



21st/NE Clackamas

Crosswalk Safety and Public Art

PDX in the Streets Grant

- \$8500 grant application to install crosswalk with public art – ‘a painted curb extension’.
- Project selected - December, 2017.
- Contract agreement - July, 2018.
- Crosswalk installed - February, 2019.
- Final art design approval - April, 2019.
- Paint applied - June, 2019.

Before Pics



Before Pics



Crosswalk Install



Maintenance Issue



Artwork



Artwork



Artwork





SULLIVAN'S GULCH
Neighborhood Association Portland, OR

SGNA 2019 Plan Update





SGNA 2019 Plan Update

Plan Framework

The 2019 Sullivan's Gulch Neighborhood (SGN) Plan focuses on three area of interest:

- Social Equity
- Climate Action
- Livability



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Plan Framework

The SGN Plan borrows policies from *The Portland Plan* that relate these interest areas and proposes actions that respond to them.



SGNA 2019 Plan Update

TOC

1 – Policies

2 – Neighborhood Identity

3 - Urban Design

4 – Transportation

5 – Housing

6 – Main Street/Economy

7 – Recreation/Open Space

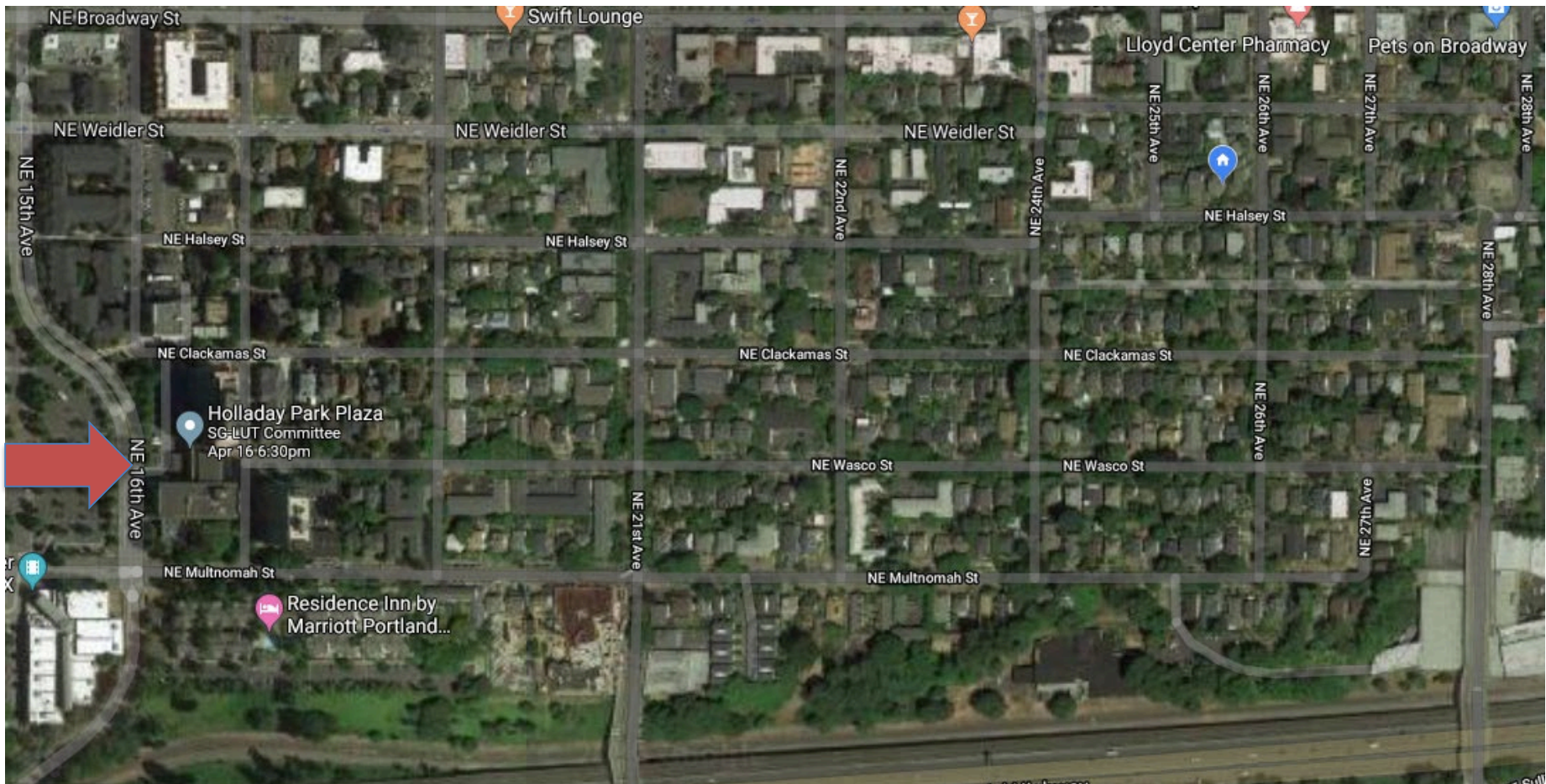
8 – Climate Action

Document Length: 45 pages



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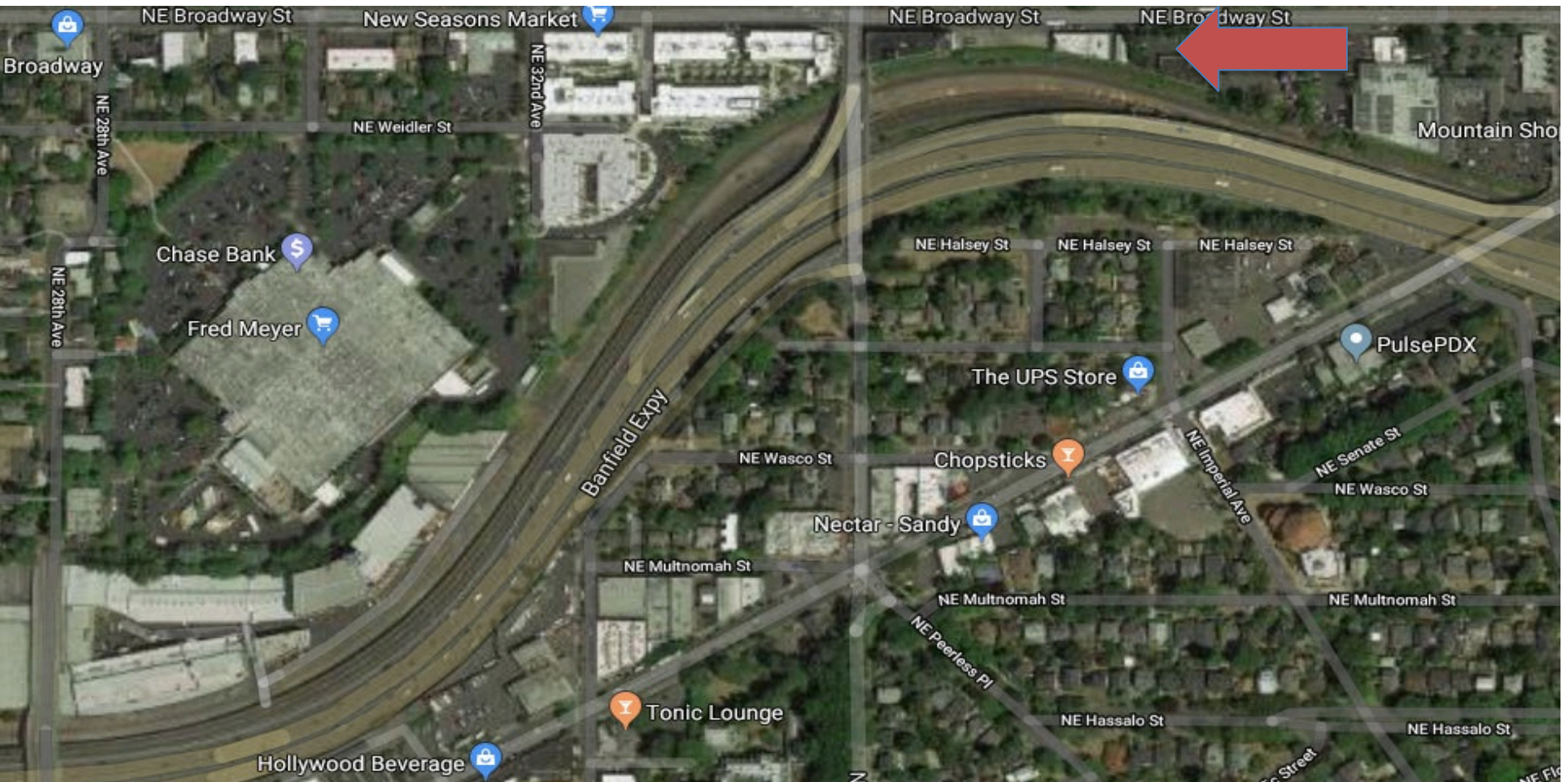
Setting – NE 16th to NE 37th; Broadway to the Gulch





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Setting – NE 16th to NE 37th; Broadway to the Gulch





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Housing - Trends

Growth Rate – 63% increase over 30 years

Tenure Mix - 10% increase in owner-occupied since 1990.

- 2018 - 30% Owner – 70% Renter

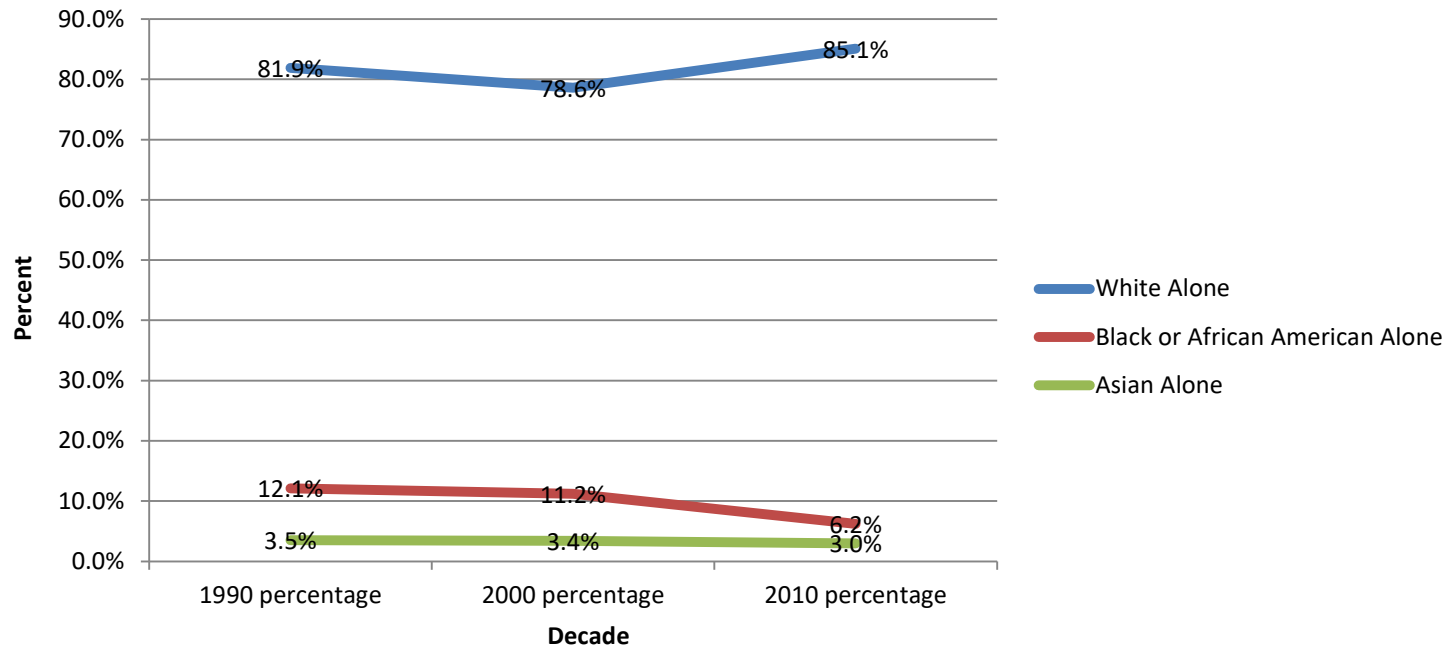


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Housing – Trends

Demographics: Adverse diversity trend with increase in home ownership and housing values

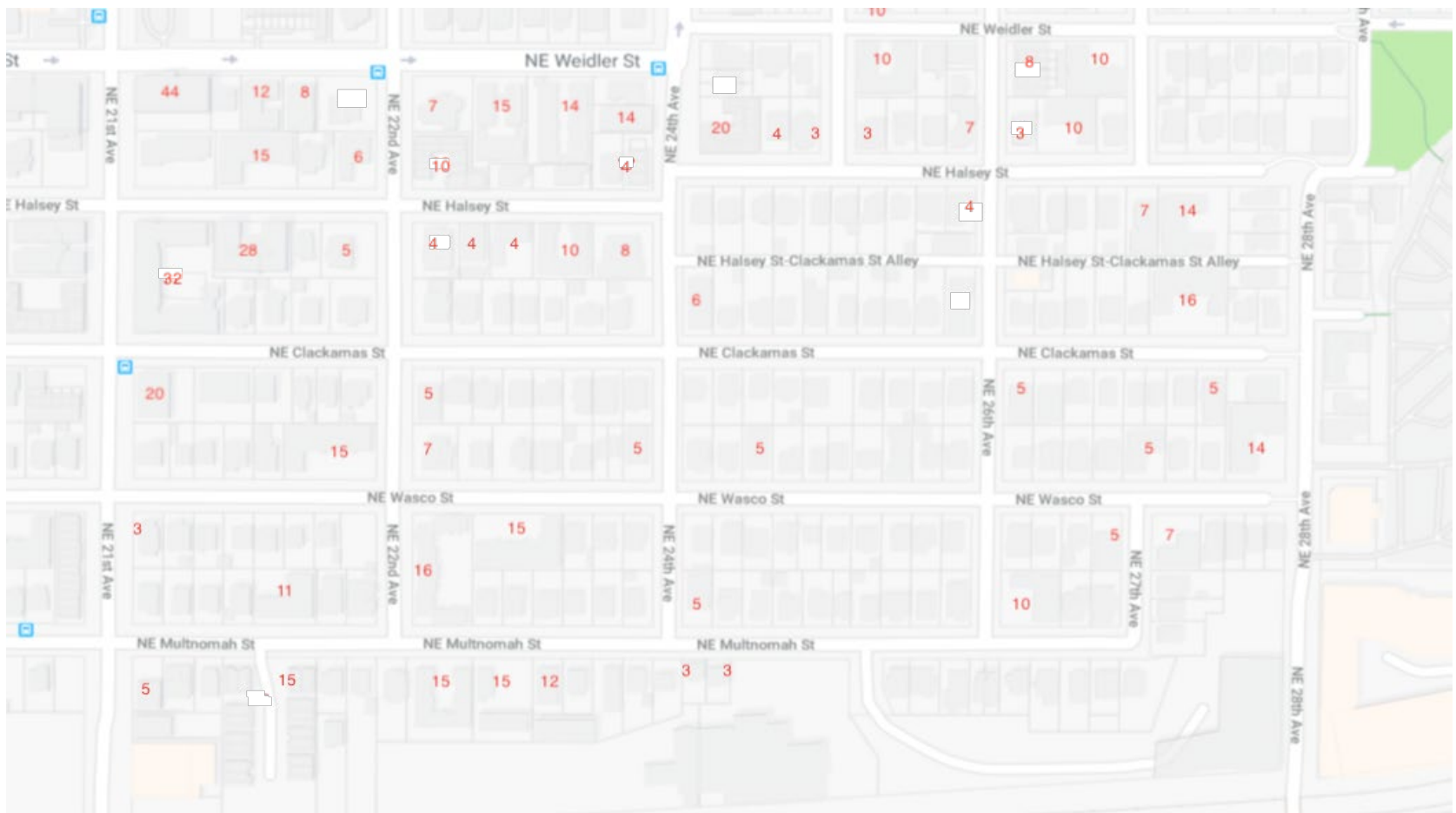
Household Characteristics Over Time





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Non-conforming Uses





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Non-conforming Uses





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Non-conforming Uses





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Non-conforming Uses





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Non-conforming Uses

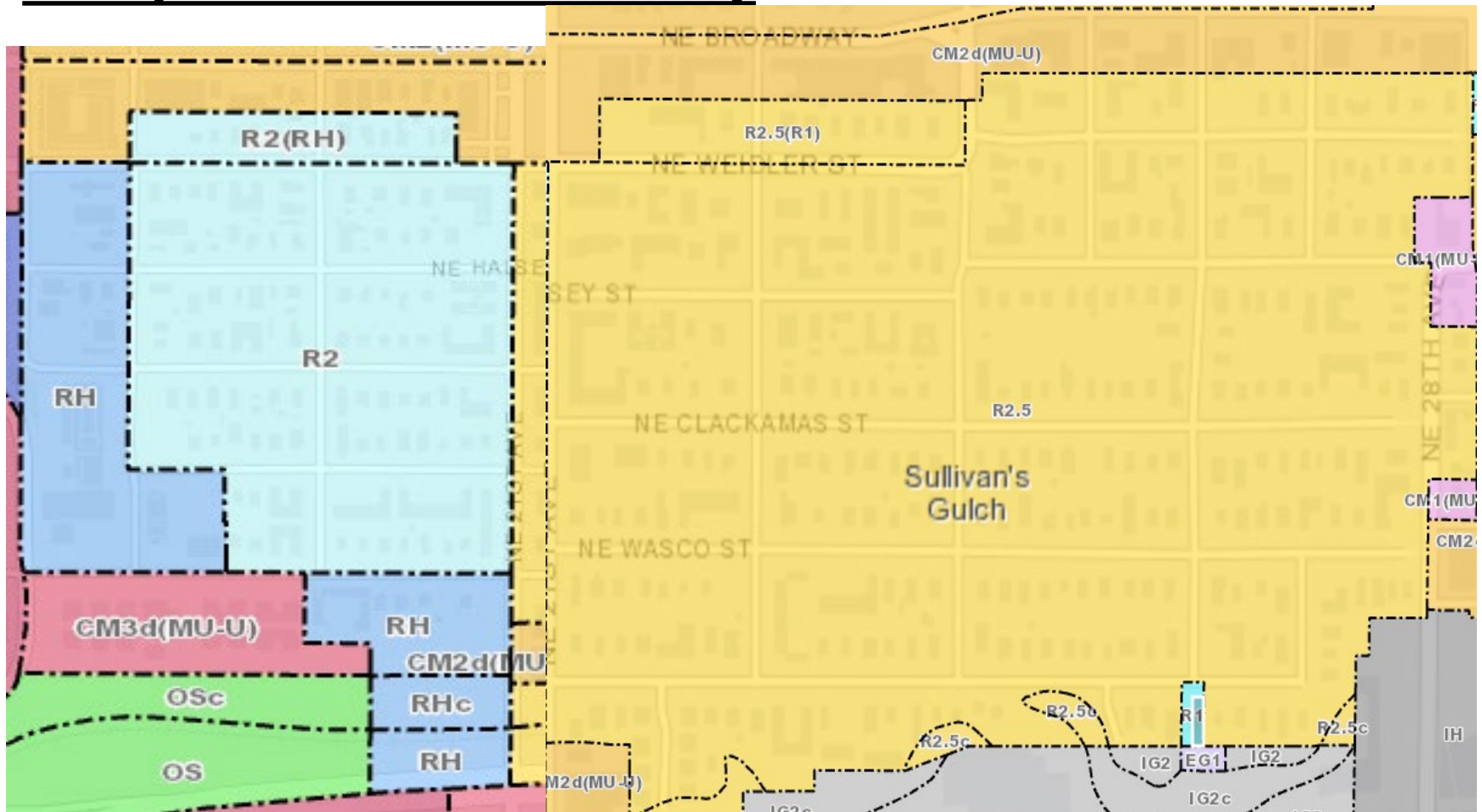
How do we make sure we don't lose the density and affordable housing that these developments provide?

What is to prevent their purchase and conversion to up-scale SFR or townhouses?



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Plan/Zone Inconsistency





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Plan/Zone Inconsistency

Ask the City to put a process in place to streamline and reduce the cost to align zoning with plan designations for owner-occupied SFR uses in corridors. Eliminate the requirement for a Type 3 land use decision for qualifying properties.



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Broadway Main Street

- We've lost so many retailers that made SGN a walkable 20-minute neighborhood.
- Broadway is not an inviting place to be because speeds are too high and traffic is too close to pedestrians.
- Broadway is the city's most dangerous street to bike on in spite of bike lanes.



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Broadway Main Street

- Engage business and property owners to make the street environment more inviting.
- Enhance transit service.
- Invest in pedestrians safety enhancements.
- Design a better bike network.
- Incent housing development on and near Broadway.



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Questions?