraph before the Alternative Street Designs Table:

Pilot improvement options identified are proposed in concept, and specific design details (layout, dimensions, materials, etc.) should be developed based on the context of the specific street being tested. An evaluation of the performance of piloted improvements shall determine the potential for replication and the design and process considerations for further implementation.



**6. Rename and Replace Alternative Street Design Table (Page 33)  
Proposed Improvement Options and Application Table**

Improvement Option	Preliminary Cost Estimates (per linear foot)	N'hood Wide	Application	
			Limited*	Pilot**
Typical 28, 26 or 20 ft street with curb separated sidewalk	\$1,117 to \$1,261	●		
Curbless street with concrete separated walkway (cost est. 26 ft roadway)	\$1,027		●	
Low-impact street (cost est. 14 or 16 ft)	\$1,112 to \$1,142			●
Curbless street with concrete flush-tight sidewalk (cost est. 26 ft roadway)	\$1,105			●
Shared street (cost est. 26 ft roadway w/curbs) <ul style="list-style-type: none"> <li>Standard asphalt with stormwater swales</li> <li>Porous asphalt</li> </ul>	\$1,070 to \$1,087			●
<b>Stormwater Management - Green streets</b>				
Typical facilities/features <ul style="list-style-type: none"> <li>Swale/planter</li> <li>Street trees</li> </ul>	Cost varies	●		
Currently not approved facilities <ul style="list-style-type: none"> <li>Grass filter strip</li> <li>Green gutter</li> <li>Ditch system (design for water quality)</li> <li>Pervious pavers/pavement</li> </ul>	Cost varies			●

\*Limited to Local Streets in low-density residential streets (zoned R5, R7, R10 or R20) outside of Pedestrian Districts.

\*\* Appropriate streets for pilot projects are low-density residential street with very low traffic volumes (i.e. local accessways)

**7. Add two grants to the potential grant sources table (Figure 14) on Page 39**

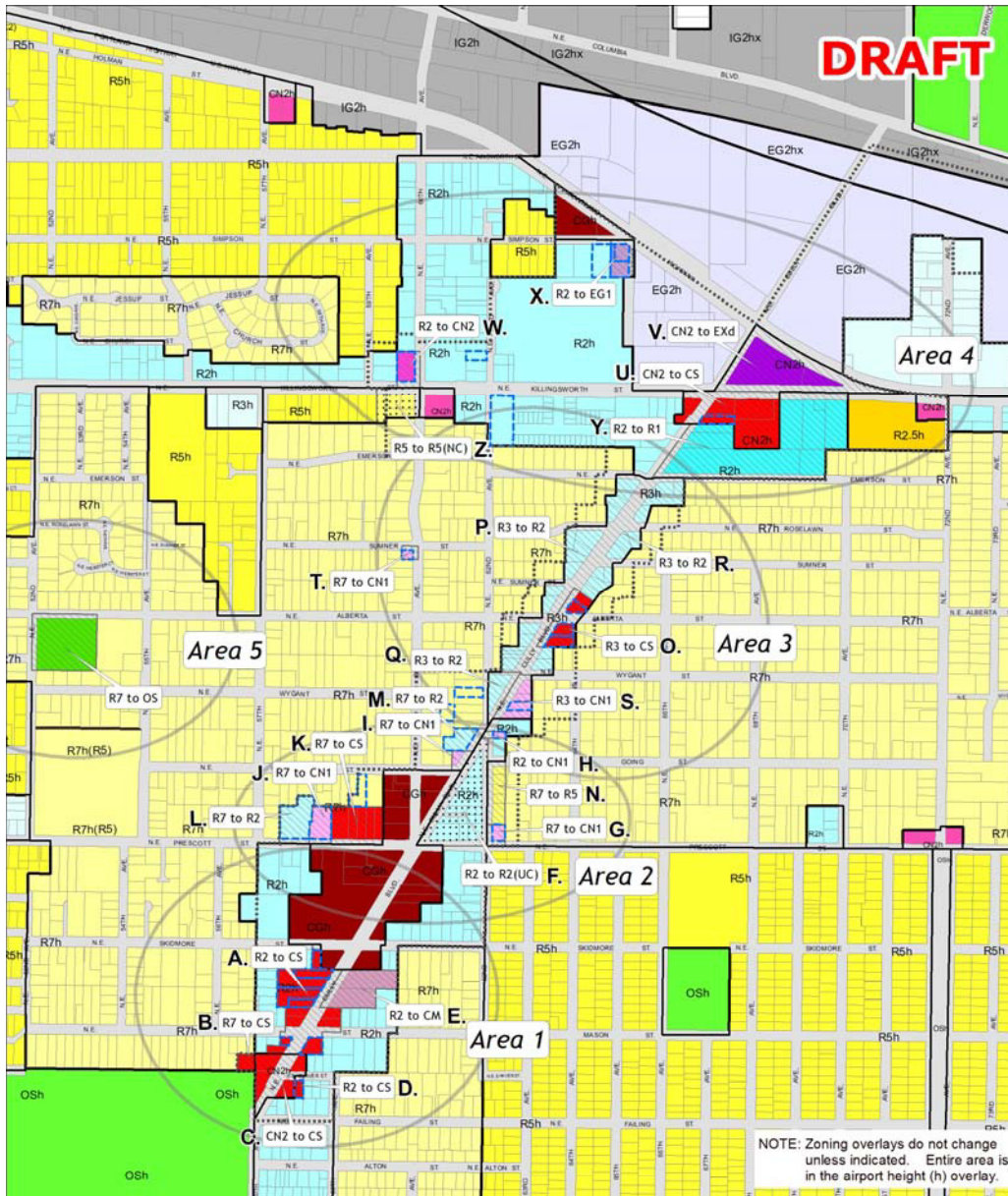
Grant Source	Administering Agency	Typical Grant Amount*	Past Application Deadlines	Potential eligibility for project type:			
				Active Transport	Pilot Innovative/Green Streets	Local Street Improv.	Maintenance
1% for Green	BES	\$	May/Nov		●	●	
Grey to Green initiative	BES	\$			●	●	

Place in "Notes" at bottom of the table (p.39)- below "Typical Grant Amounts" -

Agencies: BES - Portland Bureau of Environmental Services, CDC - Centers for Disease Control and Prevention, FHWA - Federal Highway Administration, HUD - US Dept of Housing and Urban Development, ODOT - Oregon Department of Transportation, Oregon DEQ - Department of Environmental Quality, Oregon NRCS - Natural Resources Conservation Service

**Attachments**





**Cully Main Street & Local Street Plans Project  
Proposed Draft Zoning & Comprehensive Plan**

- |   |   |
|---|---|
| Cully Main Street Study Area            | Low Density Multi-Dwelling Residential 2,000(R2)    |
| Existing Zoning                         | Medium Density Multi-Dwelling Residential 1,000(R1) |
| Proposed Zone Change                    | Neighborhood Commercial 1(CN1)                      |
| Proposed Comprehensive Plan Change      | Neighborhood Commercial 2(CN2)                      |
| Nonconforming Use                       | Storefront Commercial(CS)                           |
| Open Space(OS)                          | Mixed Commercial(CM)                                |
| Single Dwelling Residential 7,000(R7)   | General Commercial(CG)                              |
| Single Dwelling Residential 5,000(R5)   | General Employment 2(EG2)                           |
| Single Dwelling Residential 2,500(R2.5) | Central Employment(EG)                              |
| Multi-Dwelling Residential 3,000(R3)    | General Industrial 2(IG2)                           |

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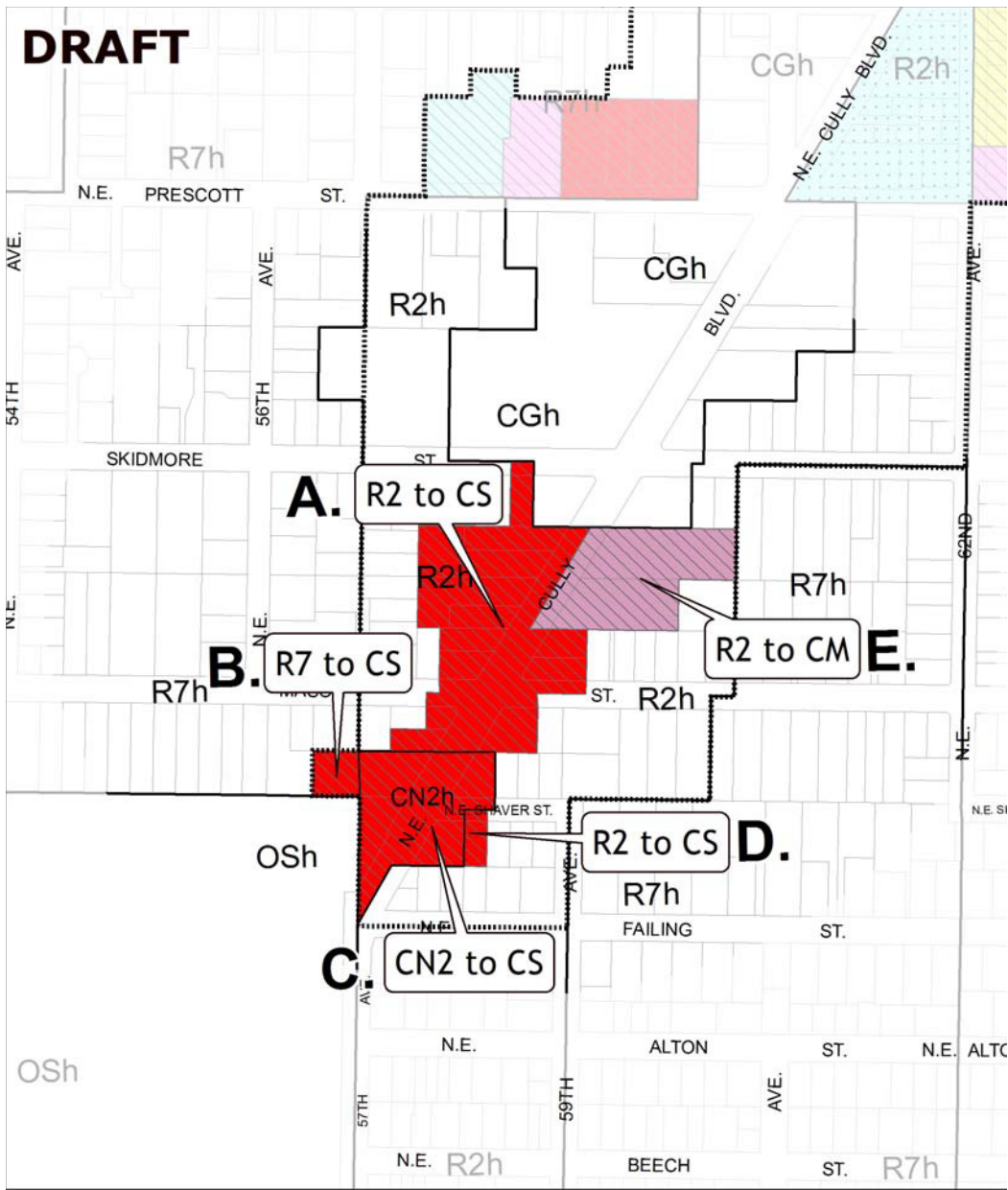
NORTH

0 350 700 Feet

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**Cully Main Street & Local Street Plans Project - Area 1: Cully Blvd South**  
**Proposed Draft Zoning & Comprehensive Plan**

Cully Main Street Study Area	Open Space (OS)
Existing Zoning	Single Dwelling Residential 5,000(R5)
Proposed Zone Change	Low Density Multi-Dwelling Residential 2,000(R2)
Proposed Comprehensive Plan Change	Medium Density Multi-Dwelling Residential 1,000(R1)
Nonconforming Use	Storefront Commercial(CS)
	Mixed Commercial(CM)
	Neighborhood Commercial 1(CN1)
	Neighborhood Commercial 2(CN2)
	General Employment 1(EG1)
	Central Employment(EXd) w/design overlay(d)

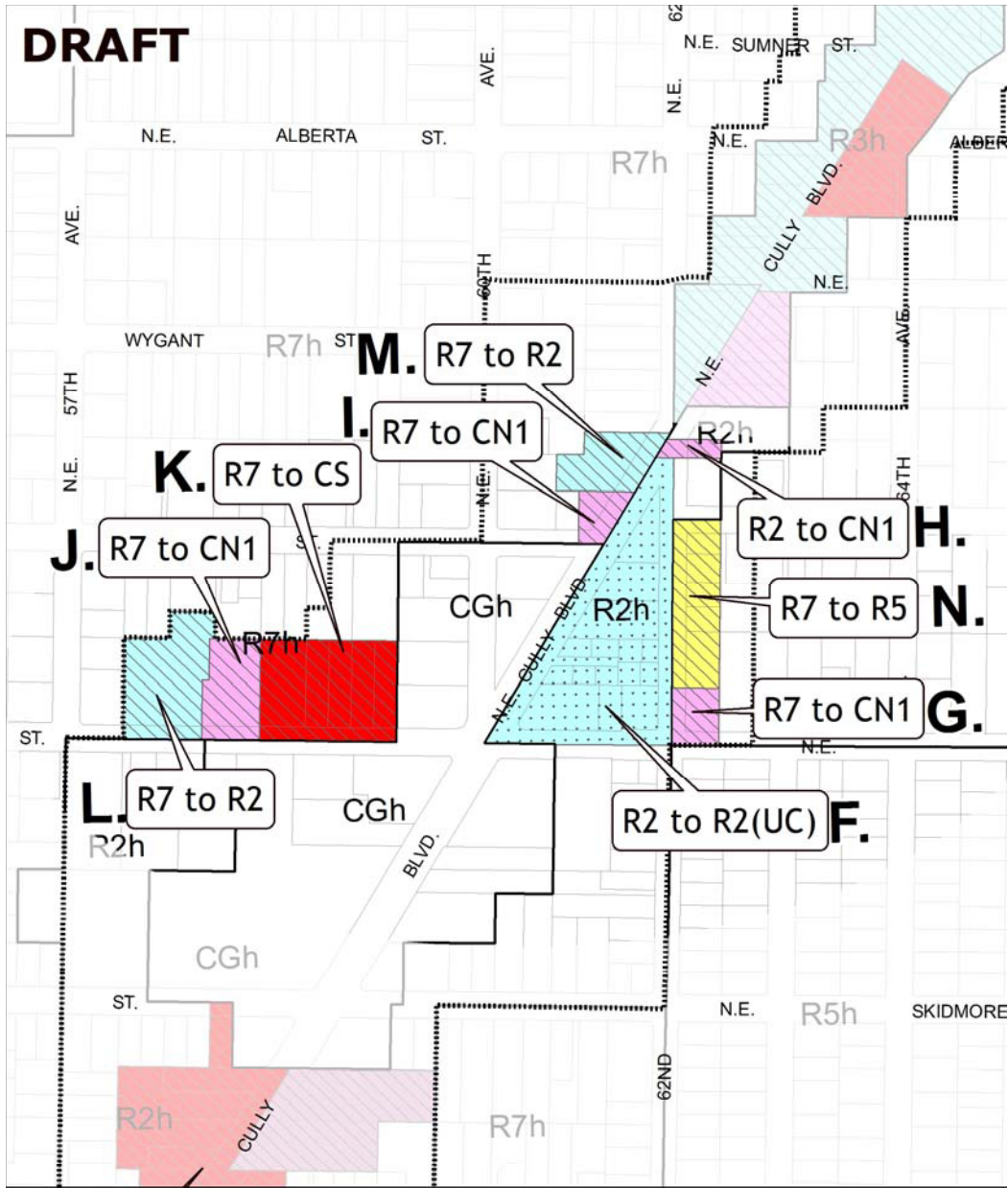
NOTE: Zoning overlays do not change unless indicated. Entire area is in the airport height (h) overlay.

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**DRAFT**



**Cully Main Street & Local Street Plans Project - Area 2: Cully Blvd/Prescott Street  
Proposed Draft Zoning & Comprehensive Plan**

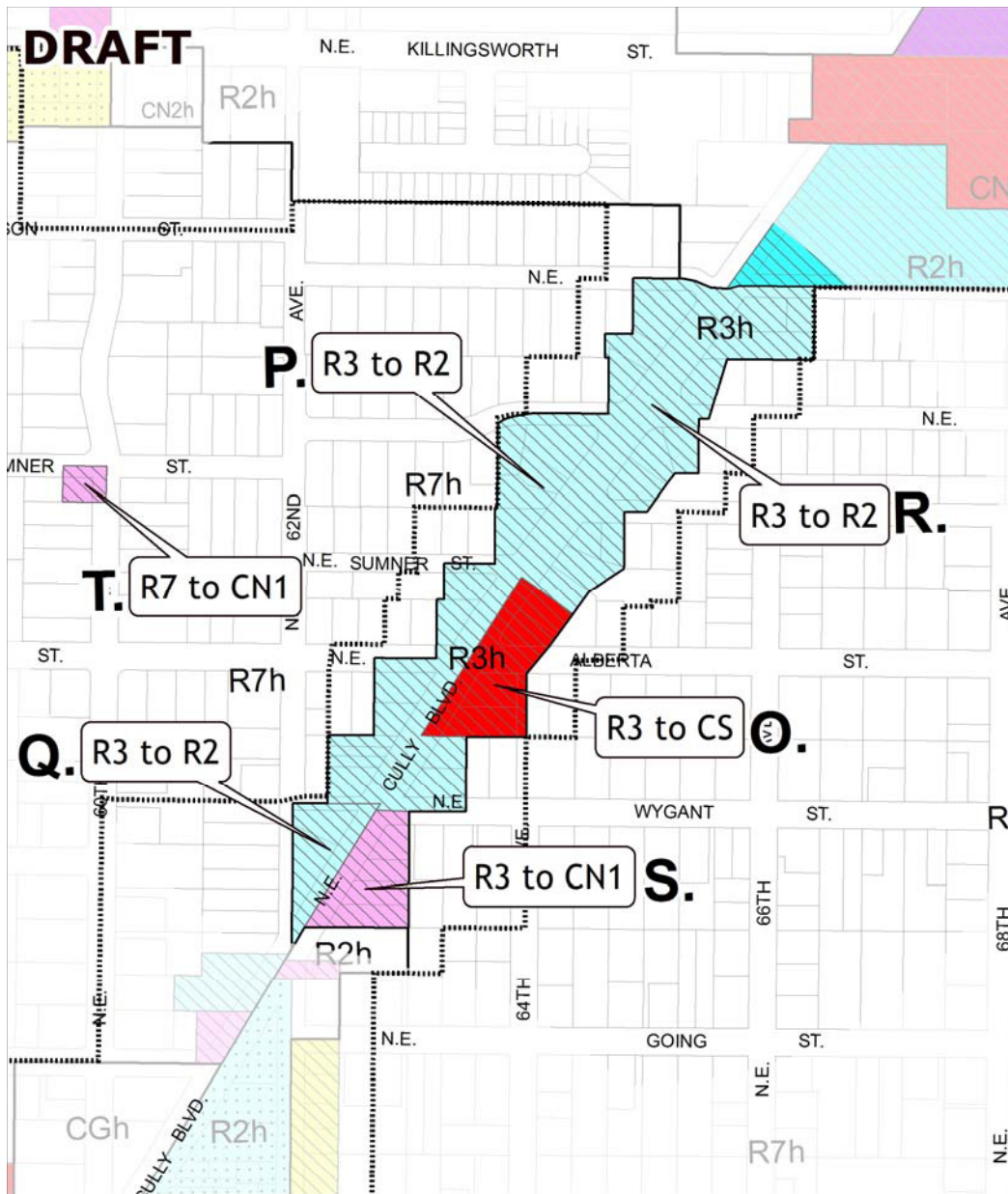
Cully Main Street Study Area		Discussion Draft Proposed Zoning	
Existing Zoning	Open Space (OS)	Single Dwelling Residential 5,000(R5)	Low Density Multi-Dwelling Residential 2,000(R2)
Proposed Zone Change	Medium Density Multi-Dwelling Residential 1,000(R1)	Storefront Commercial(CS)	Mixed Commercial(CM)
Proposed Comprehensive Plan Change	Neighborhood Commercial 1(CN1)	Neighborhood Commercial 2(CN2)	General Employment 1(EG1)
Nonconforming Use	Central Employment(EXd) w/design overlay(d)		

NOTE: Zoning overlays do not change unless indicated. Entire area is in the airport height (h) overlay.



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**Cully Main Street & Local Street Plans Project - Area 3: Cully Blvd North**  
**Proposed Draft Zoning & Comprehensive Plan**

<ul style="list-style-type: none"> <li> Cully Main Street Study Area</li> <li> Existing Zoning</li> <li> Proposed Zone Change</li> <li> Proposed Comprehensive Plan Change</li> <li> Nonconforming Use</li> </ul>	<p><b>Discussion Draft Proposed Zoning</b></p> <ul style="list-style-type: none"> <li> Open Space (OS)</li> <li> Single Dwelling Residential 5,000(R5)</li> <li> Low Density Multi-Dwelling Residential 2,000(R2)</li> <li> Medium Density Multi-Dwelling Residential 1,000(R1)</li> <li> Storefront Commercial(CS)</li> <li> Mixed Commercial(CM)</li> <li> Neighborhood Commercial 1(CN1)</li> <li> Neighborhood Commercial 2(CN2)</li> <li> General Employment 1(EG1)</li> <li> Central Employment(EXd) w/design overlay(d)</li> </ul>
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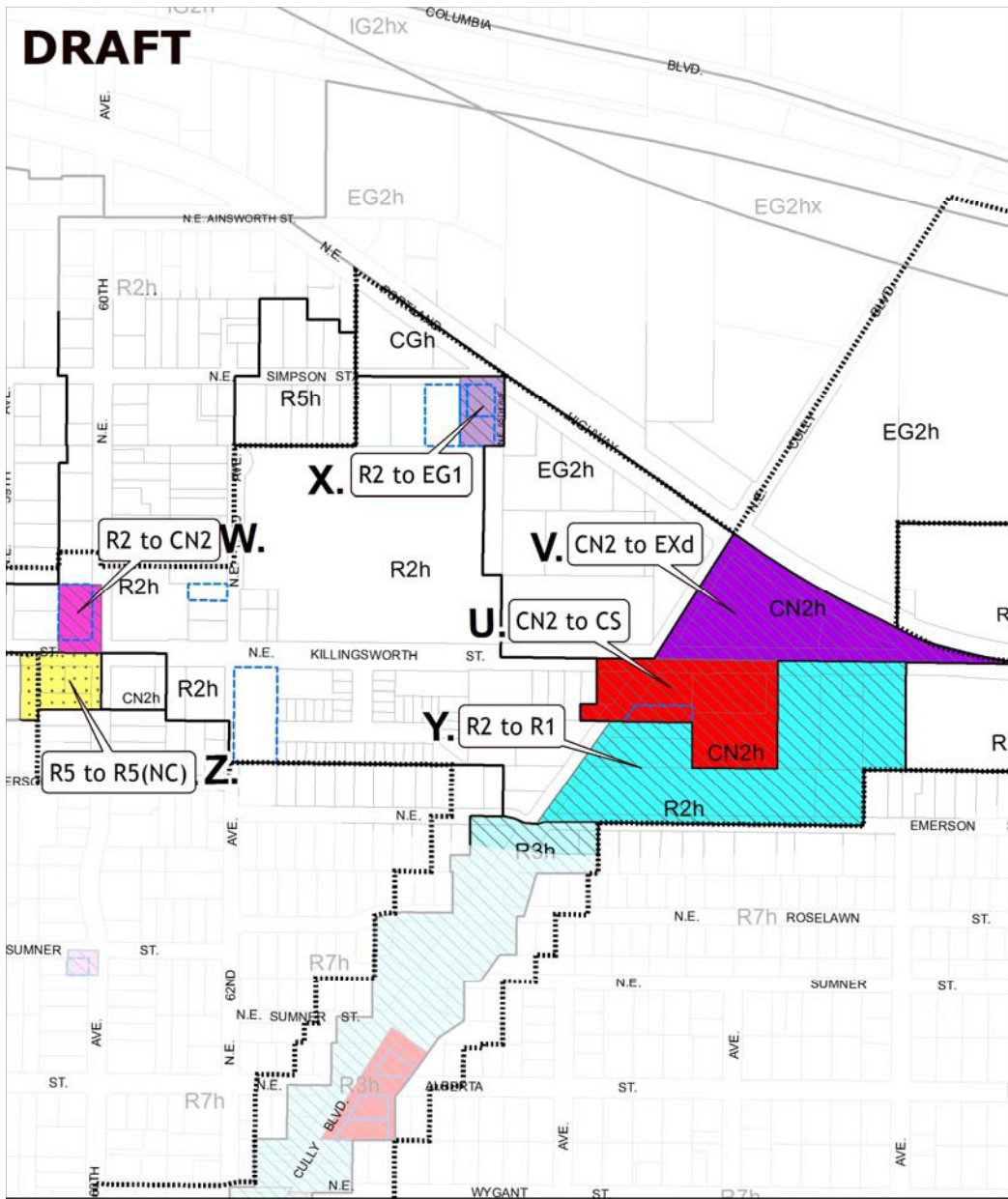
NOTE: Zoning overlays do not change unless indicated. Entire area is in the airport height (h) overlay.



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**Cully Main Street & Local Street Plans Project - Area 4: Killingsworth Street Proposed Draft Zoning & Comprehensive Plan**

Cully Main Street Study Area	<b>Discussion Draft Proposed Zoning</b>
Existing Zoning	Open Space (OS)
Proposed Zone Change	Single Dwelling Residential 5,000(R5)
Proposed Comprehensive Plan Change	Low Density Multi-Dwelling Residential 2,000(R2)
Nonconforming Use	Medium Density Multi-Dwelling Residential 1,000(R1)
	Storefront Commercial(CS)
	Mixed Commercial(CM)
	Neighborhood Commercial 1(CN1)
	Neighborhood Commercial 2(CN2)
	General Employment 1(EG1)
	Central Employment(EXd) w/design overlay(d)

NOTE: Zoning overlays do not change unless indicated. Entire area is in the airport height (h) overlay.

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