



# Sumner Neighborhood Plan

This plan aims to fulfill Sumner Association of Neighbors (SAN) mission of improving the social and physical livability of Sumner neighborhood.

## Intro

A Sumner land use transportation open space and parks (LUTOPS) meeting on Sept 4, 2012, prepped an initial draft plan in anticipation of a visit on Sept 18, 2012 to our neighborhood meeting by City of Portland senior planner Debbie Bischoff.

Debbie affirmed the early draft, and it was then reviewed at a general SAN meeting in October 2012, and additional feedback was accepted through December 2012. **This final draft was approved at the general SAN meeting on February 19, 2013.**

This plan describes the following six elements:

1. Transportation
2. Air quality & health
3. Green spaces & parks
4. Zoning
5. Commercial Development
6. Schools

## Executive Summary

Sumner neighborhood is located in NE Portland where NE Sandy Blvd crosses NE 82<sup>nd</sup> Ave and I-205. Our neighborhood has not had a neighborhood plan since the Cully-Parkrose plan was issued in the 1980s. Several recent plans covering nearby areas have influenced this plan. They are:

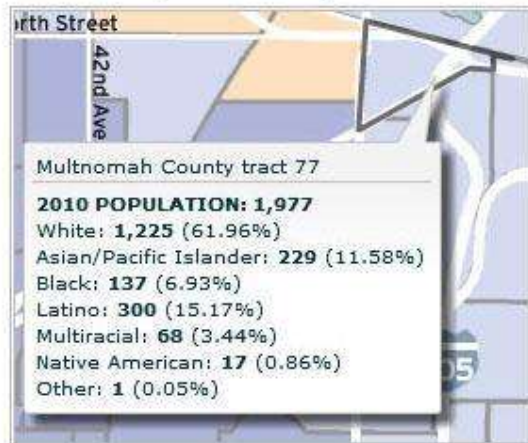
- [The Cully-Concordia action plan](#)
- [The East Portland Action Plan](#)
- [Envision NE 82<sup>nd</sup>](#)
- [Roseway Plan](#)

Though this plan expresses the wishes and goals of Sumner neighborhood residents, it not a formal plan in that it is not binding on the City of Portland. It will not, by its approval and existence, be incorporated into the Comprehensive Plan Update. However, SAN will use this plan as a tool to promote the livability of our neighborhood and to lobby for improvements to the Updated Comprehensive Plan.

Congratulations and thank you to everyone who participated in the drafting, refinement and approval of this plan. It is through your efforts that Sumner neighborhood will continue to improve in the future.

## PREFACE: DEMOGRAPHICS & CENSUS DATA

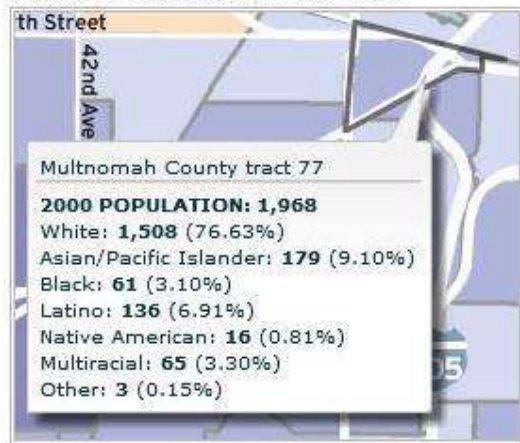
Census map of Sumner, 2010



Population and age	
Total population	2,137
Median age	37.2 (35.1 in 2000)
Pop under 18	19.6% (25% in 2000)

Race	
White	63.5% (78% in 2000)
Black	7.2% (3.1% in 2000)
Hispanic	13.2% (5% in 2000)
Asian	11% (8.5% in 2000)
American Indian	n/a

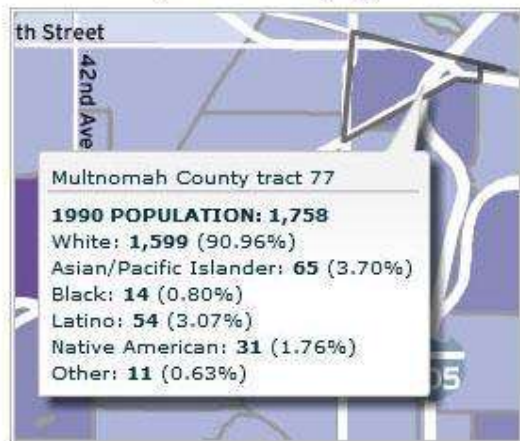
Census map of Sumner, 2000



Housing	
Total households	839
Households with under 18	22.4% (30% in 2000)
Avg household size	2.54
Avg family size	3.18
Owner occupied	73.5% (77% in 2000)
Renter occupied	26.5% (23% in 2000)
Median home value	\$192,590

Income	
Median HH income	\$47,780
HHs below poverty	13.6%

Census map of Sumner, 1990



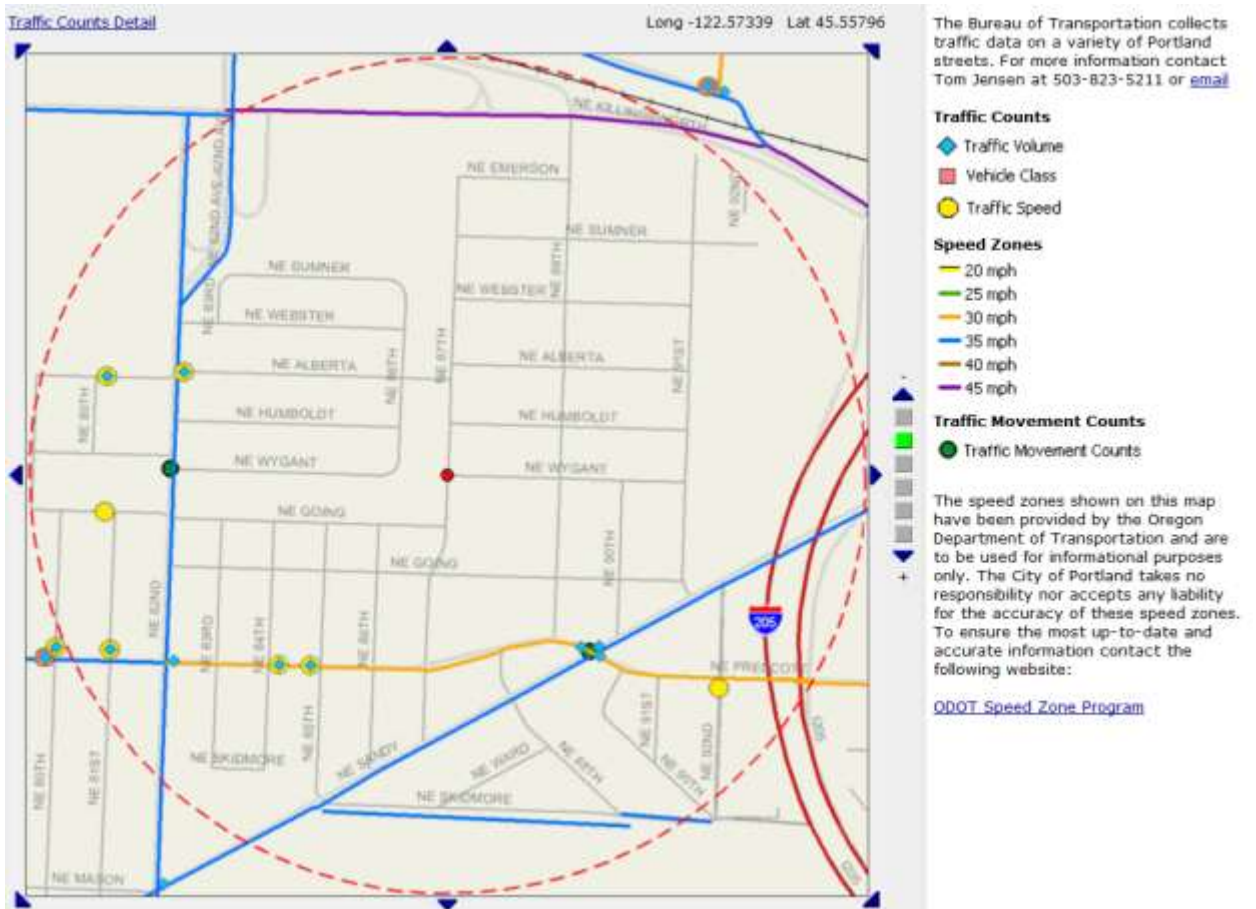
Land area & uses	
Land use	348 acres
Persons per acre	4.4
Residential:	
Single dwelling	104 acres (30%)
Multi-dwelling	15 acres (4.5%)
Commercial	12 acres (3.5%)
Employment	6 acres (2%)
Industrial	198 acres (57%)
Open Space	10 acres (3%)
Vacant/Redevel.	3 acres (1%)

Source: Bureau of Planning and Sustainability from Census, Portland GIS and ESRI Business Analysis

## ELEMENT #1: TRANSPORTATION

- Slower speeds on Sandy
- Slower speeds on Prescott via traffic calming (upcoming bike throughway)
- More crosswalks on Sandy
- Commercial speeds (20 MPH) on Prescott or NE 82nd
- Pedestrian crosswalk on Killingsworth at NE 89th
- Safer pedestrian access to I-205 bike trail at Prescott & at Killingsworth.
- Pave gravel streets affordably (bond measure) or at least regular grading/maintenance
- Discourage cut-through commercial truck traffic on residential streets
- Borrow art/design from [Cully Main Street plan](#) (p14) for conceptualizing Sandy and/or Prescott
- Traffic calming on NE 91st Ave.

## ELEMENT #1: TRANSPORTATION





## ELEMENT #1: East Portland in Motion (EPIM)

Completed in 2012, the [East Portland in Motion \(EPIM\) transportation plan](#) contains important elements for Sumner neighborhood.

### S-5. NE Sandy Boulevard Sidewalk Infill: 86<sup>th</sup> – 92<sup>nd</sup>

TIME FRAME  
2012-13



**Neighborhood:** Sumner

**Description:** Sidewalk infill on both sides of NE Sandy Blvd between NE 86<sup>th</sup> Ave and NE 92<sup>nd</sup> Ave. Portions 6-foot curb tight; other portions separated with 4-foot furnishing zone. Modification of existing fire station signal at NE 87<sup>th</sup> Ave to include pedestrian crossing function. Crossing improvement at NE 91<sup>st</sup> Ave is a top neighborhood priority.

**Benefits:** Provides safer access to high frequency #12 bus, Parkrose-Sumner MAX station, Central Northeast Neighbors office, The Grotto, businesses and residences along a High Crash Corridor. Addresses transportation equity in Sumner neighborhood. Project is within a high-scoring area in TriMet Pedestrian Network Analysis.

**Length:** 0.36 mile project corridor, 0.10 mile of sidewalk infill.

**Cost estimate:** \$150,000 (low-confidence planning-level estimate)

**Funding and partnerships:** HB 2001 citywide funds (project falls within Central Northeast Neighbors district.) PBOT Ped Safety fund, Signal Rehab fund, and/or High Crash Corridor fund for signal modification at 87<sup>th</sup>. Potential PBOT Maintenance Operations project.

### X-5. 82<sup>nd</sup> Avenue Safety Improvements

TIME FRAME  
2015-16



**Neighborhoods:** Sumner, Madison South, Montavilla, Powellhurst-Gilbert, Lents

**Description:** Crossing and safety improvements on 82<sup>nd</sup> Avenue at NE Sandy Blvd, SE Stark St, SE Washington St, SE Division St and SE Duke St. Improvements vary by location and include traffic signal upgrades, access management, sidewalk and curb reconstruction, median islands, ped countdown signals and advance warning signals.

**Benefits:** Improves safety for all modes of traffic at major intersections along 82<sup>nd</sup> Avenue.

**Quantity:** 5 intersections

**Funding and partnerships:** ODOT projects identified in draft 2012-15 State Transportation Improvement Program (STIP).



## B-4. NE Prescott Bike Lanes

TIME FRAME  
2015-16



**Neighborhoods:** Sumner, Parkrose

**Description:** Bike lanes on NE Prescott Street from NE 81<sup>st</sup> Ave to NE 121<sup>st</sup> Pl, and on NE 121<sup>st</sup> Pl from NE Sandy Blvd to NE 122<sup>nd</sup> Ave. Improvements vary by location, and potentially include shoulder paving, parking removal on one side of the street, or combinations thereof. Design must consider #71 bus stops and proposed sidewalks (project S-16).

**Benefits:** Provides direct connections between several Parkrose schools. Strengthens critical connection over I-205 freeway, linking Sumner, Parkrose and Argay neighborhoods to Cully and points west. Extends reach of proposed Skidmore Neighborhood Greenway from Cully eastward.

**Length:** 2.32 miles

**Funding and partnerships:** PBOT Affordable Transportation fund. Close cooperation needed with Parkrose School District on parking concerns near schools and district office. Coordinate with TriMet on bus stops. Potential to implement earlier by packaging with sidewalk project S-16.

## X-15. Unfunded Second Tier Crossing Improvements

TIME FRAME  
Ongoing

**Neighborhoods:** Various

**Description:** Crossing improvement project candidates that scored well during project analyses, but fell below the top tier projects that can be feasibly funded in the next five years. These include crossings on high crash corridors, crossings that would further enhance sidewalk projects recommended in section 6.2, and additional crossings on transit streets or in other high activity areas. Unfunded projects include the following:

### High Crash Corridor Crossings:

- NE Sandy Blvd at 91<sup>st</sup>/92<sup>nd</sup> Ave (also near sidewalk project S-5)
- SE Division St at 89<sup>th</sup> Ave
- SE Foster Rd at 84<sup>th</sup> Ave / Ellis St
- SE 122<sup>nd</sup> Ave at Carlton St (also near a sidewalk project S-2)

**Table 16. Recommended Crossing Improvements Associated with Sidewalk Projects**

Sidewalk Project	Crossing Location	Potential Funding Sources	Time Frame
S-1	SE 122 <sup>nd</sup> Ave at Schiller St	ODOT FF, Lents URA, HB 2001 EP	2012-14
S-1	SE 122 <sup>nd</sup> Ave at Raymond St	HB 2001 EP, Lents URA, ODOT FF	2012-14
S-3	SE 122 <sup>nd</sup> Ave at Boise St	HB 2001 EP, PBOT Ped Safety fund	2012-13
S-4	SE Stark St at 160 <sup>th</sup> Ave	HB 2001 EP, PBOT Ped Safety fund	2012-13
S-5	NE Sandy Blvd at 91st Ave	HB 2001 CW, PBOT Ped Safety fund, HCC, Signal Rehab	2012-13
S-6	NE Weidler St at 106 <sup>th</sup> Ave	HB 2001 EP, PBOT Ped Safety fund, Gateway URA	2012-13
S-6	NE Halsey St at 106 <sup>th</sup> Ave	HB 2001 EP, PBOT Ped Safety fund, Gateway URA	2012-13
S-9	SE Stark St at 133 <sup>rd</sup> /135 <sup>th</sup> Ave	HB 2001 EP, PBOT Ped Safety fund	2012-14
S-12	SE 162 <sup>nd</sup> Ave at Salmon St	HB 2001 EP, PBOT Ped Safety fund	2012-14

Source: [East Portland in Motion \(Main report\)](#)

## ELEMENT #2: AIR QUALITY & HEALTH

- See Oregonian pollution map for elements
- Formaldehyde mitigation (at MACC on Killingsworth)
- Migrate industrial zones on south side of Killingsworth to commercial zoning in order to form a buffer between residential and industrial uses.
- Get coal study issued

## ELEMENT #2: AIR QUALITY & HEALTH

### METRO-AREA AIR POLLUTION

## Mapping the risk

Using Department of Environmental Quality data, The Oregonian mapped the risk of air toxics by Census block for the Metro area. The maps show DEQ's estimates of average pollution in each Census block by 2017 compared to benchmark health goals known as "ambient benchmark concentrations," which are set at very low levels. Pollution less than 10 times the benchmarks is quite good; levels more than 100 times above the benchmarks raise concerns. Zoom in and click on your neighborhood to get specific results and check out the maps of individual sources for more details.

> READ THE STORY: [Northwest Portland neighbors push and work with Esco to reduce pollution](#)

CHOOSE MAP: **TOTAL RISK** INDUSTRY CARS & TRUCKS CONSTRUCTION LAWN & GARDEN WOOD BURNING



Source: [Oregonian](#), March 2012, via DEQ data



### ELEMENT #3: GREEN SPACES

- ODOT property (SAN lot) converted to park space
- Helensview property improved for park-like use (playfields, garden, playground, etc.)
- Vacant houses (flip to Parks Dept.)
- ODOT property near the Grotto improved for natural area and walking trail
- Johnson Lake ring trail, per EPIM plan
- Small Boat/kayak access to Johnson Lake
- Improved pedestrian access to Johnson Lake and upcoming 'IKEA trail' via west side of I-205
- Explore boat rental at Johnson Lake

### ELEMENT #3: GREEN SPACES

#### Johnson Lake property

This undeveloped property is currently owned by Portland Parks. The lake was a former resort and was recently cleaned up by the Owens-Illinois glass factory on the south shore of the lake under DEQ supervision.

1

#### Helensview schoolyard

This 11-acre site is the former Sumner elementary school. Similar yards are Portland Parks at other nearby elementary schools such as Harvey Scott and Rigler. The school and yard are currently leased by the MESD from Parkrose School District for Helensview High School.

2

#### The ODOT property

This 10+ acre field has a view, overlooks the freeway and MAX, and is currently owned by ODOT. The Eastside MAX Stations Community Project envisions this property as a 'park/community center.' It has long been the subject of neighborhood interest as a park.

3

#### Rocky Butte trail

This property is owned by ODOT and adjoins property owned by The Grotto and Portland Parks. There is an undeveloped trail that connects to Rocky Butte Park.

4

Top potential park sites for Sumner neighborhood



#### Gateway Green

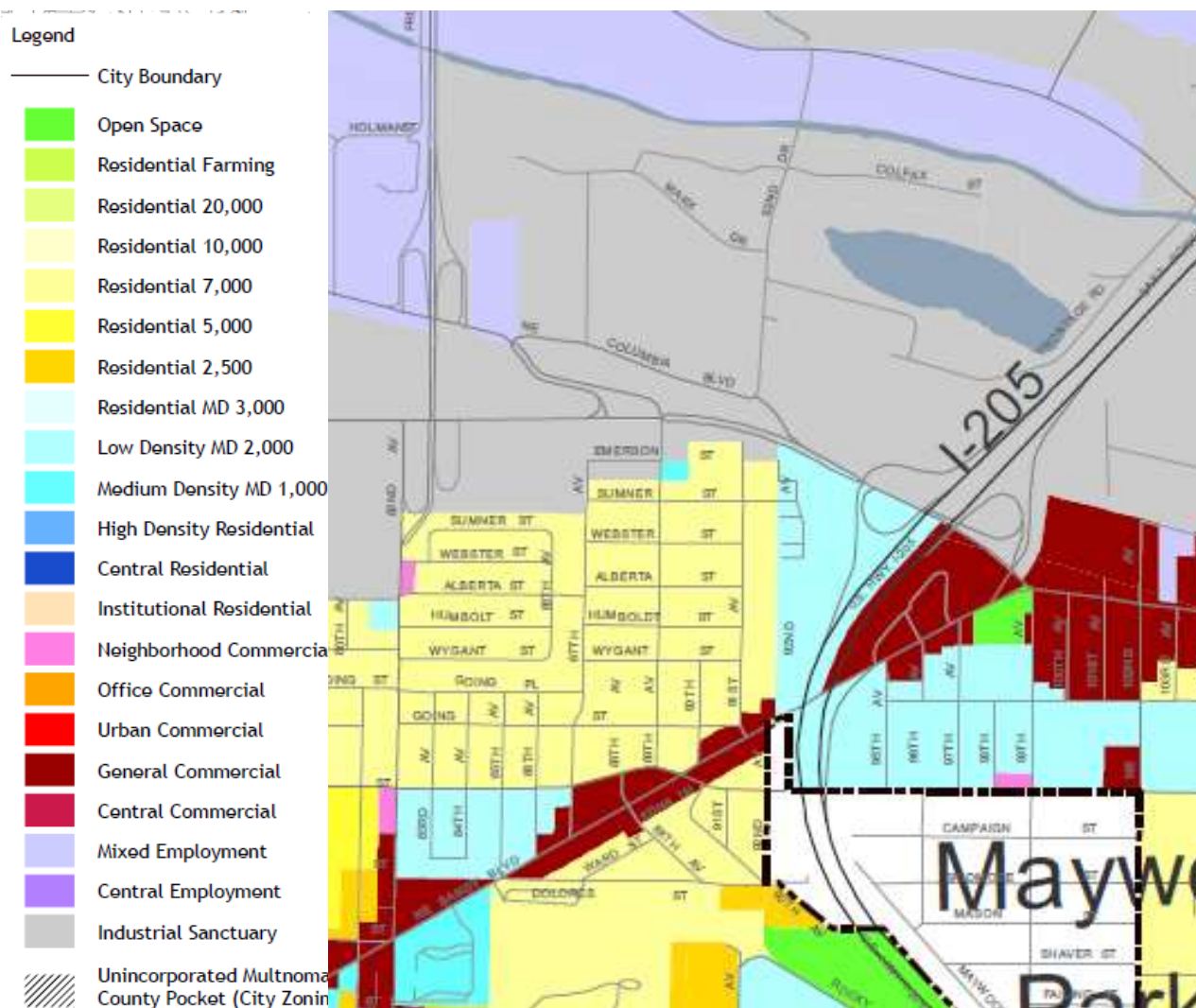
(off map)  
Not in Sumner neighborhood but could be linked with sites #3 & 4.

## ELEMENT #4: ZONING

- Helensview - Flip to non-industrial zoning
- [Duplicate item from element #2] Migrate industrial zones on south side of Killingsworth to commercial zoning in order to form a buffer between residential and industrial uses.
- Explore pros/cons of neighborhood commercial zoning on Prescott and NE 82nd
- Better neighborhood zoning review process
- Work with the city to develop pro-active land use and nuisance enforcement processes

## ELEMENT #4: ZONING

Zoning map: Comp Plan Update (Aug 2012)



Source: <http://www.portlandoregon.gov/bps/article/59266>



## ELEMENT #5: COMMERCIAL DEVELOPMENT

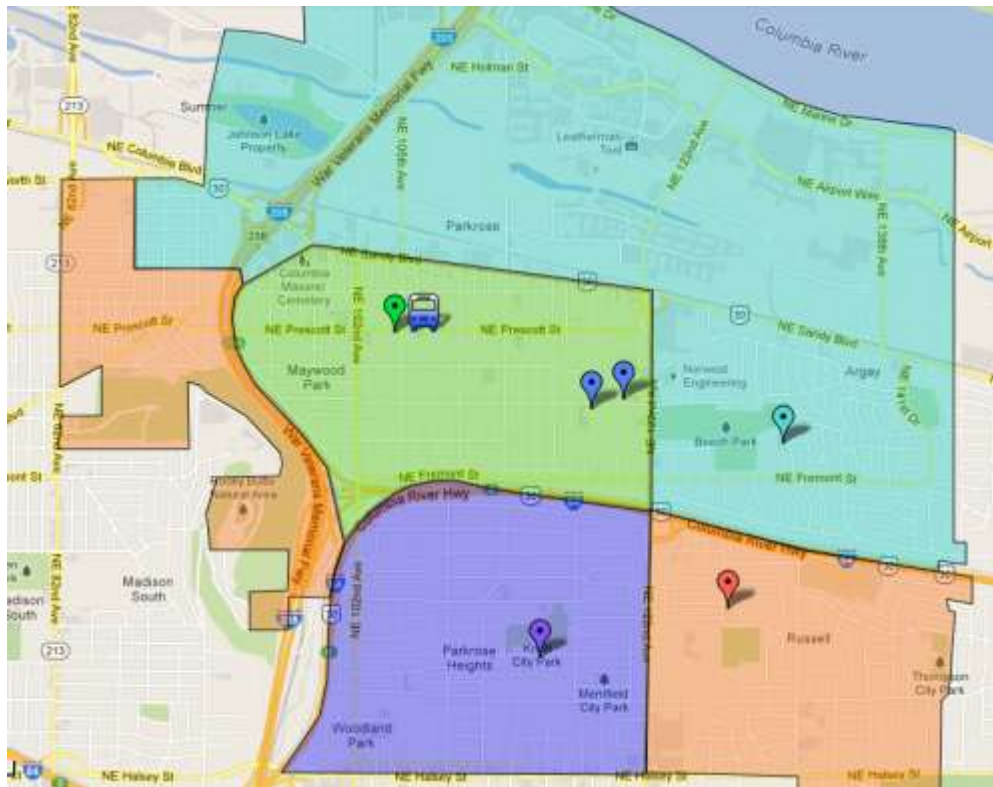
- Explore mixed use on Sandy (commercial downstairs/residential upstairs)
- Widen variety of neighborhood-oriented businesses (for example, grocery store, bakery, coffee shop, food carts)
- Store front improvements
- Walkable commercial district
- Mixed use site at DAV Bingo on Sandy
- Farmer's Market

## ELEMENT #6: SCHOOLS

- Walkable neighborhood school

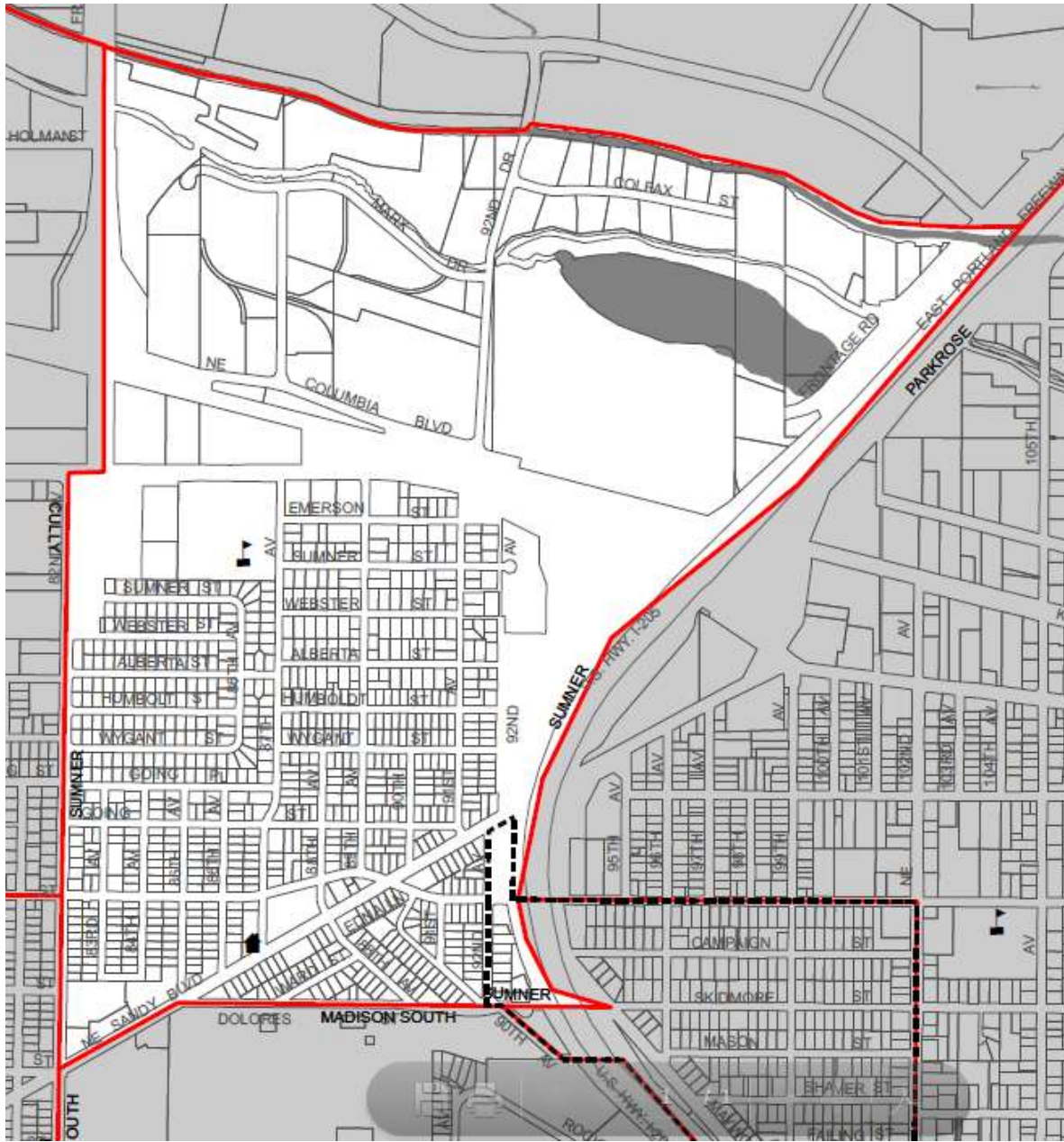
## ELEMENT #6: SCHOOLS

Currently, school-age children in Sumner neighborhood attend two elementary schools on the far side of Parkrose School District: Russell Academy (at 2700 NE 127<sup>th</sup>) and Shaver Elementary (3701 NE 131<sup>st</sup> Pl).



Source: <http://do.parkrose.k12.or.us/index.php?id=91>

# APPENDIX: NEIGHBORHOOD MAP



Source: [Portland Office of Neighborhood Involvement](#)