



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**



Lower Southeast Rising Area Plan Project Advisory Committee Meeting #9 October 24, 2022 | 6:30 – 8:30 pm

Meeting Notes

Meeting started at 6:34 pm.

Attendance:

Committee members

Anna Weichsel, Bevan Augustine, Kathy Brock, Meesa Long, Nancy Chapin, Pam Hodge, Scott Goodman, and Tim Williams

City staff

Barry Manning, BPS; Bill Cunningham, BPS; Cassie Ballew, BPS; Hector Rodriguez-Ruiz, BPS; Laurel Priest, PBOT; Zef Wagner, PBOT

Introductions:

Guest – Stephanie Hendricks (Brentwood-Darlington NA Chair)

Public Comment:

No comments

Updates: Public Involvement Summary shared and posted on the project website. Others?

- The [Preferred Framework Report](#), documenting how public input shaped the preferred land use and transportation framework is now available online.
- Also, an [Addendum to the Public Involvement Report](#) has been posted which includes the full set of Spring-Summer survey questions and responses, included the open-ended responses.

Concepts for Zone Changes – overview and discussion

Bill shared concepts for zone changes to implement the preferred Centers and Corridors community development scenario. The presentation and discussion focused on the areas where potential zone changes are focused, including the potential new Brentwood-Darlington neighborhood center, and the 72nd, 52nd, and Woodstock corridors.

Overview of zones:

- RM1 – 2-3 stories,

- RM2- 3-4 stories
- CR – 2 stories (corner stores)
- CM1 – 2-3 stories (small-scale mixed use)
- CM2- 3-4 stories (mid-scale zone, centers, and corridors)

Question about parking requirements for different zones. Parking is generally not required for smaller properties (up to 10,000 sq. ft.), for development that includes affordable units, and for smaller development close to frequent-service transit.

Neighborhood Center – West End (expansion of commercial and multi-dwelling zoning)

- Anna: Wondering about the mix of the commercial and residential zones. Would the commercial zones mean we could get large box buildings? Is there a way to create more opportunities for smaller businesses? Concerns about self-service storage. Bill responded that the CM1 and CM2 zones being considered would not allow self-service storage. The zoning code would not disallow big-box retail, but the small sites in the area would make it difficult to do large-scale retail.
- Kathy: This doesn't really protect existing residents very well. It has the potential of my home abutting a 3-4 story building. It should be deployed more gradually. I'm just north of Flavel on 72nd so it is CM2. Bill responded that scale differences between new and existing development could be an issue, all the regulations in the CM2 zone require that large buildings step down in scale next to single-dwelling zones and have a landscaped buffer.
- Nancy: Will there be any kind of design review in this area? Are there any design standards that can help with the transition of commercial to residential?
- Anna: How do we deal with the height exceptions or cases where developers find ways to get around height requirements and add a 5th story. Concerns that neighborhood would not be able to provide comment or have influence on the process. Concerned about limitations of design review process if the 'd' overlay is added. Bill responded that the CM2 zone outside of the d-overlay has a 4-story limit (45-feet high), but that five stories are allowed in the design overlay, which is typically only applied in larger centers.
- Scott: Do we have an estimate of how many jobs could be added within the proposed (revised) commercial center? Seeing all these zoning changes can be overwhelming and it could be helpful to see numbers associated with these changes to tell the story of the proposed plan. Bill responded that BPS does have a methodology for estimating the numbers of jobs and housing units that can potentially be provided by zone changes. However, such estimates are not very reliable at a localized level. It is hard to predict what mix of retail, office, or residential might be provided by new commercial zoning in a given area.
- Tim: Concerned about the extensive unknown about what the changes could bring? When you make these changes, what is the likelihood that these changes will make a difference?
- Meesa: I was curious about that too... wasn't there some sort of incentives that brought businesses to the new Lents town center?
 - Bill: It would be good to look at these tools in relation to the new center. One of the primary tools the City uses are when an area is within a Neighborhood Prosperity Initiative Area (NPI), such as applies in the Jade District and in Cully. Staff will need to discuss possibilities for such an approach with Prosper Portland, which established the NPI system.

- Laurel: Lents Town Center was also part of an urban renewal area put together by Prosper Portland and they can offer affordable commercial tenancing to encourage small businesses to move into new commercial spaces.
- Anna: How will the plan support homebased businesses? These already have a large presence in the area and it would be nice to see them supported. Bill responded that the multi-dwelling zoning being considered along the corridors would allow home based businesses in those locations to expand, beyond the usual limits that apply to home-based businesses in residential zones. Along the corridors in multi-dwelling zones, businesses would not be limited to the eight-customer per day limit for home-based businesses, but would still be limited to being small (maximum size of 1,000 square feet per business).
- Zef: We have heard many times that from this committee and the neighborhood that there is a desire for pedestrian improvements and improved services/amenities. We cannot get these things without density – please keep this in mind. One thing to note in this area south of Flavel is that the streets are in very poor condition and have poor connectivity. Up-zoning makes it more likely to get those streets improved through redevelopment. Additional people also provide some of the customer base to support a neighborhood business district.

Neighborhood Center – East End

Bill raised the issue of what zoning would be appropriate on 82nd Avenue around Flavel. What kinds of land uses would people like to see? The existing EG1 zone is intended for employment/light industrial uses, and allows some retail, gas stations, drive-throughs, and self-service storage, while prohibiting residential.

- Nancy: It would be great to change this area to CM2.
- Bevan: Would CM2 zoning likely lead to more employment opportunities than EG1?
- Pam: Change to CM2
- Scott: Change to CM2
- Anna: Agree with the change to CM2 but concerned we would see really large developments. Is there a way to restrict property owners from consolidating lots to create large buildings? Bill related that the zoning code does not prevent lots from being consolidated, although lot consolidation is not an easy process when properties are owned by multiple different owners. Bill noted that the CM2 zone does not allow self-service storage, gas stations, or drive-through uses.
- Tim: It's hard to look at this intersection and the types of businesses that are there and having that influence my support to change this zoning to CM2.

72nd Avenue + Woodstock (expansion of multi-dwelling zoning along the corridors and at the western edge of the Lents Town Center, small amount of upzoning to CM2 at the 72nd & Woodstock intersection)

- Scott: Curious if there are some plans to provide zone changes in relation to the changes to the slip lane and changes to the Arleta triangle?

- Zef: The CM2 zoning around the area could only help here. It will help bring in more people, more buildings, more infrastructure. Currently, the site is designed for the existing property and uses and by increasing the zoning nearby it could give more incentive to make additional improvements.
- Kathy: The triangle, unfortunately, is mostly being used by homeless campers and nearby businesses who are using it for extra parking. Sad.
- Tim: Very supportive of improvements at the triangle and the proposed zone changes could be used to provide more commercial and density to active this area.

52nd Avenue (upzones to CM2 and RM2 at key intersections, upzone from single-dwelling zoning to multi-dwelling or commercial along the corridor)

- Pam: There are some cultural institutions at 52nd and Flavel (Moose Lodge and Hispanic Church). Is there a program that would help those existing institutions remain in place if/when the site is redeveloped?
- Zef: Are they renters or owners? If they're owners, they don't have to redevelop and would not be displaced. Note: BPS staff followed-up after the meeting and found that the Moose Lodge and the church owned the properties where they are located.
- Kathy: I think four stories would affect neighborhood character poorly.
- Scott: Questions about change to Apostolic Church and rezone of property. Could rezone of this property happen? Have we talked to the owners? Could we do some outreach?
 - Pam: Also concerned with outreach to Apostolic Church. Yes!! Apostolic Faith outbuildings have been largely vacant since COVID.
 - Zef: I think they also own the RM1 area across Duke, no?
 - Bill: Staff will follow up with the church about potential zone changes.
- Bevan: Like the direction this plan is showing. Why are we choosing to rezone the SW corner at Cooper and 52nd to CM2, but not the properties to the south of it? Could we continue this zoning down to the rest of the CM1 to CM2?

Zoning Concept Board

Cassie shared a link to the Zoning Concept Board, to provide an opportunity for people to provide comments on the potential zone changes after the meeting.

Concept board link is here: [PAC Meeting 10/24 - Existing Zoning and Concepts for Zone Changes](#)

**To leave comments use the tools in the toolbar at the top of the board.*

Transportation Project Prioritization

Zef provided an overview of potential transit changes (including changes being considered by TriMet's Forward Together project), the approach to project prioritization, and potential priorities for corridor, neighborhood greenway, and local street improvement projects.

TriMet Forward Together

Zef shared an alternative route for Line 10, which would move it from Duke to Harold, before going south on SE 72nd, which would allow more of the 72nd corridor to be served and provide better access to Mt. Scott Community Center and the Heart of Foster neighborhood center and the Mercado.

- Stephanie: Like that there will now be more ways for people in the neighborhood to travel to the shopping center at Johnson Creek and 82nd.
- Anna: Like both suggestions for line 10, but would like better connections to southwest. Interested in more reliable information about how people get around. Zef responded that TriMet uses Hop Card information on how people travel by transit, which is fairly reliable.
- Laurel: Here is the link to the TriMet site for more details and to give feedback: trimet.org/forward
- Kathy: here are some of the details for the changes to the 10: trimet.org/forward/#10
- Anna: Are there more plans to expand line 19? Concerned about number of changes that may be needed to still get downtown, will that be improved?

Harold or Duke?

- Tim: Tim: From Mt. Scott-Arleta perspective, they like the transit on Harold. Improvements to the community center could make it a more appealing destination.
- Meesa: Concerned that the Harold option would remove transit on Duke, a line that is actually within Brentwood Darlington. The Harold option would better serve Arleta, but would leave many residents around Duke having to walk in areas with no sidewalks. It is difficult for folks in the area to safely access Woodstock for transit now, especially since there are no crossings on Woodstock. Also concerned about not having a straight route on Flavel.
 - Zef responded a trade-off is travel within the neighborhood versus access destinations outside the neighborhood. Having transit extend all the way on Woodstock and become frequent service (Line 4) would increase prioritization of improvements along Woodstock, including pedestrian crossings, and also noted that the streets connecting between Duke and Woodstock have sidewalks.
- Bevan: Agree with Meesa's comments. As someone who uses the Duke bus line, it is hard to see this go away. Would feel more comfortable with the Harold option if there are safe routes to bus lines. Zef related that improvements planned for Duke, including sidewalks and crossings, will make it easier for people to walk safely to 52nd and to 72nd. Service on both Harold and Duke could be possible with more funding.
- Anna: At 52nd and Duke, this line is heavily used by the school students. If we want to nurture these students to really use mass transit and make it a good experience, we should think hard about how this transition works. Need to do more outreach with students.

Project Prioritization

Corridors

- Tim: Would the location of the Mercado and the community center prioritize Harold as a corridor versus Duke? Zef responded that the destinations and potential transit on Harold could make it a priority. Also noted that Duke already has improvements funded, including crossings and sidewalks.

- Bevan: Harold and Steele already seem fairly well improved and do not seem to need more improvements. Agree with the proposed approach to prioritize corridors staff has identified.
- Anna: Would like to see prioritization of Brentwood Darlington.
- Anna: Also think that Steele could benefit from more signage or traffic calming tools to help slow down traffic. Zef noted that adding striping for bike lanes would provide a narrower appearance to the roadway on Steele, which can help slow traffic. Steele could be prioritized as a neighborhood greenway.
- Tim: Really anything to slow down traffic (motorcycles) would be great.

Neighborhood Greenways

- Meesa: Is Ogden is going to be a greenway to serve the gap in BD? Zef related that the complete network needs to be seen in terms of existing/funded greenways improvements, as well as the potential future priorities.
- Anna: The Knapp crossings at 52nd and at 45th are very dangerous and need more improvements/crossings/traffic calming. Would suggest going one or two streets north. Zef indicated that more analysis is needed, as the crossings are problematic.
- Bevan: If we can make all of these bike projects tier 1 then I'm all for it! Otherwise I think the proposed prioritization makes sense.

Local Street Improvements

Zef indicated that there is not a funded program for paving streets in the area or for traffic calming improvements, but that traffic calming can take place in conjunction with street repaving projects.

- Kathy: Please keep pushing for paving.

Wrap up and next steps

- Staff has started working on the outline for the full draft plan.
- Next Committee meeting will be scheduled for early 2023, likely as an opportunity to review the Discussion Draft plan.

The meeting ended at 8:40 pm.