

# LOWER SOUTHEAST RISING



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**Lower SE Rising Area Plan PAC**  
October 24, 2022

**PBOT**  
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# Agenda

Time	Agenda Item
6:30 p.m.	Welcome and Introductions/Committee Check-Ins
6:40 p.m.	Public comment
6:45 p.m.	Updates
6:50 p.m.	Concepts for zone changes
7:35 p.m.	Transportation Project Prioritization
8:20 p.m.	Wrap up and next steps



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# Welcome and Introductions

Name/pronouns  
Favorite Halloween Candy?



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# Public Comment



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# Project Goals

- Increase commercial opportunities and neighborhood-serving businesses
- Increase housing affordability and choices
- Expand active and green transportation access
- Improve public amenities accompanied by anti-displacement strategies
- Welcome collaboration for policy, technical expertise, and funding



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# Updates

- **Now online:**
  - Public Involvement Summary
  - Preferred Framework Report
- **Other updates?**



**LOWER SOUTHEAST RISING** *DRAFT*

**Public Involvement Summary for Spring-Summer 2022**  
Alternatives analysis and Framework Plan development

During the summer of 2022, the City of Portland's Bureaus of Transportation and Planning & Sustainability asked the public to provide feedback on several land use and transportation options. The information was primarily shared through an online open house, with participants encouraged to take a survey after viewing the materials. Additional engagement included two in-person community walks, two group bike rides, pop-up engagement tabling at community spaces, meetings with neighborhood groups, and partnering with Latino Network to connect with Spanish language speaking residents and workers in the Lower SE area.

**2022 OUTREACH AT A GLANCE**

- ONLINE OPEN HOUSE & SURVEY**  
Summer 2022
- 517** ONLINE OPEN HOUSE & SURVEY PARTICIPANTS
- 4** COMMUNITY WALKS & BIKE RIDES  
Spring 2022
- 5** PROJECT ADVISORY COMMITTEE MEETINGS
- 10+** PRESENTATIONS, LISTENING SESSIONS, AND POP-UPS



*PBOT Co-Project Manager Bryan Poole leads a community walk in the Brentwood-Darlington neighborhood*



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# Concepts for Zone Changes



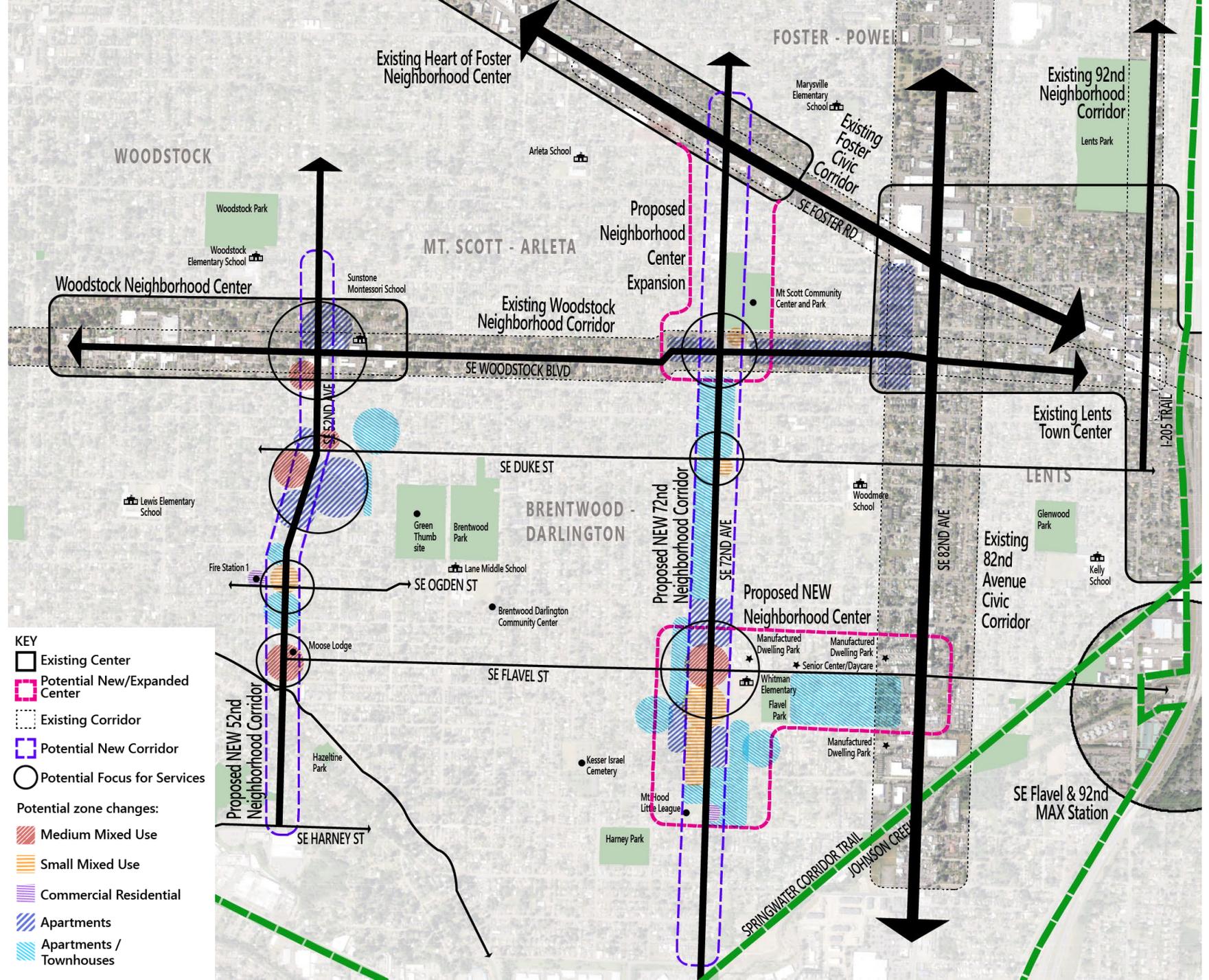
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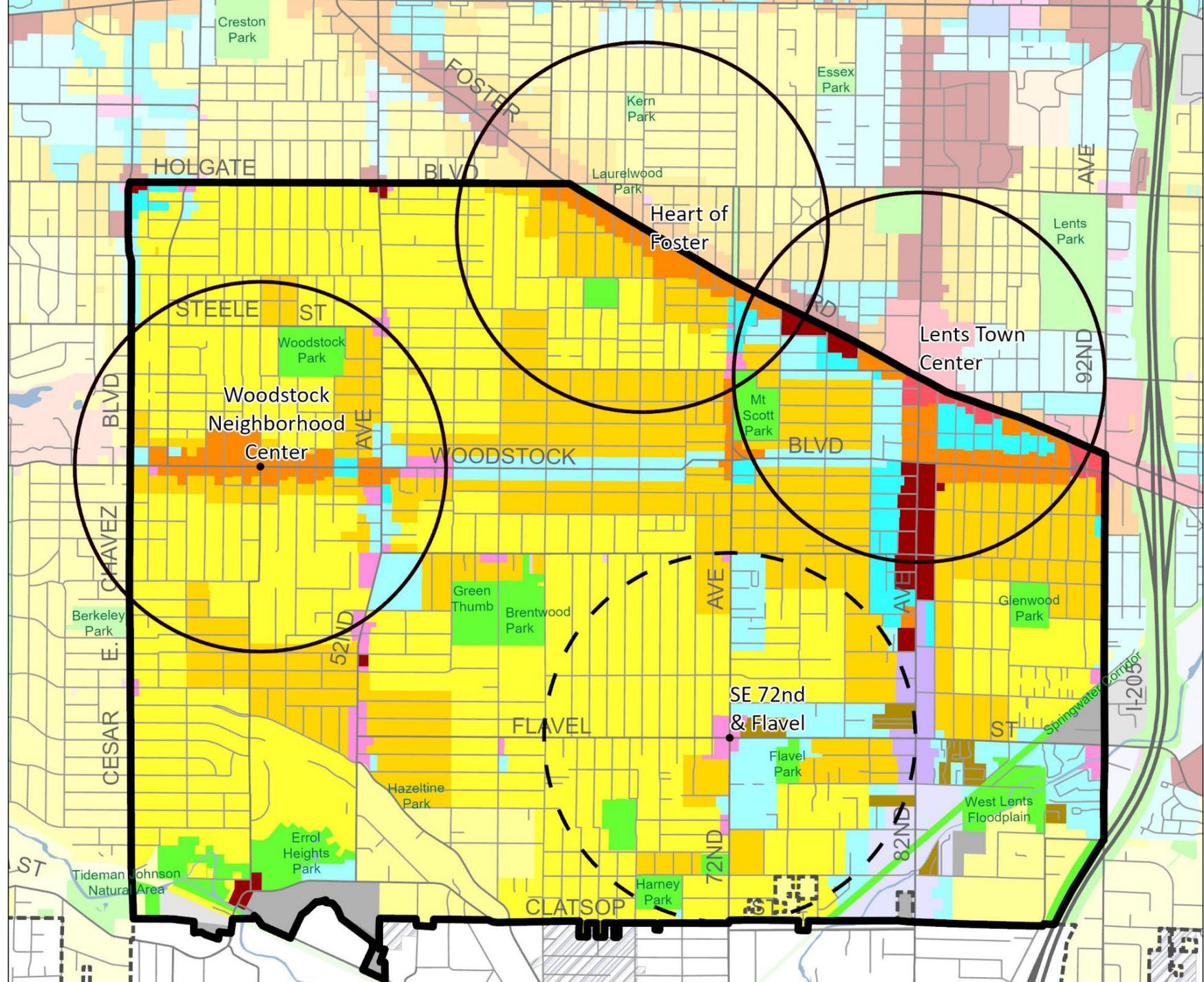
# Recap: Preferred Community Development Scenario

## Centers + Corridors



# Recap: Access to Services Context

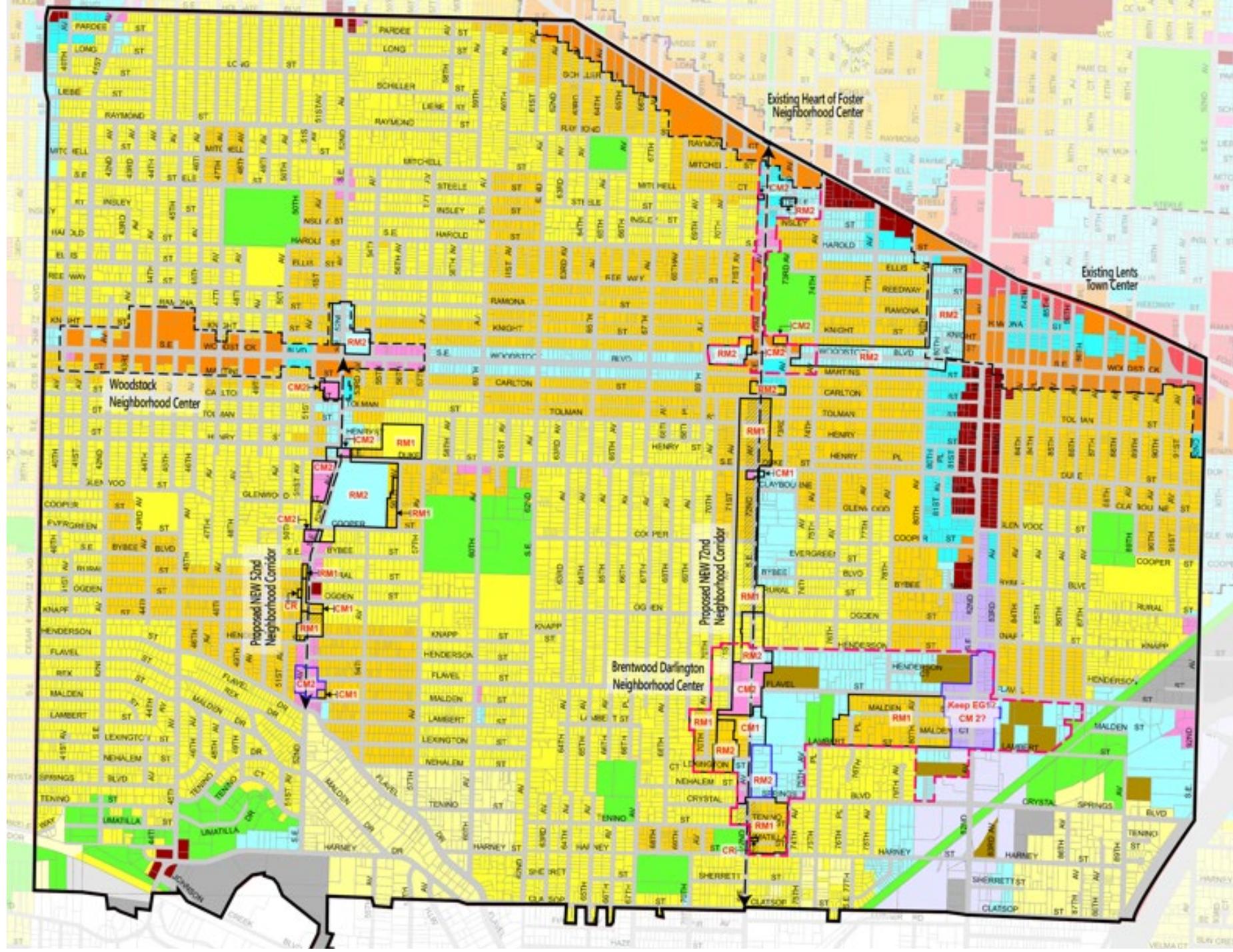
## Existing designated centers



# Concepts for zone changes to implement the Preferred Community Development Scenario

Map shows existing zoning overlaid with potential zone changes (outlined in black and labeled in red)

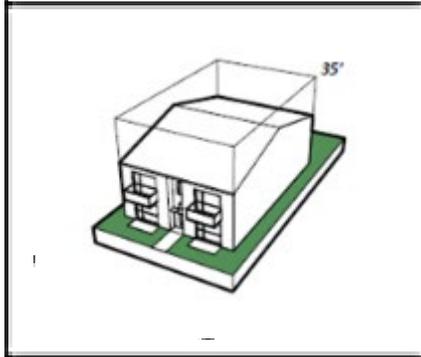
Zone changes focused on corridors and in centers



# Overview of Zones

## Multi-Dwelling Zones

RM1



RM2



## Commercial/Mixed Use Zones

CR



CM1



CM2



2-3 stories

Intended to be compatible with single-family areas

3-4 stories

Often located in centers and along corridors

2 stories

“Corner stores” located in residential areas

2-3 stories

Small-scale mixed-use zone

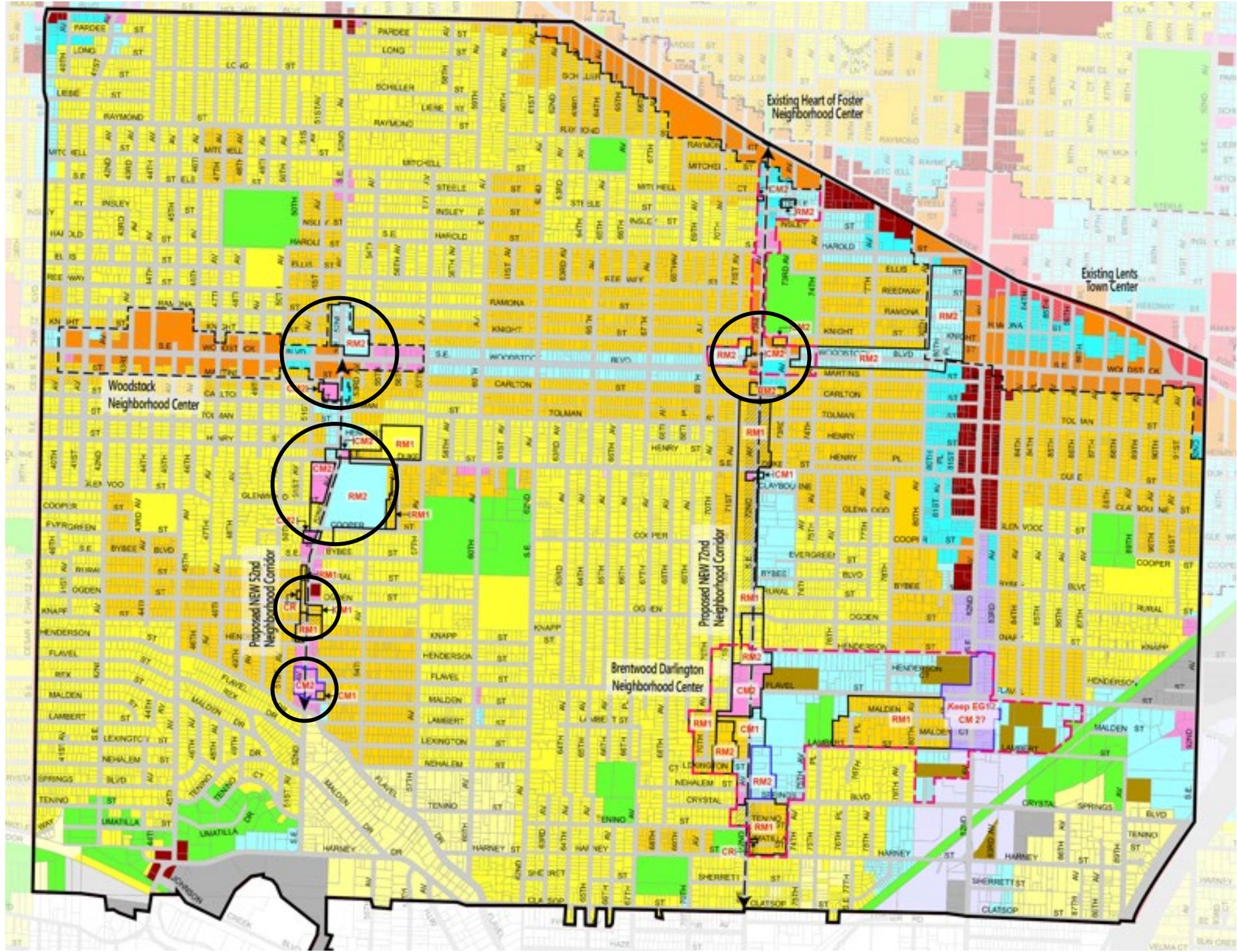
3-4 stories

Mid-scale zone typically located in centers and along corridors

# Concepts for zone changes

Upzones at key intersections

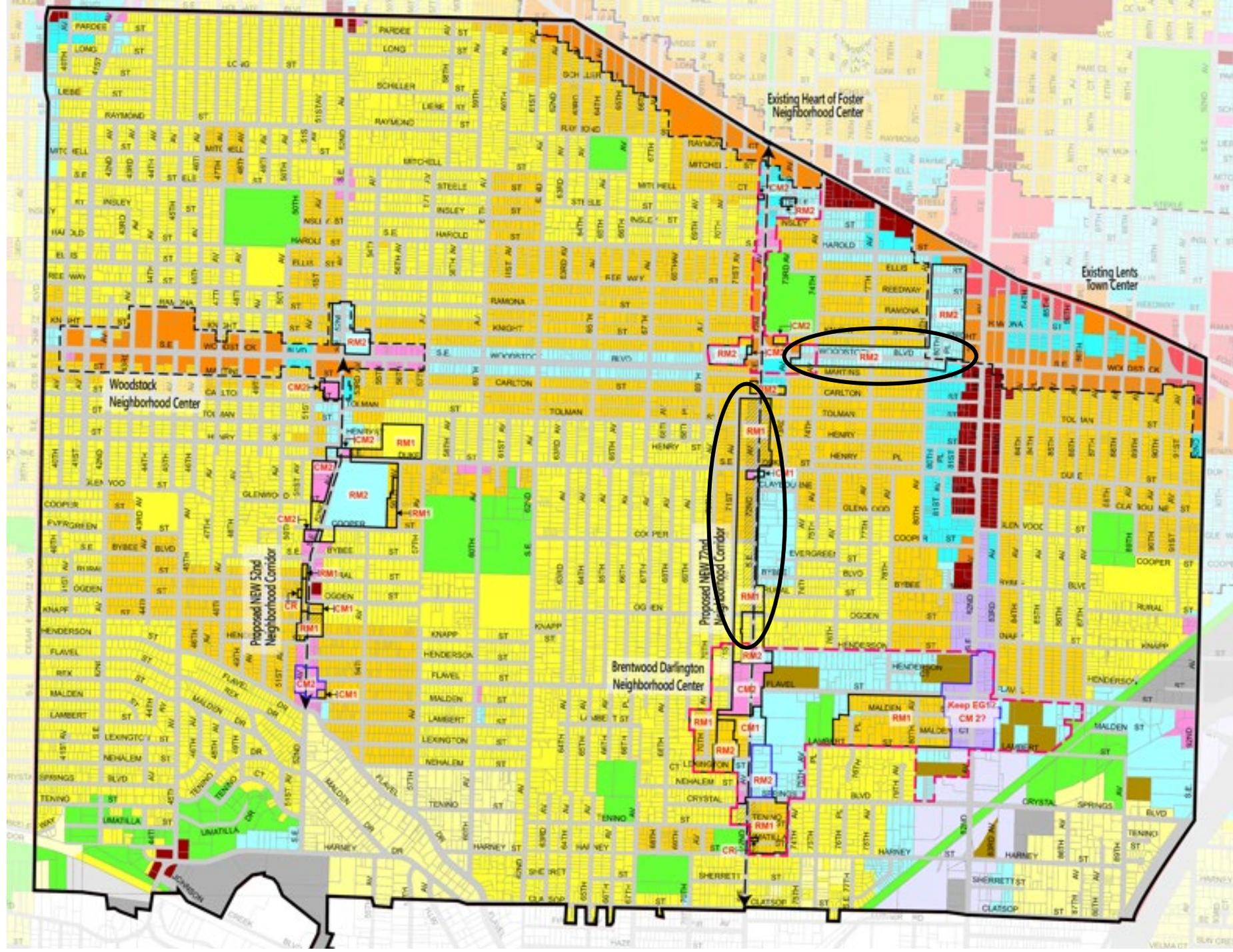
CM1 > CM2  
RM1 > RM2



# Concepts for zone changes

Expanded multifamily housing options along corridors

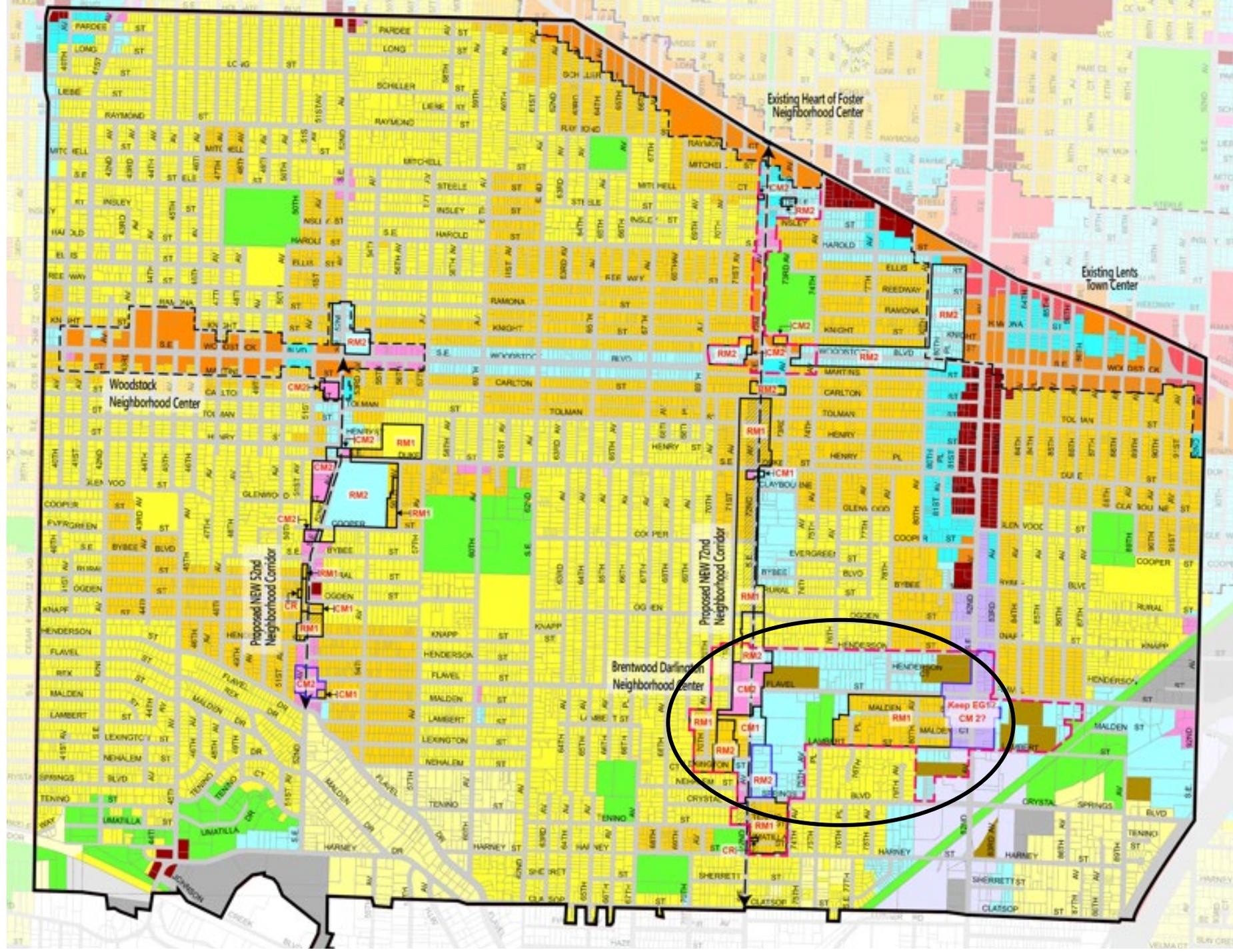
SFR > RM1  
RM1 > RM2



# Concepts for zone changes

New neighborhood center

Additional commercial and multi-dwelling zoning

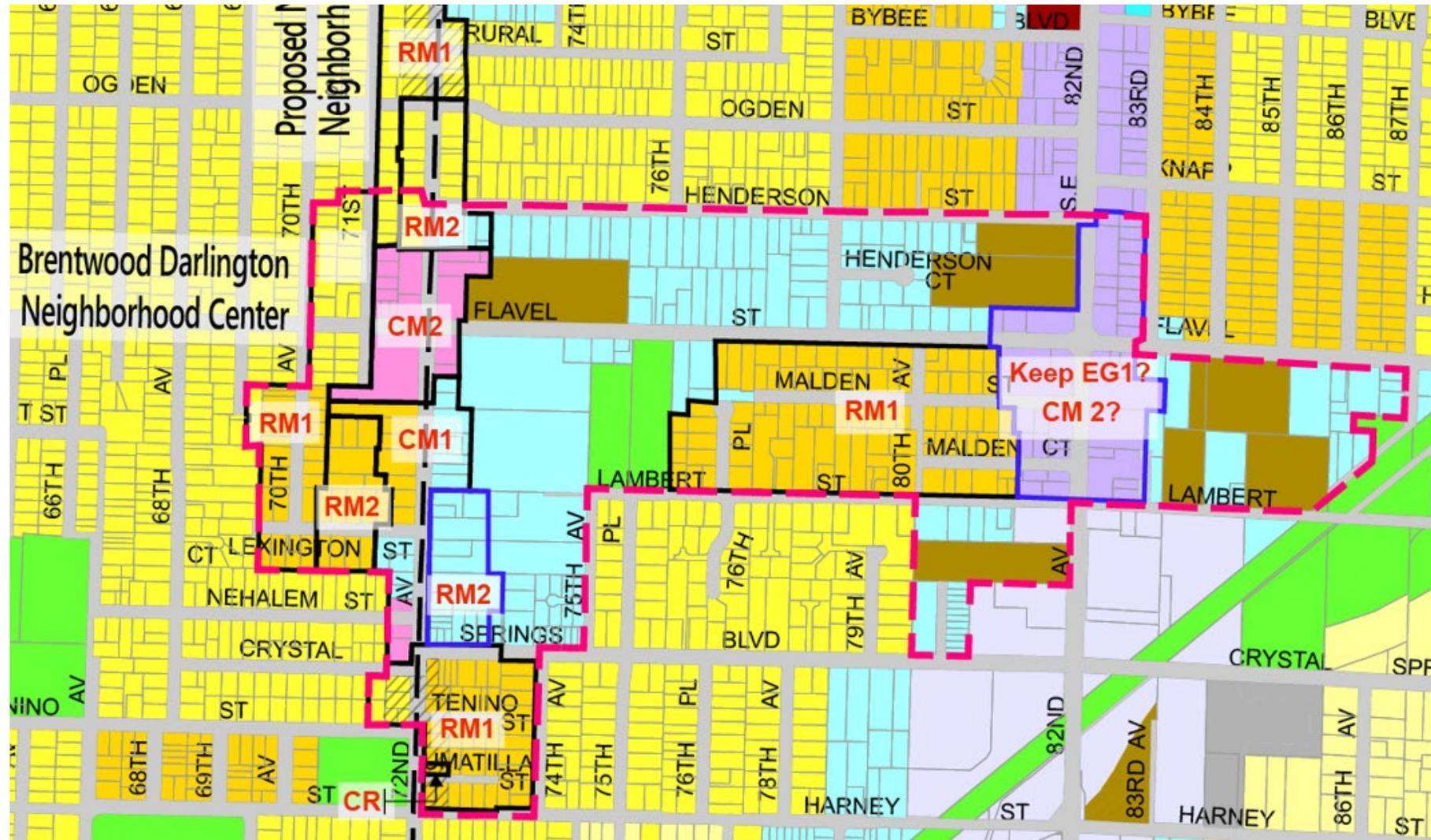


# Brentwood-Darlington Neighborhood Center

Potential zone changes expand:

1. Commercial zoning to allow for more commercial services (CM1, CM2)
2. Multi-dwelling zoning to allow more housing close to services (RM1, RM2)

*Questions about desired land uses at 82<sup>nd</sup> & Flavel*



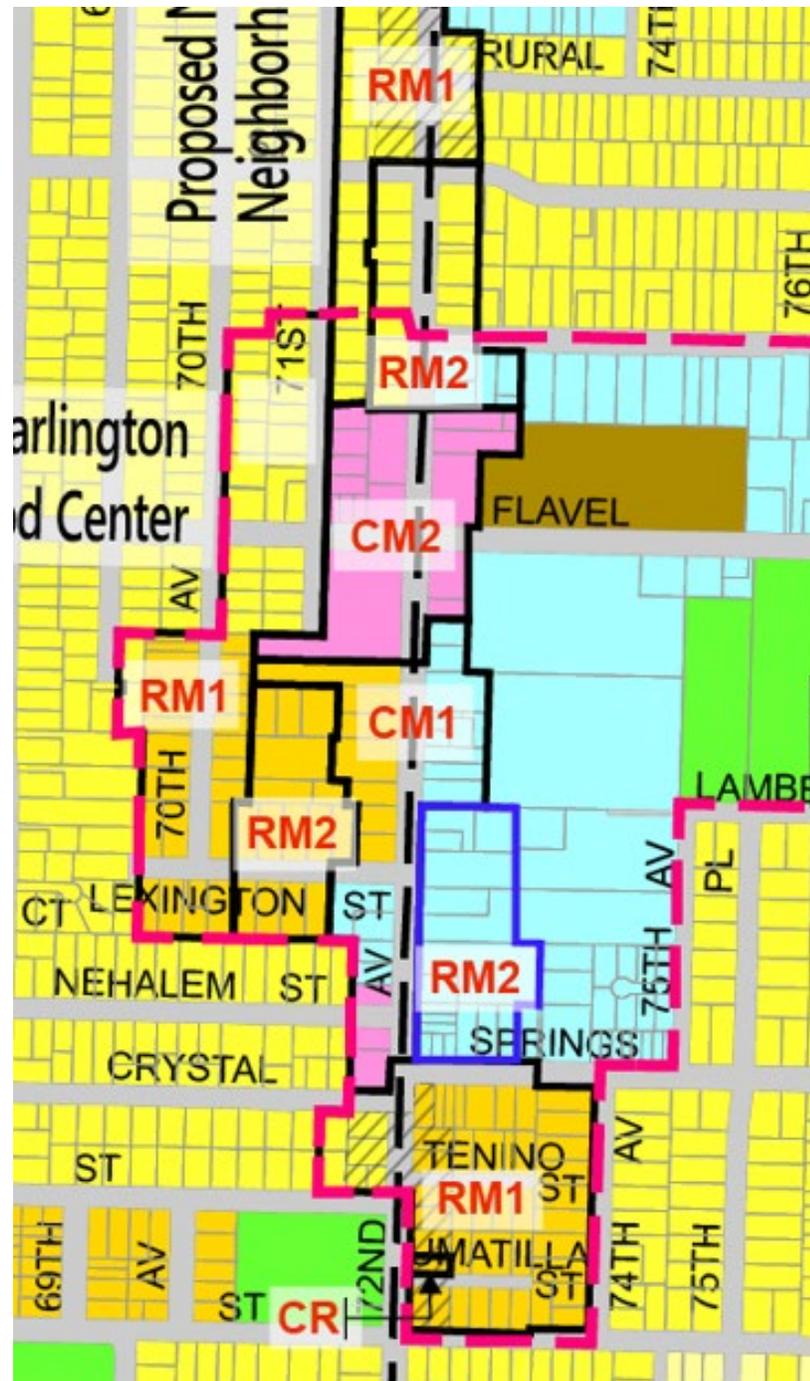
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# Neighborhood Center – west end

## Potential zone changes:

1. Upzone existing commercial core to CM2 (3-4 stories)
2. Extend commercial south along 72<sup>nd</sup> to create a commercial main street (CM1, 2-3 stories)
3. Expand housing options with multi-dwelling zoning (RM1, RM2) for adjacent areas (now R2.5)

*Question: should both sides of 72<sup>nd</sup> have commercial zoning? (south to Crystal Springs)*



# Neighborhood Center – east end

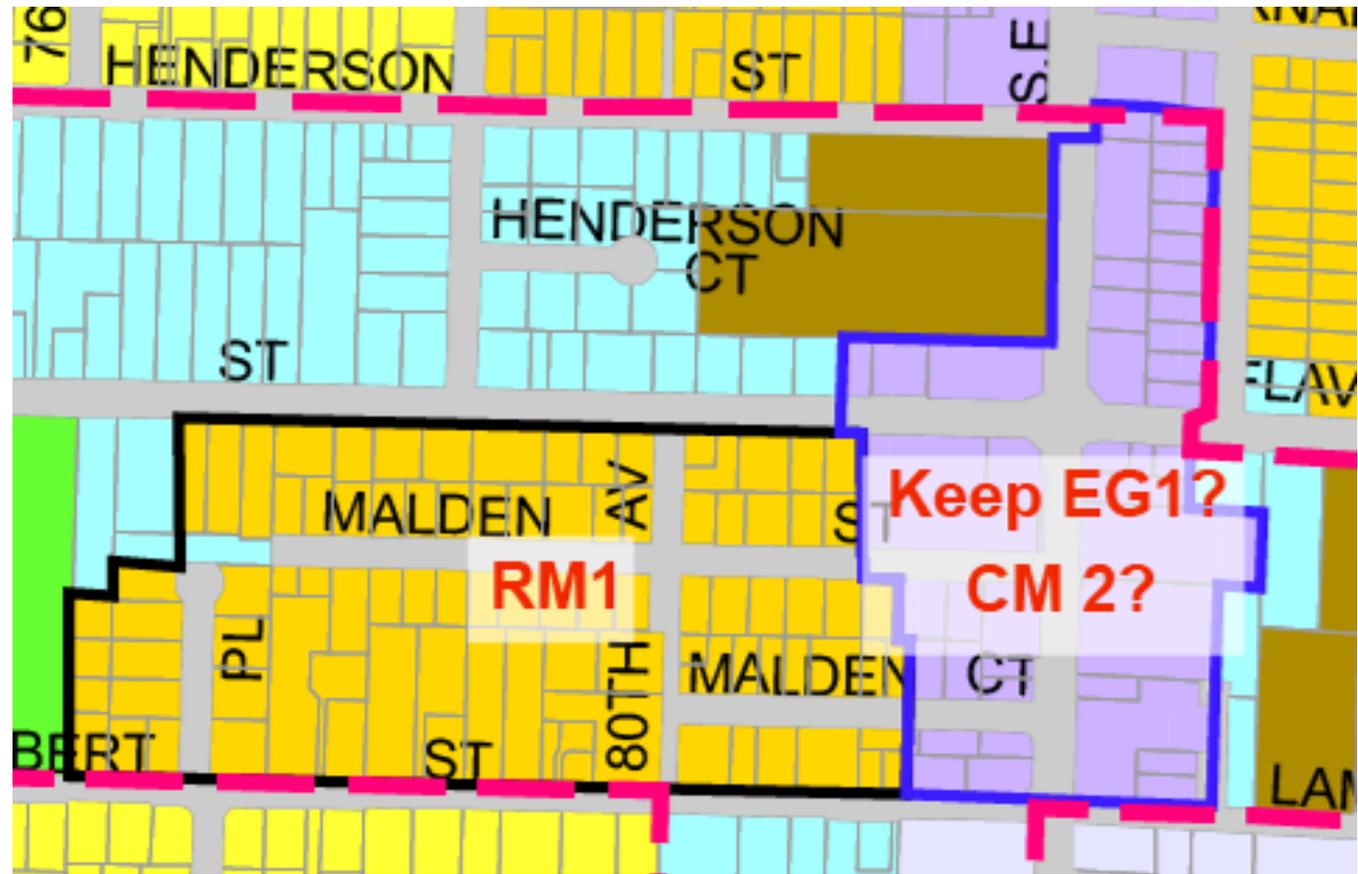
## Potential zone changes:

Expand housing options by upzoning residential area south of Flavel to RM1 (currently R2.5) – allowed building height would stay the same (2-3 stories)

**Question: what land uses are appropriate on 82<sup>nd</sup> Ave. near Flavel?**

**Existing zoning is EG1**, allows: light industrial/employment, some retail, gas stations, drive throughs, self-service storage. Prohibits residential.

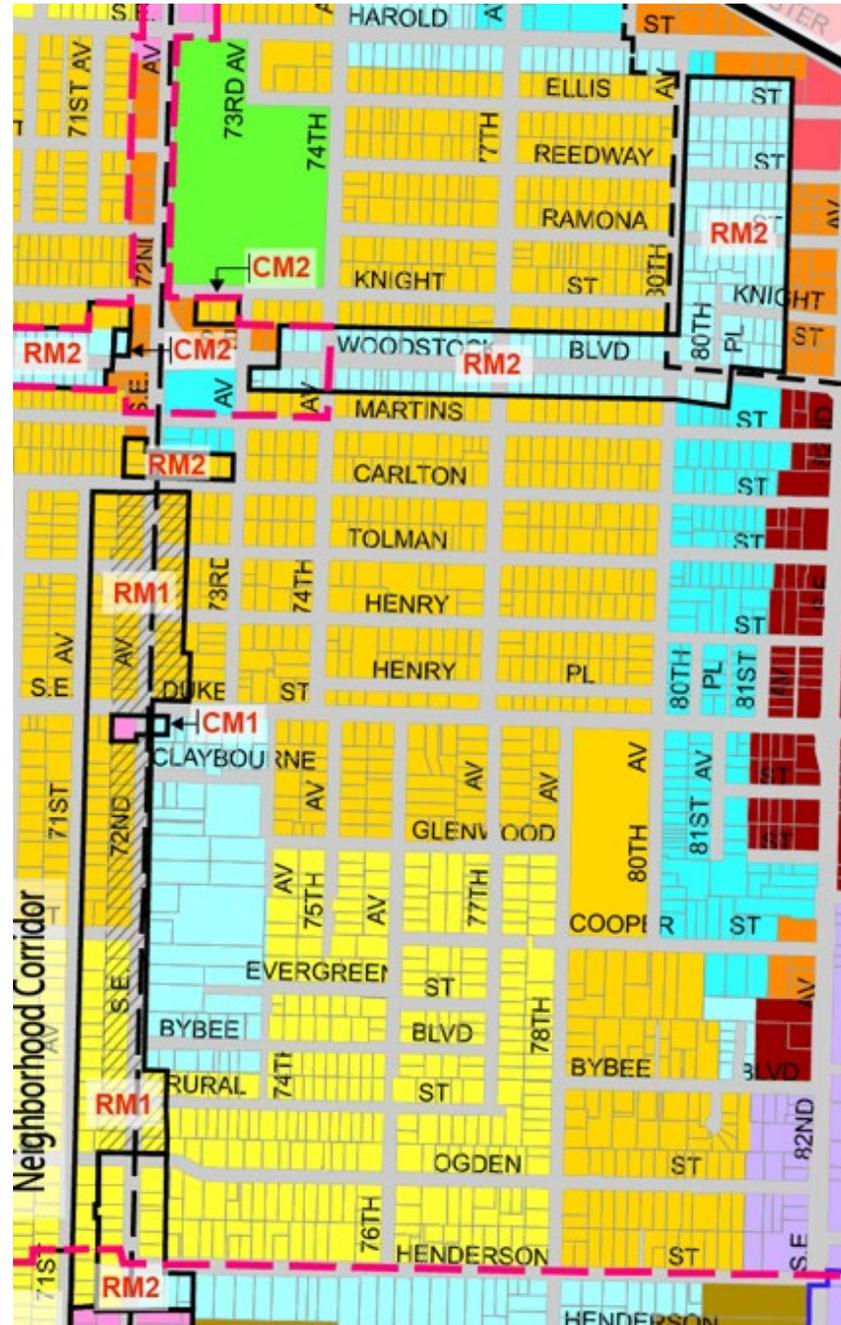
**Alternative could be CM2**, allows: retail, office, residential, limited light industrial. Prohibits gas stations, drive throughs, self-service storage.



# 72<sup>nd</sup> Avenue + Woodstock

## Potential zone changes:

1. Multi-dwelling zoning on 72<sup>nd</sup> to expand housing options, also allows for small businesses – involves upzoning from single-family (R2.5 & R5) to low-rise RM1 zoning
2. Upzoning from RM1 to RM2 along Woodstock and west edge of Lents Town Center (shifts from 2 to 3-story scale to up to 4-story scale)
3. At Woodstock & 72<sup>nd</sup> node, some upzoning to CM2



# 52<sup>nd</sup> Avenue

## Potential zone changes:

1. Corridor zoning with a mix of commercial/mixed use and multi-dwelling – involves upzoning from single-family in some areas, providing more continuity in corridor zoning
2. At major nodes (around Flavel, Duke, Woodstock), upzone from small-scale to medium scale:
  - CM1 to CM2
  - RM1 to RM2(shifts from 3-story scale to up to 4-story scale)

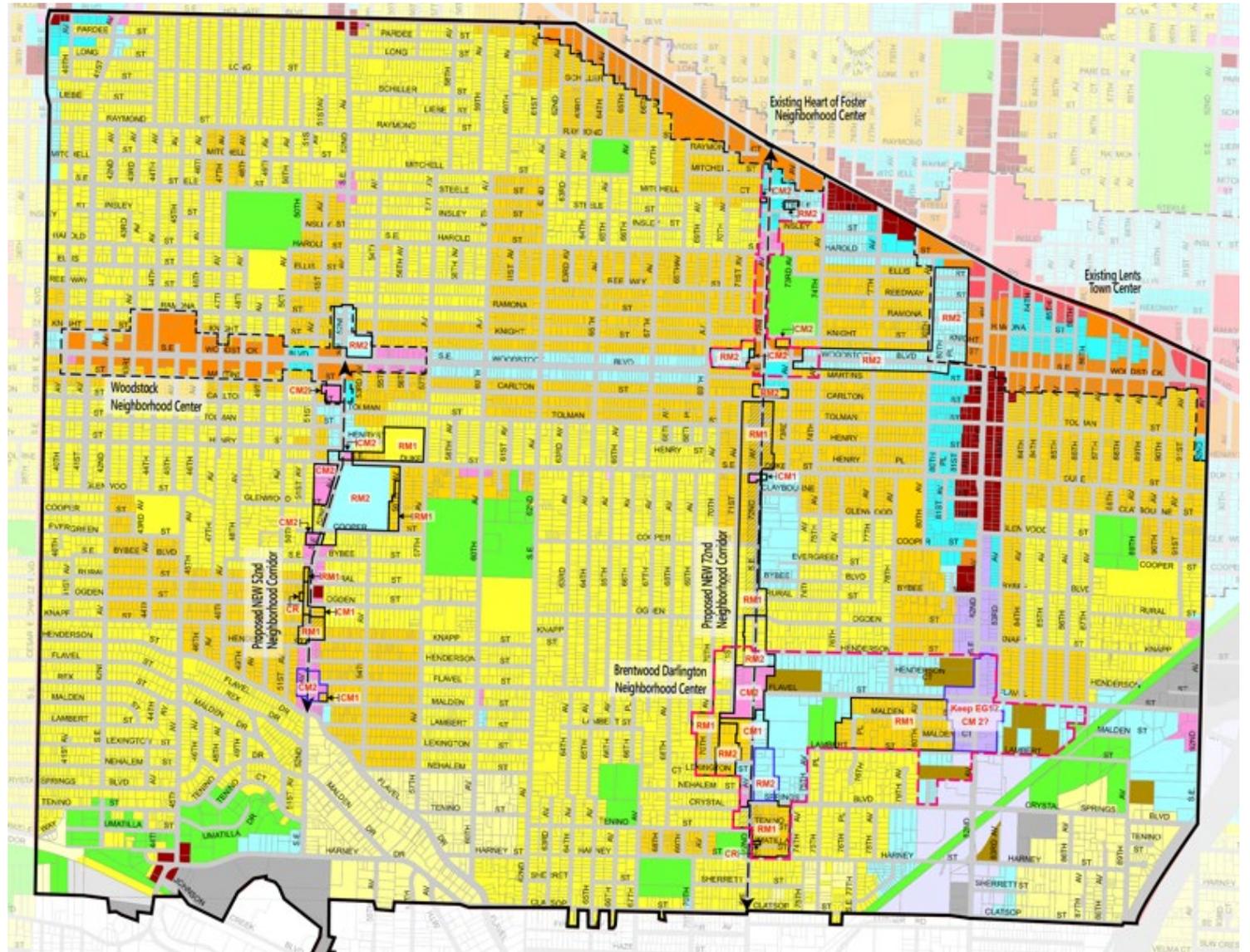
**Question: is 4-story scale appropriate in these locations?**



# Additional thoughts?

Add other ideas, questions, concerns to the **Concept Board**

*We'll keep the Concept Board open for PAC comments through at least next Monday*



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# Zoning Concept Refinement

## Next steps for staff

- Economic analysis – look into potential impacts of zone changes on displacement
- Identify existing low-cost apartments – consider applying small-scale RM1 zoning to limit redevelopment pressure
- Assess infrastructure constraints
- Additional outreach to under-represented communities (BIPOC, renters)
- Share zoning concepts with neighborhood associations, 82<sup>nd</sup> Ave Business Association
- Broader community engagement with **Discussion Draft** (February/March?)



# Transportation Project Prioritization



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# Transportation Prioritization

## Items to Discuss:

1. TriMet's Forward Together concept and potential changes
2. Project Prioritization of corridors, neighborhood greenways, and local streets
3. Next Steps



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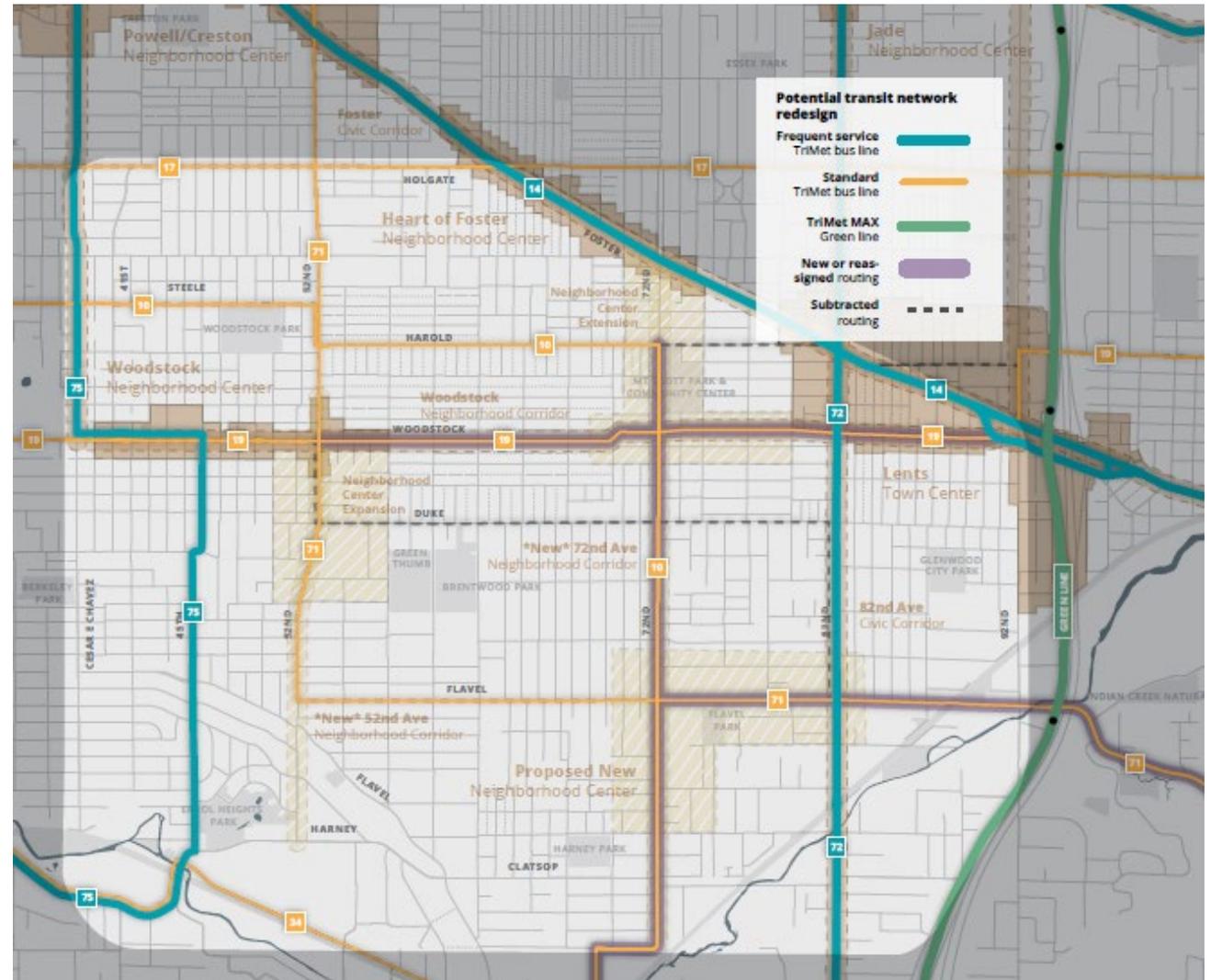
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# Transportation - Transit

## Transit

- Over the summer, TriMet has been analyzing potential bus network changes to better serve the community
- Project is called “Forward Together”
- TriMet considered the Lower SE Rising analysis and feedback
- Many of the Forward Together recommendations align with ours



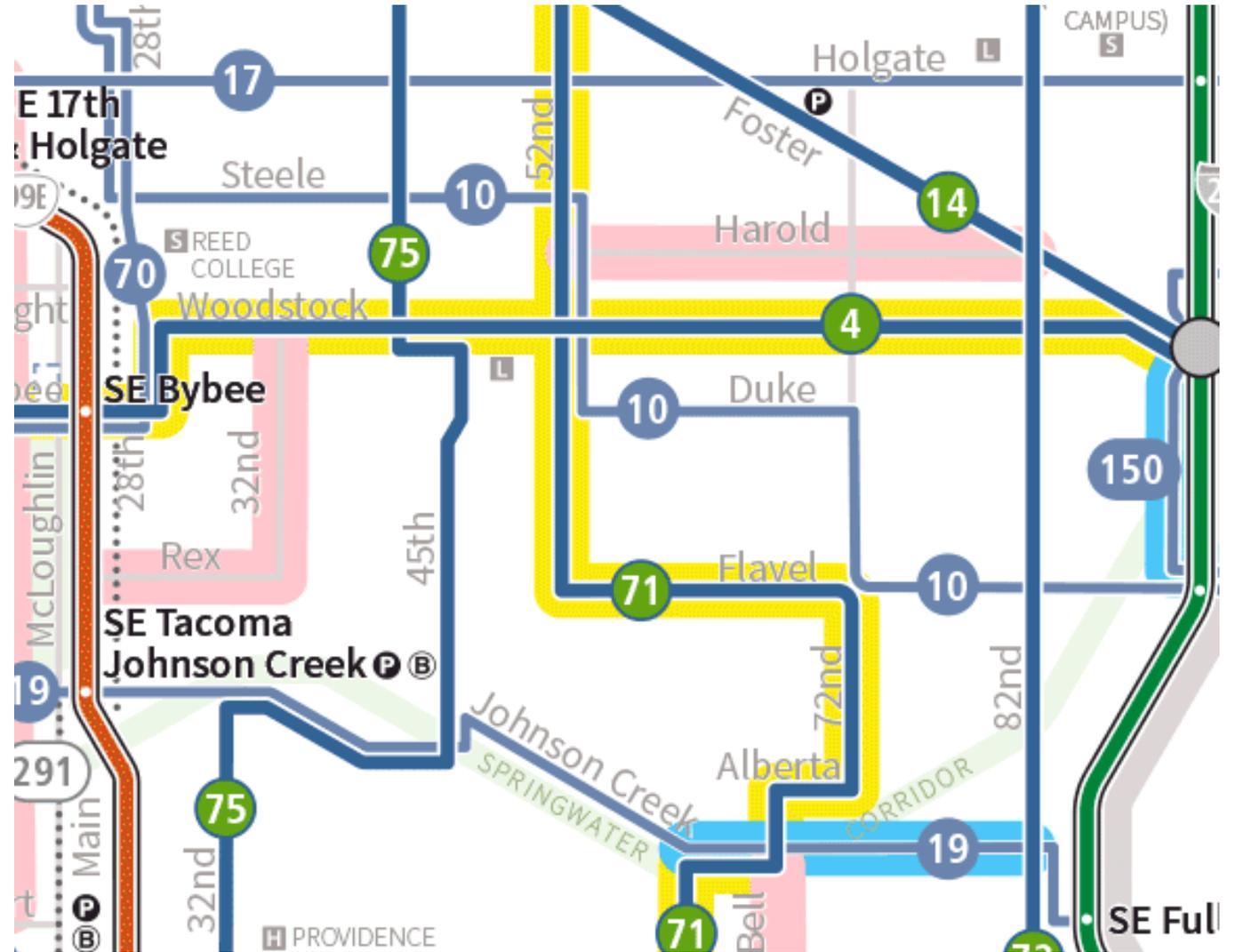
*Transit network redesign proposed as part of the online open house*



# Transportation - Transit

## Transit

- Over the summer, TriMet has been analyzing potential bus network changes to better serve the community
- Project is called "Forward Together"
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- Many of the Forward Together recommendations align with ours

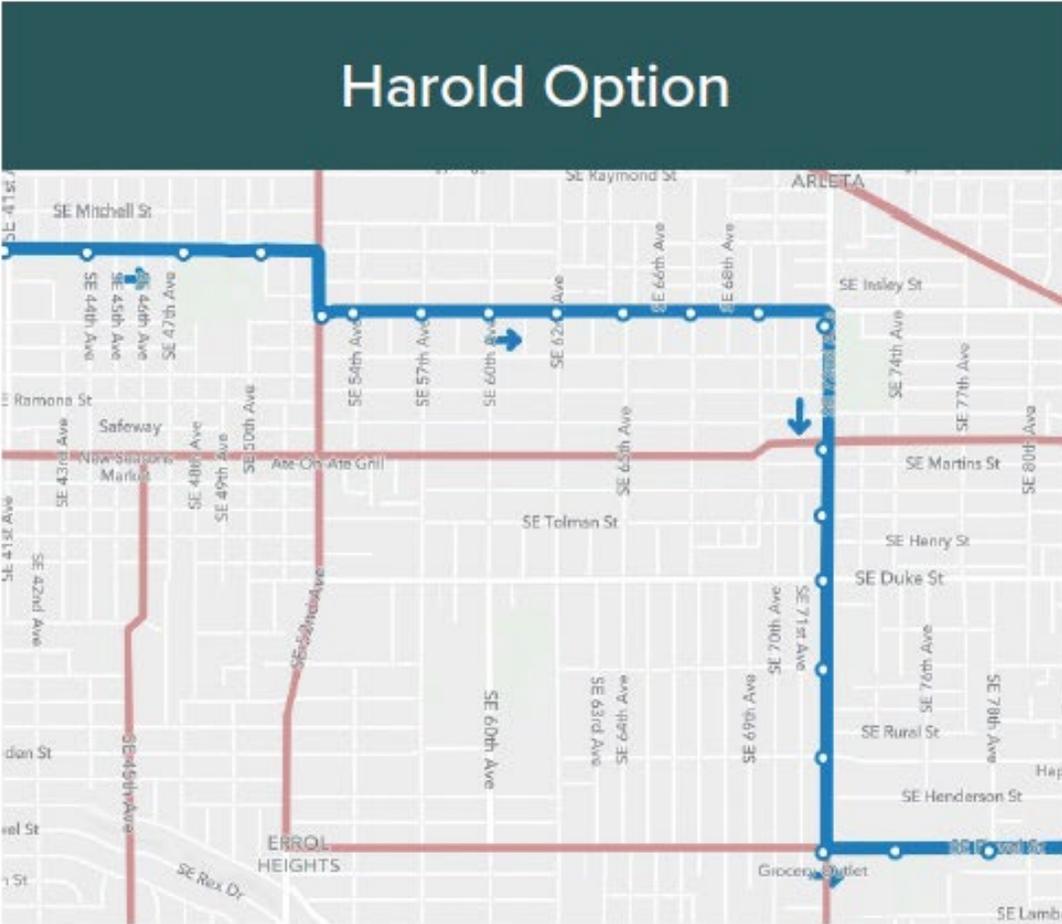
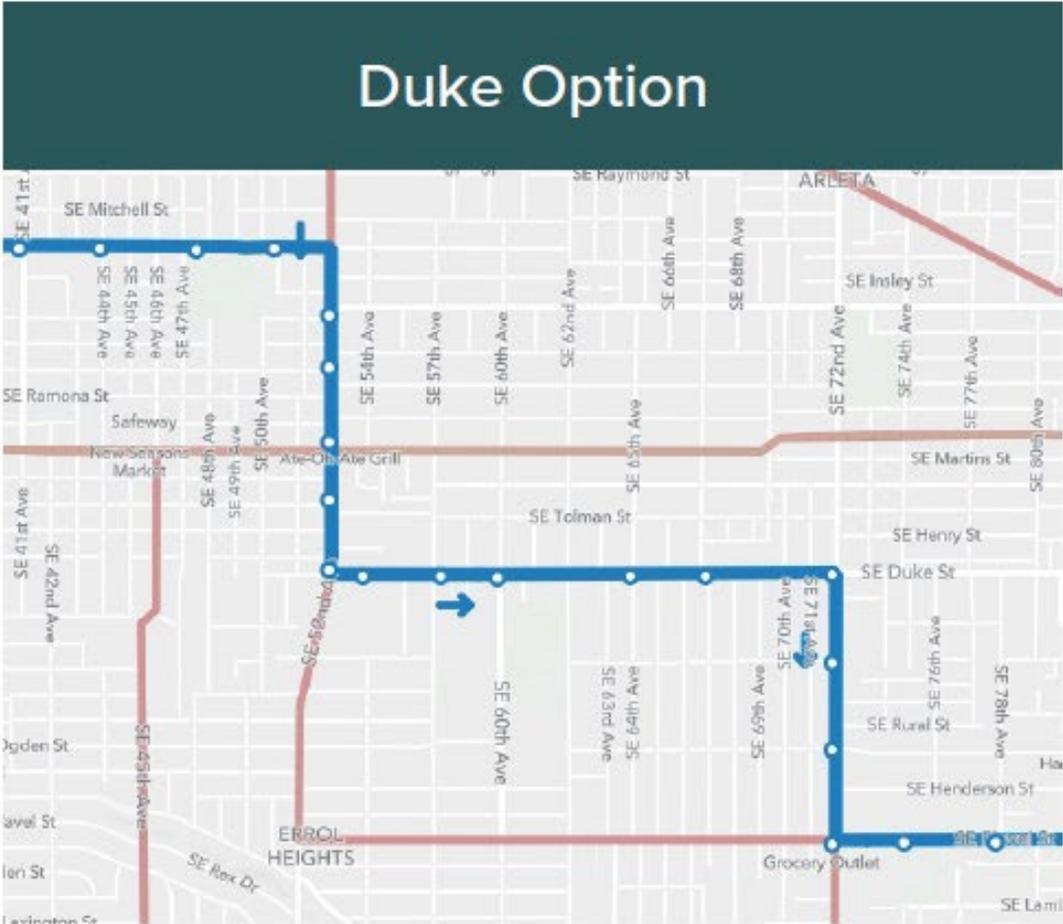


*Transit network redesign proposed in Forward Together*



# Transportation - Transit

## Comparison of Routing Options



# DUKE OPTION WITH PREFERRED LAND USE SCENARIO

## KEY

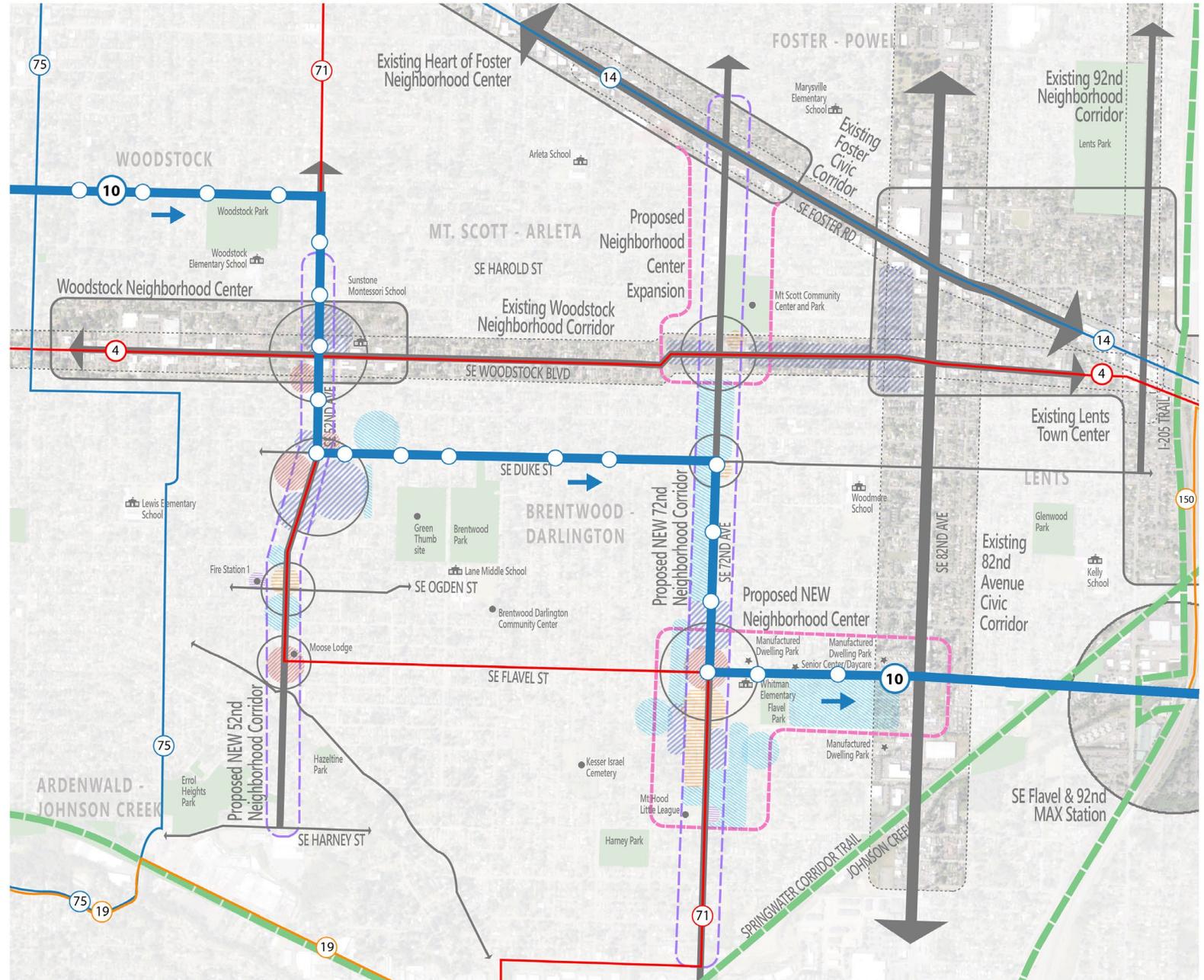
-  Existing Center
-  Potential New/Expanded Center
-  Existing Corridor
-  Potential New Corridor
-  Potential Focus for Services

## Potential zone changes:

-  Medium Mixed Use
-  Small Mixed Use
-  Commercial Residential
-  Apartments
-  Apartments / Townhouses

## Proposed Transit Changes

-  **Trimet Bus Line #10**
-  **New Service**
-  **New Frequent Service**
-  **Bus Service**



# HAROLD OPTION WITH PREFERRED LAND USE SCENARIO

## KEY

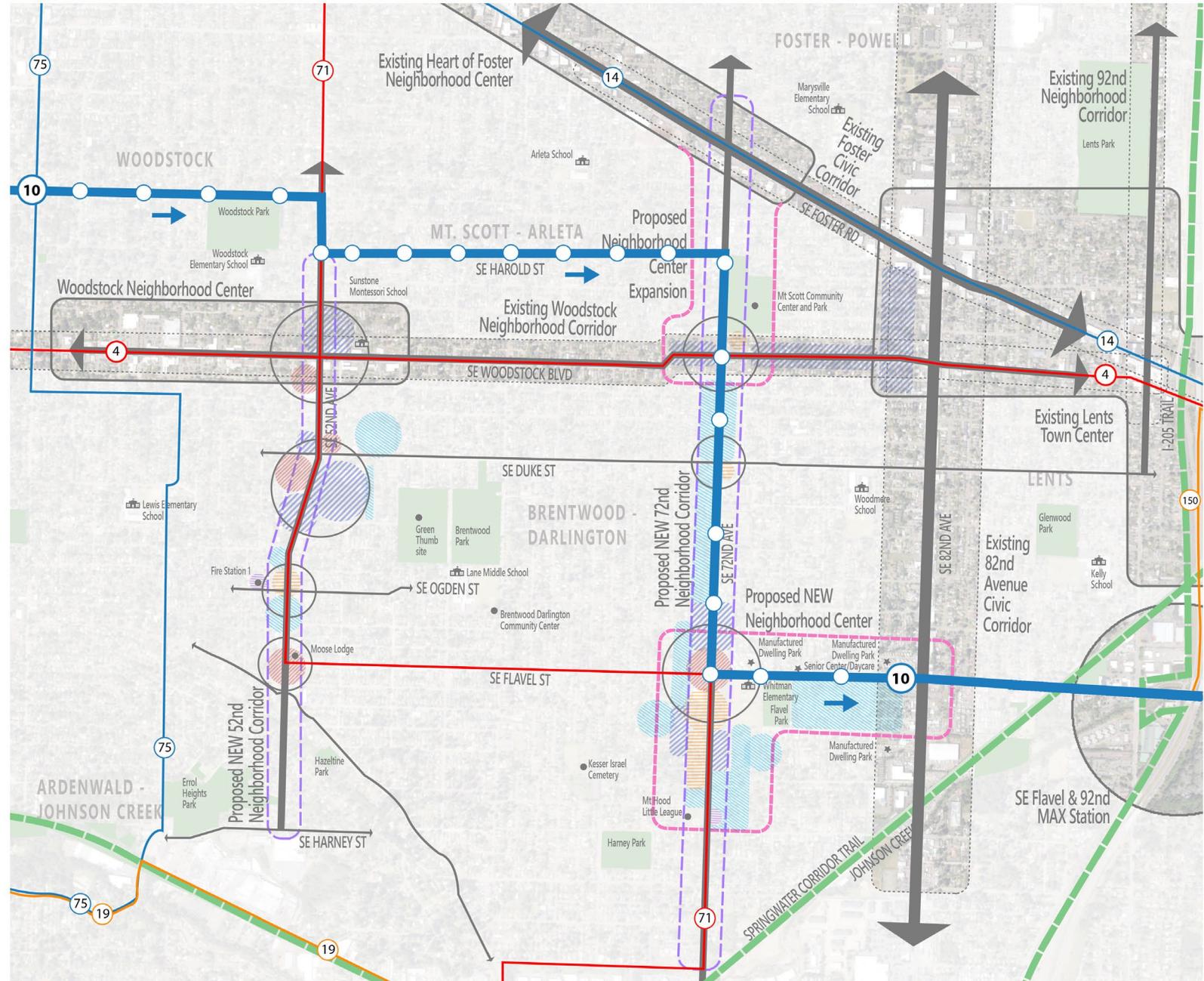
-  Existing Center
-  Potential New/Expanded Center
-  Existing Corridor
-  Potential New Corridor
-  Potential Focus for Services

## Potential zone changes:

-  Medium Mixed Use
-  Small Mixed Use
-  Commercial Residential
-  Apartments
-  Apartments / Townhouses

## Proposed Transit Changes

-  **10**  
Trimet Bus Line #10
-  **19**  
New Service
-  **4**  
New Frequent Service
-  **14**  
Bus Service

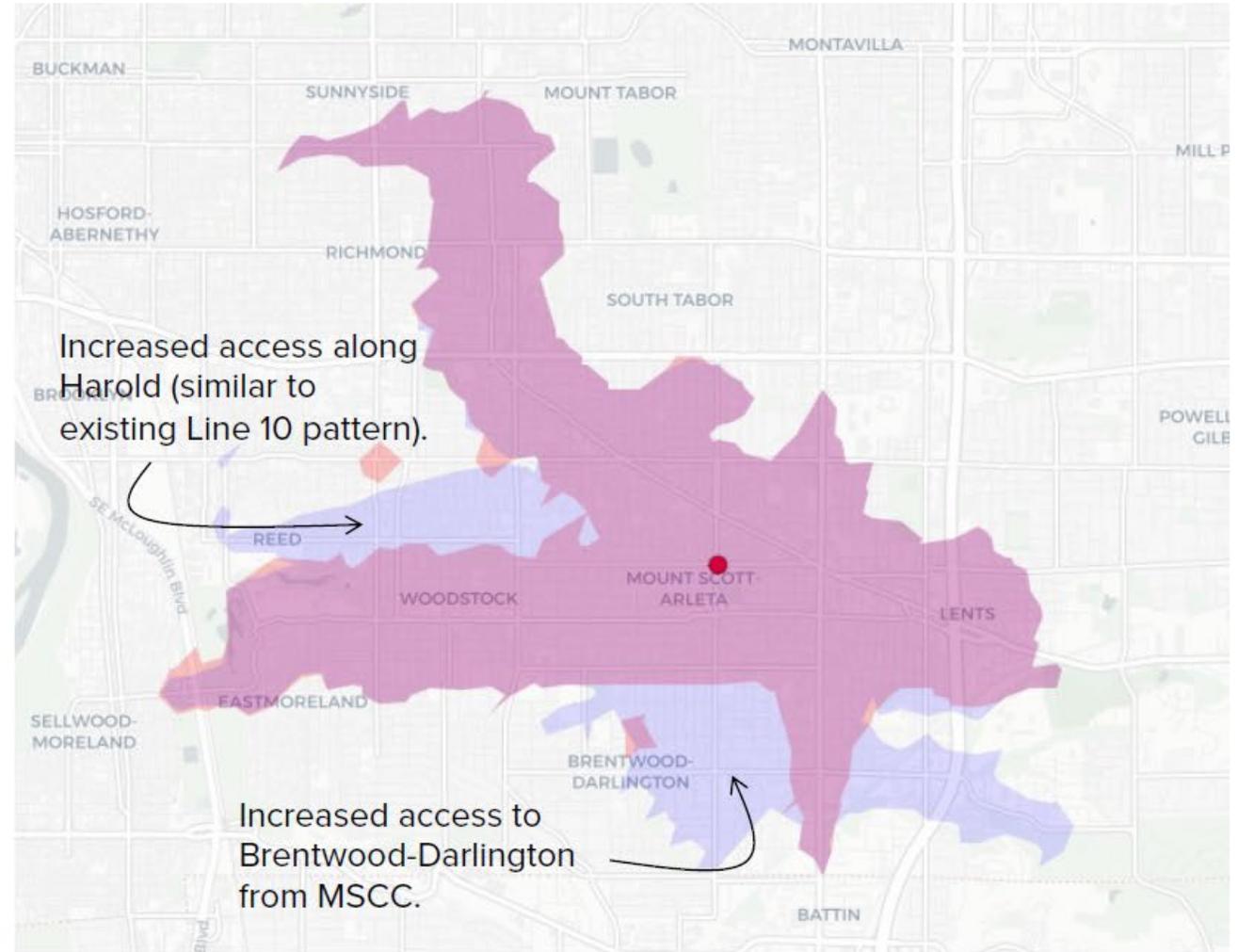


# 30 minute travel time from SE 72<sup>nd</sup> and Harold

From 72<sup>nd</sup> and Harold (MHCC), the Harold/72nd routing would put more of Lower SE within reach of MSCC.

Much of the area around 72<sup>nd</sup> and Flavel is reachable from MSCC in a 30 minute walk, although this requires a walk of over ½ mile.

Scenario	Residents Reachable	Jobs Reachable
Line 10 via Duke	42,300	9,160
Line 10 via Harold	52,250	10,580



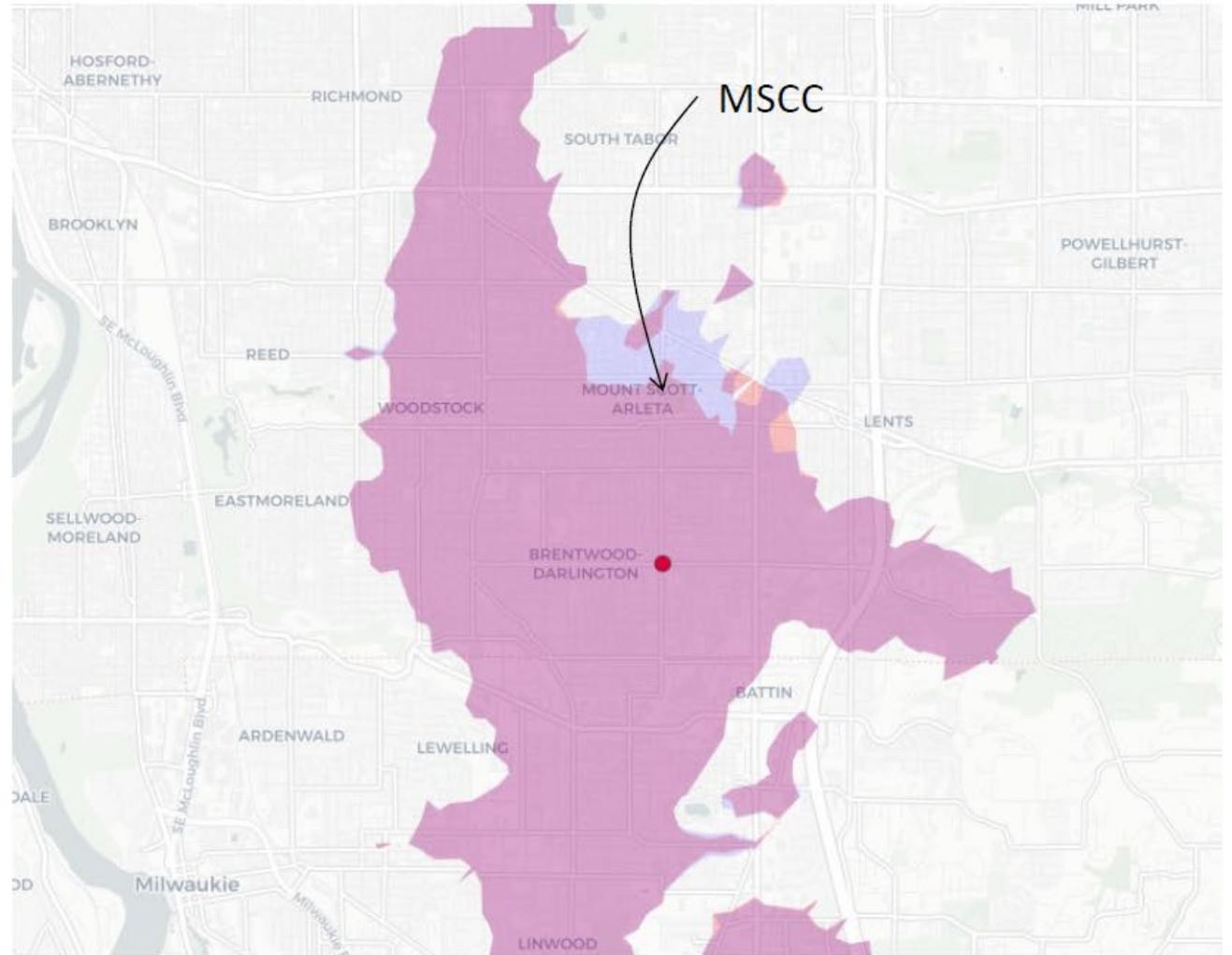
- Only reachable with Line 10 via Harold option.
- Only reachable with Line 10 via Duke option.
- Reachable with both options.

# 30 minute travel time from SE 72<sup>nd</sup> and Flavel

From 72<sup>nd</sup> and Harold, the main change would be that areas between Harold and Foster would become reachable in 30 minutes.

MSCC would be reachable with both options with a ½ mile walk, the but Duke option would require almost that full distance, so trips community center would be faster with less walking with the Harold option.

Scenario	Residents Reachable	Jobs Reachable
Line 10 via Duke	60,680	17,100
Line 10 via Harold	63,120	17,540



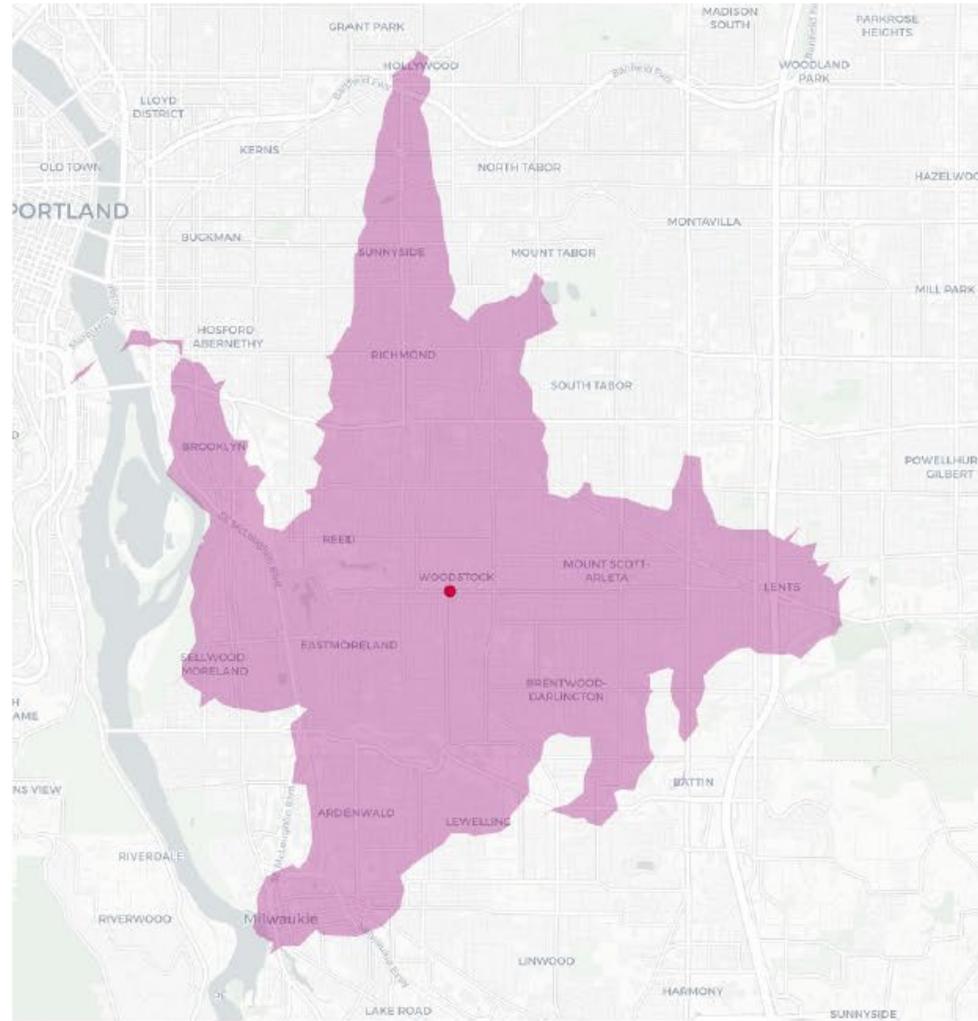
- Only reachable with Line 10 via Harold option.
- Only reachable with Line 10 via Duke option.
- Reachable with both options.

# 30 minute travel time from SE 46<sup>th</sup> and Woodstock

The two options are equivalent from 46<sup>th</sup> & Woodstock. With the Forward Together concept network, the fastest way to reach points along Duke from this location would be to wait for a frequent Line 4-Woodstock and walk over to Duke.

Because of the low frequency of Line 10, nowhere reachable in 30 minutes from this location would only be reachable with Line 10.

Scenario	Residents Reachable	Jobs Reachable
Line 10 via Duke	100,490	30,540
Line 10 via Harold	100,490	30,540



-  Only reachable with Line 10 via Harold option.
-  Only reachable with Line 10 via Duke option.
-  Reachable with both options.



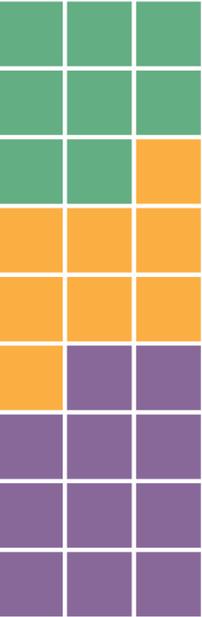
# Transportation Priorities

## Prioritizing projects for implementation

### Generate project list

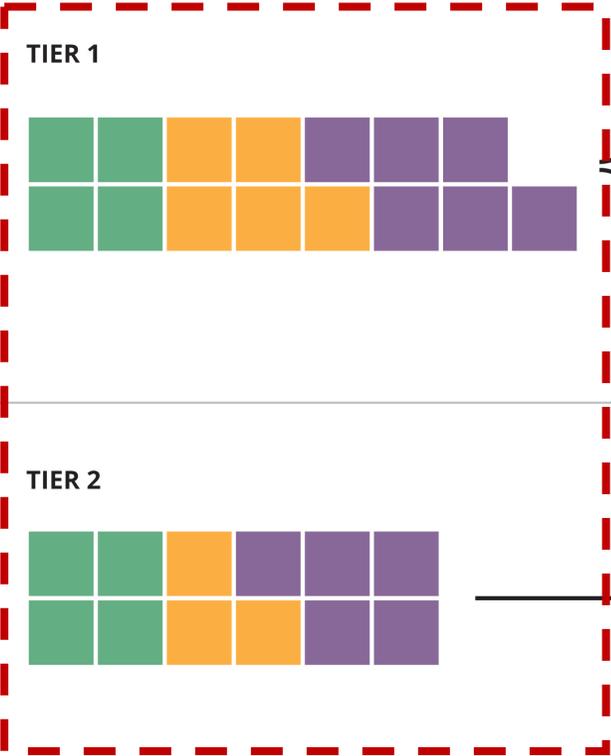
based on community input, land use proposals, and network analysis

#### PROPOSED PROJECTS



### Prioritize projects

based on community support, land use, safety, access to destinations, cost and feasibility

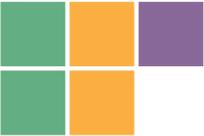


**WE ARE NOW HERE**

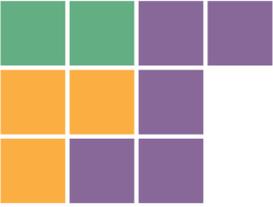
### Sort for appropriate funding source

based on cost of project

**LARGER (\$\$\$)  
GRANT PROGRAMS**  
e.g. RFFA



**SMALLER (\$)  
PROGRAMMATIC**  
e.g. Fixing Our Streets

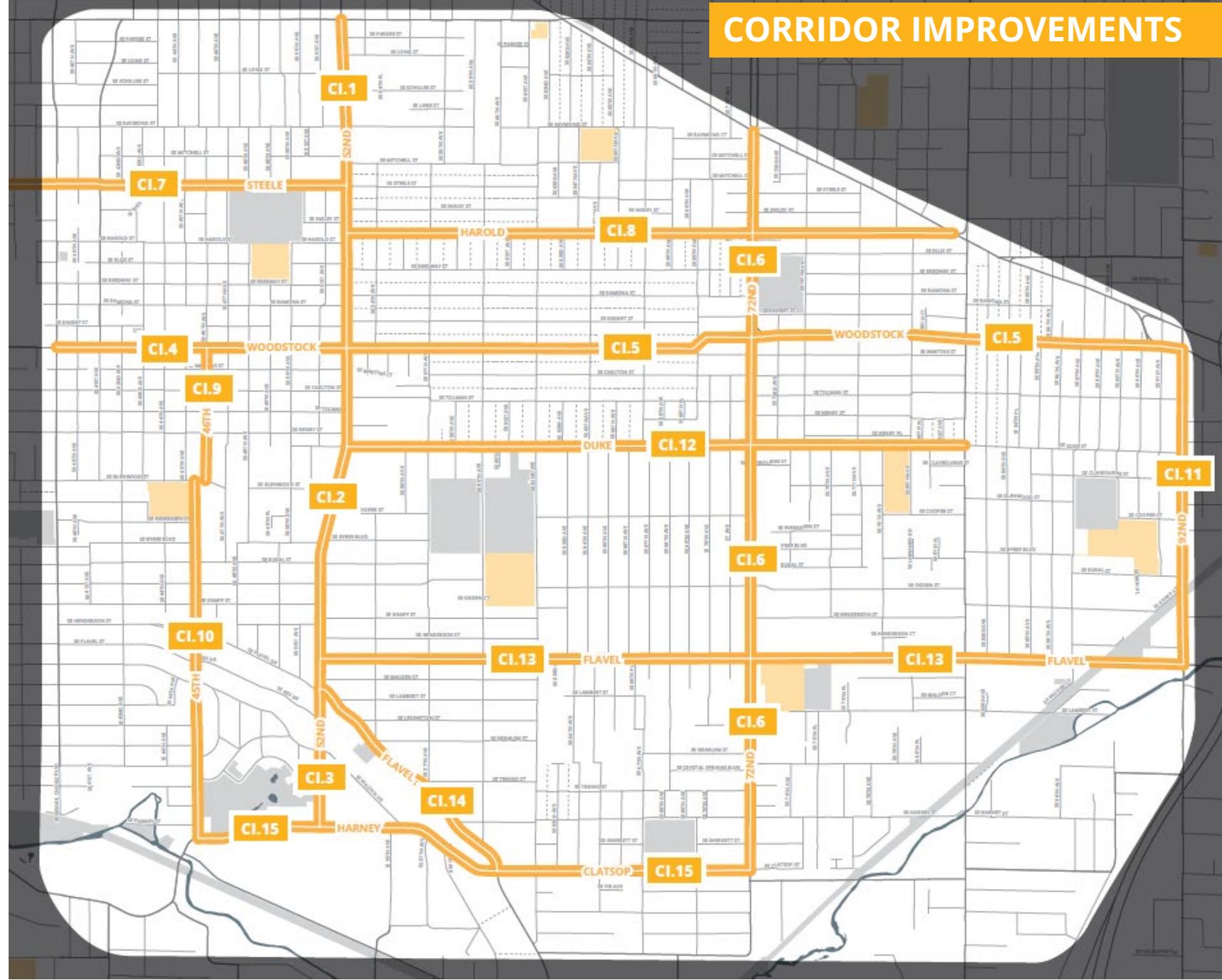


### FUND OPPORTUNISTICALLY



# Transportation Priorities

Corridor improvements focus on **reducing speeding** and **improving comfort** of people traveling along and across **busier streets in the neighborhood**.

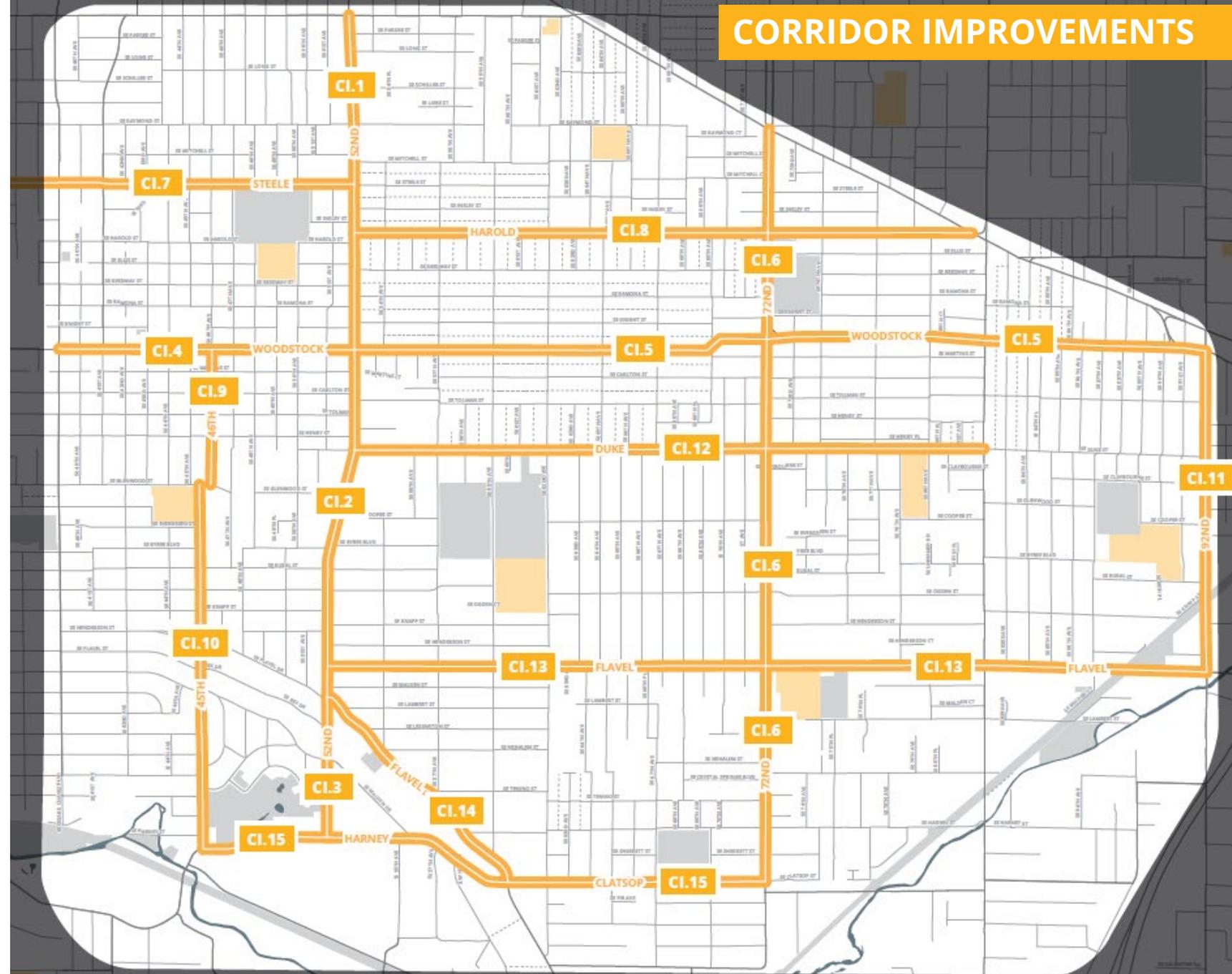


# Transportation Priorities

## Prioritization Factors for Tier 1 Projects

- On/serves existing or proposed center or corridor
- Within Brentwood-Darlington
- Documented safety/crashes
- Connectivity
- Public support
- Balances need/cost

Aiming to identify small projects totaling ~\$5 million, and one/two big projects of ~\$5 million





# Transportation Priorities

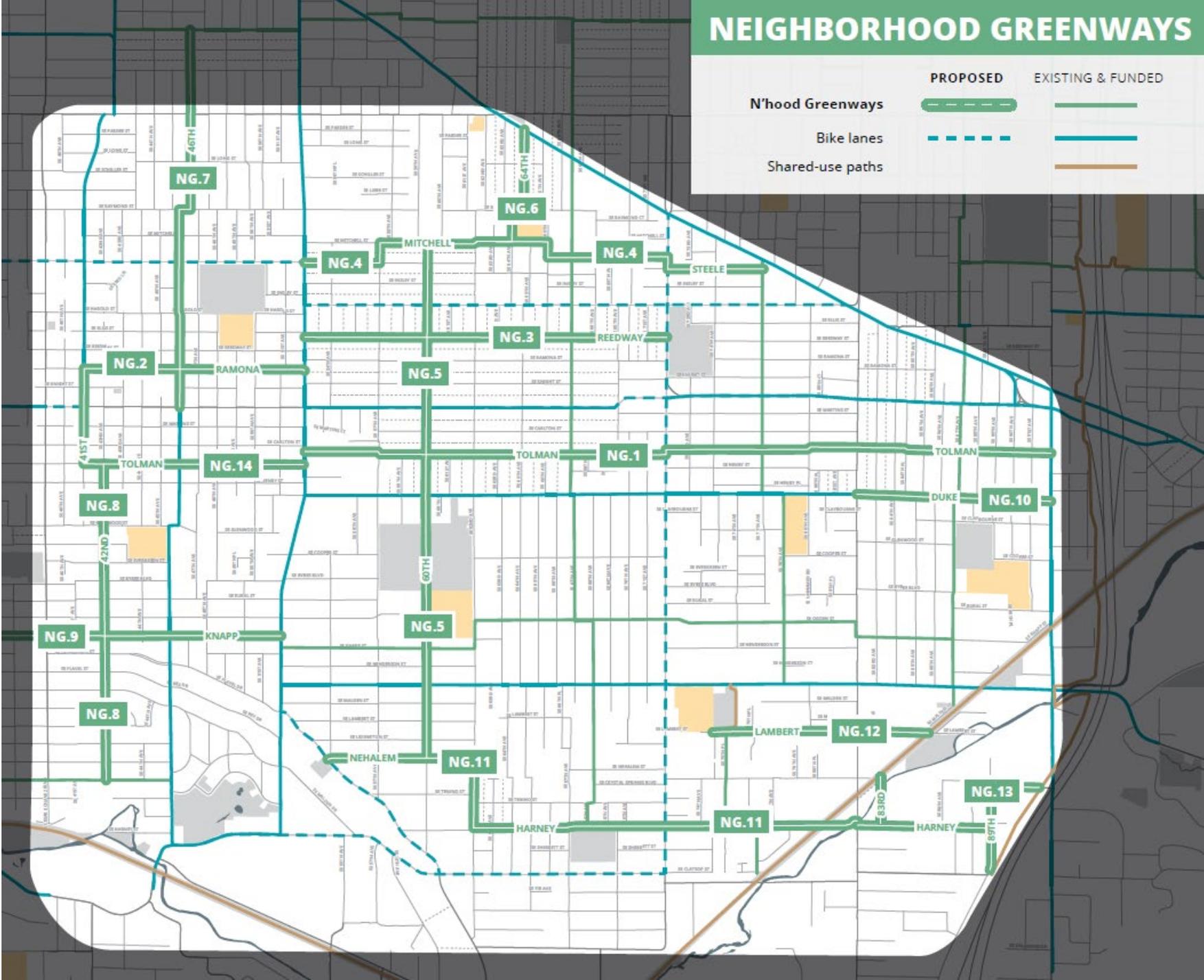
## Proposed Tier 1 Projects

- **CI.5 - Woodstock (52<sup>nd</sup>-92<sup>nd</sup>)**
  - Likely larger project: add enhanced crossings, add/improve bike lanes, improve 72<sup>nd</sup>/Woodstock intersection
- **CI.13 - Flavel Street (52<sup>nd</sup>-92<sup>nd</sup>)**
  - Improve bike lanes, add crossings
- **CI.9 - 46<sup>th</sup> (Glenwood-Woodstock)**
  - Improve bike lanes, add crossings
- **CI.2/CI.3 - 52<sup>nd</sup> Avenue (Woodstock-Harney)**
  - Improving bike lanes, filling sidewalk gaps, adding crossings, slowing traffic down hill
- **CI.6 - 72<sup>nd</sup> (Foster-Clatsop)**
  - Near-term - add crossings
  - Improve bike lanes with resurfacing



# Transportation Priorities

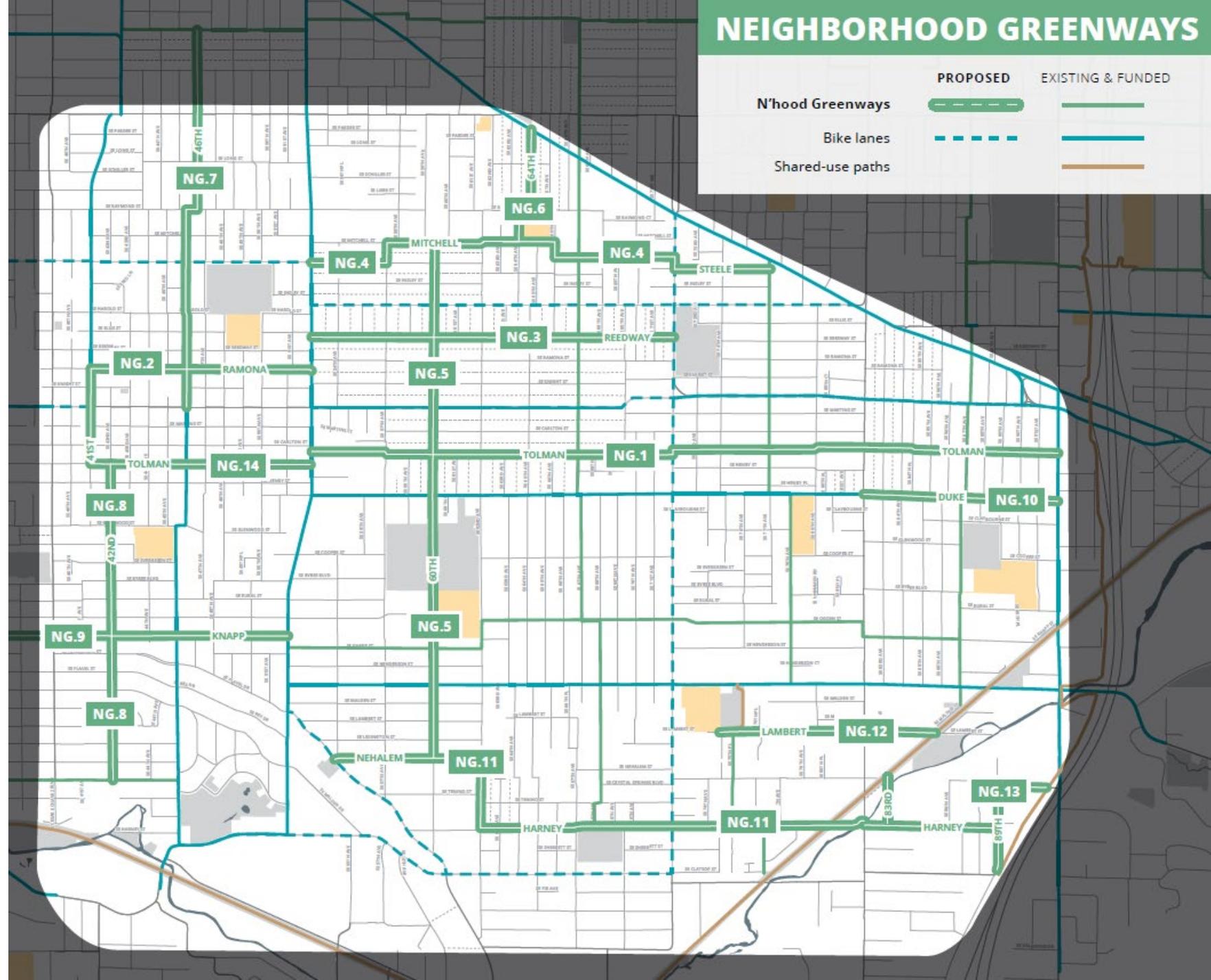
Neighborhood Greenways are **calm, low-speed shared neighborhood streets** that connect people to community destinations.



# Transportation Priorities

## Prioritization Factors for Tier 1 Projects

- Equal spacing
- Connectivity to key destinations
- Usefulness
- Focus on serving Brentwood-Darlington
- Low-cost/easy to implement
- Public support



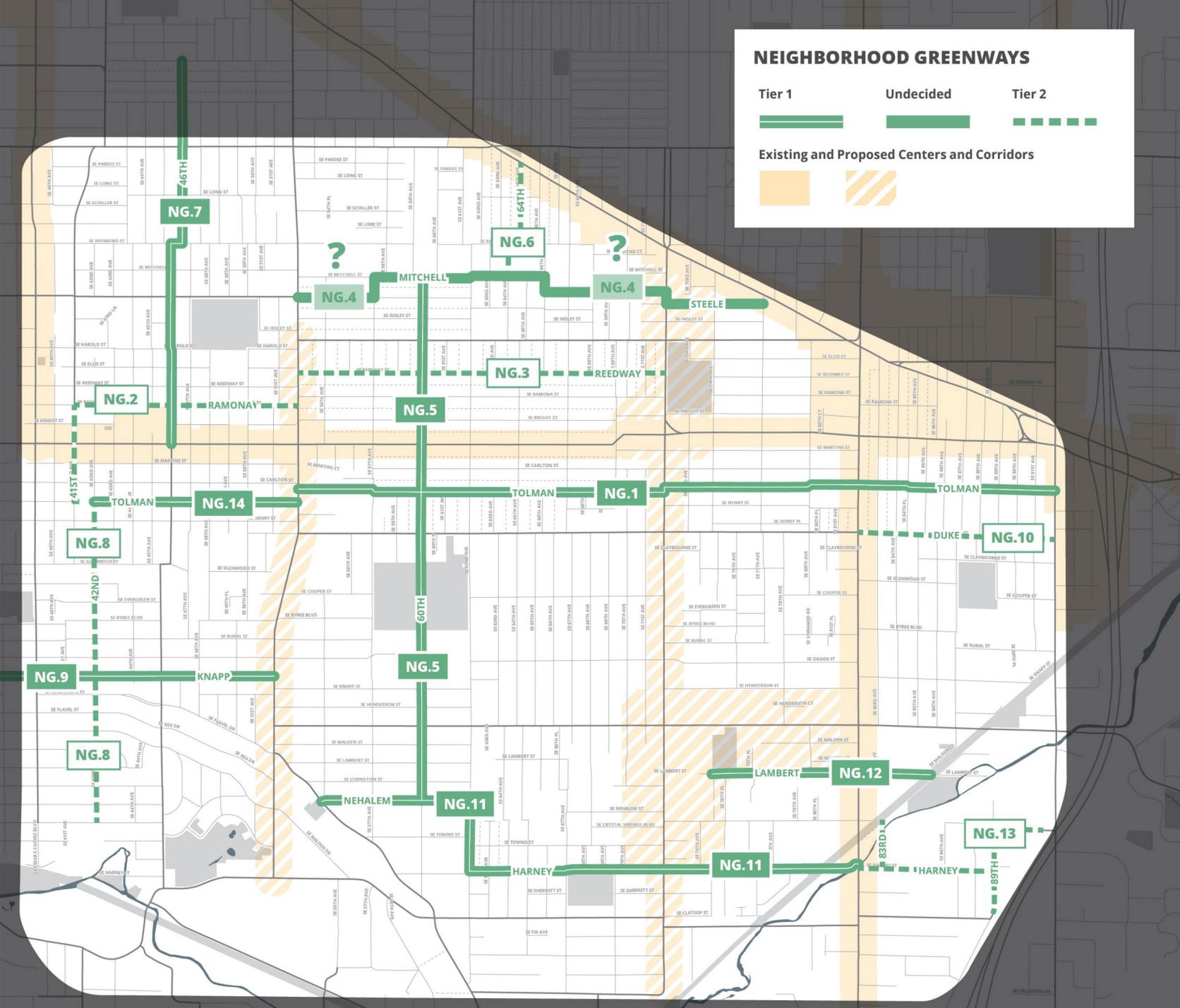
# Transportation Priorities

## Proposed Tier 1 Projects

- NG.1/NG.14 – Tolman
- NG.9 - Knapp
- NG.12 – Lambert
- NG.11 – Nehalem/Harney
- NG.7 – 46<sup>th</sup>
- NG.5 – 60<sup>th</sup>

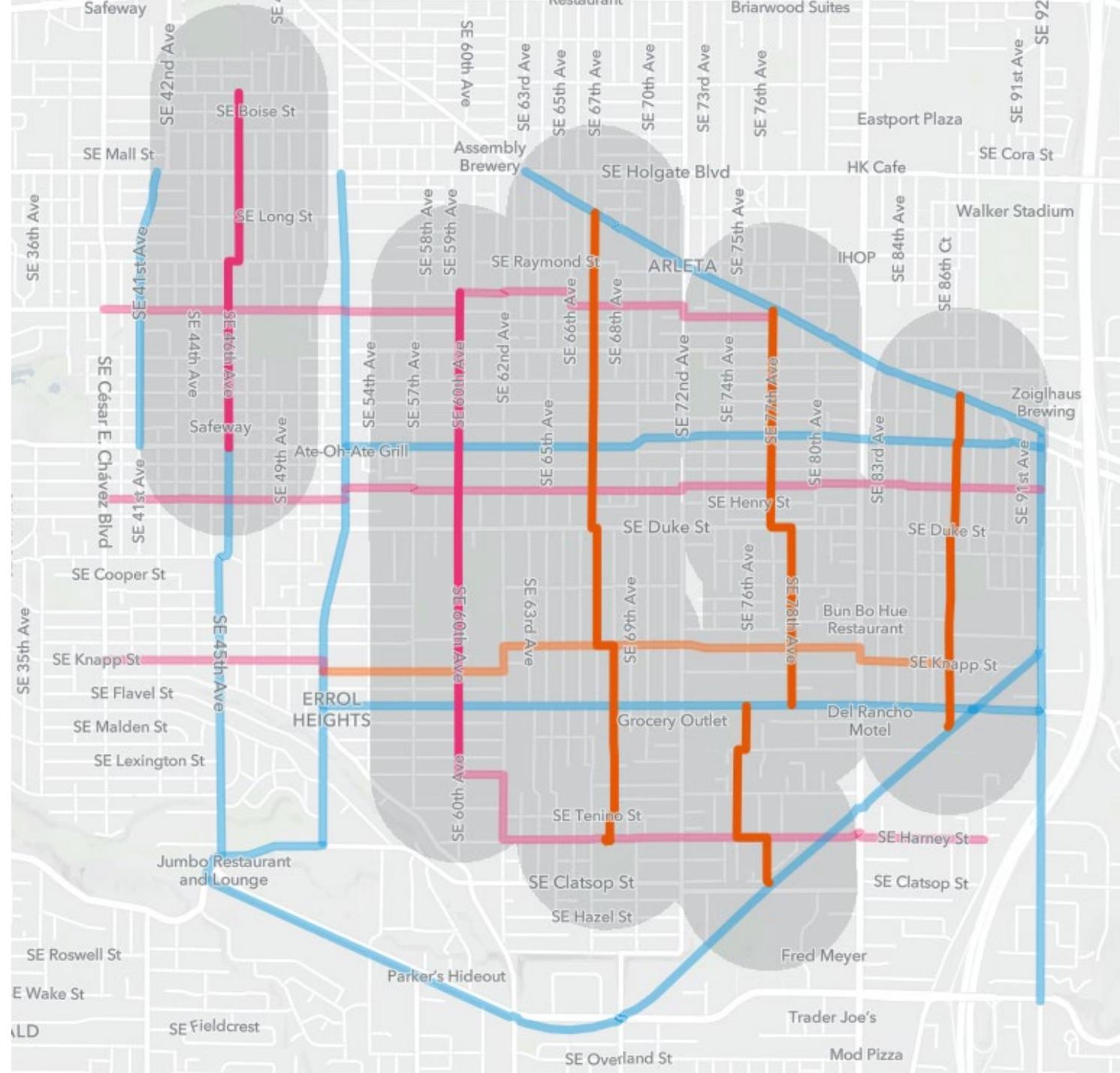
## Uncertainty about:

- NG.4 – Mitchell/Steele
- NG.14 – more challenging/expensive than typical NGs



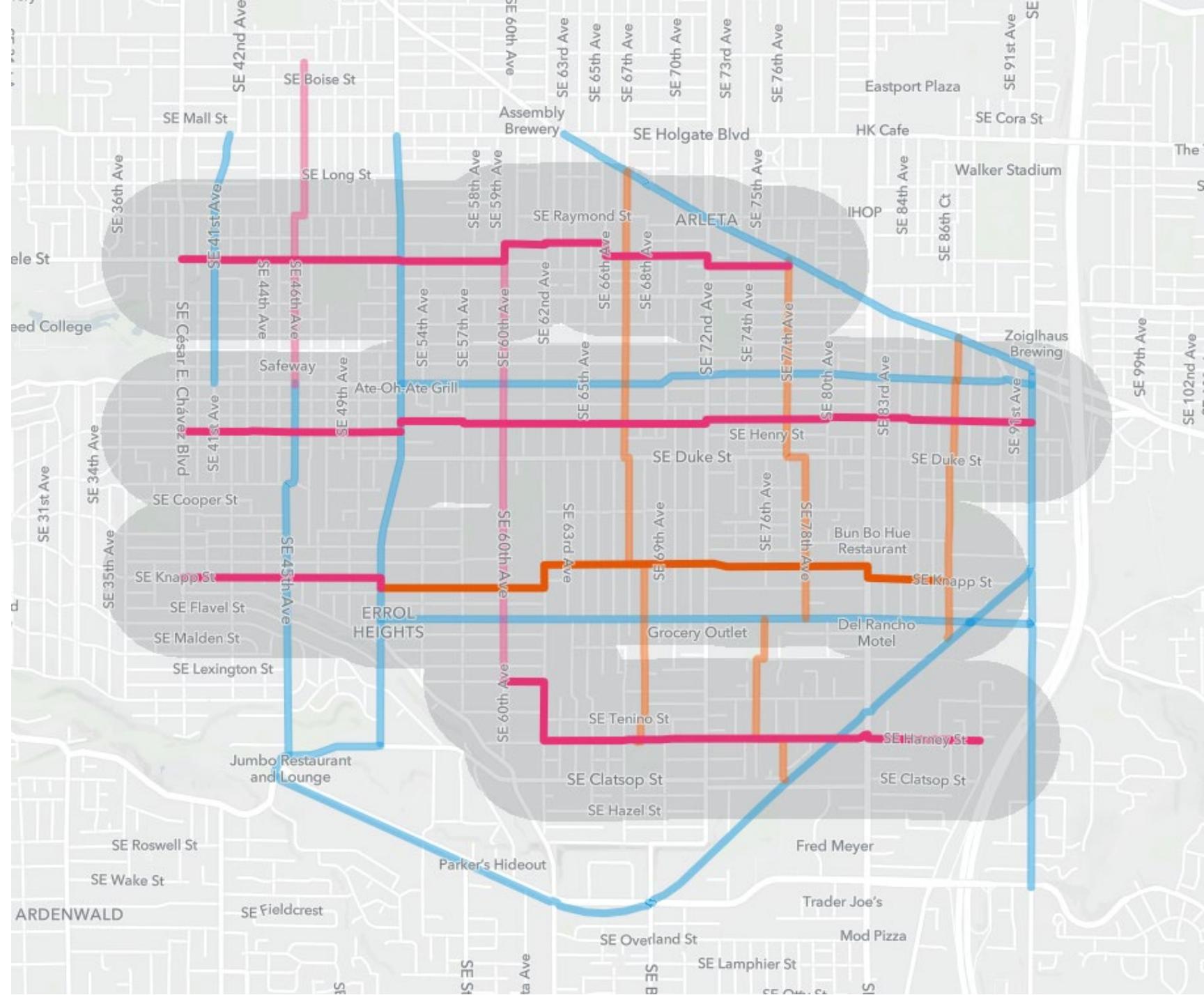
# Transportation Priorities

- Proposed North-South Tier 1 NG's, with funded/existing NG's, create almost complete ½ mile coverage for Brentwood-Darlington
- Including 45<sup>th</sup> Avenue and/or 52<sup>nd</sup> Avenue fills remaining gaps



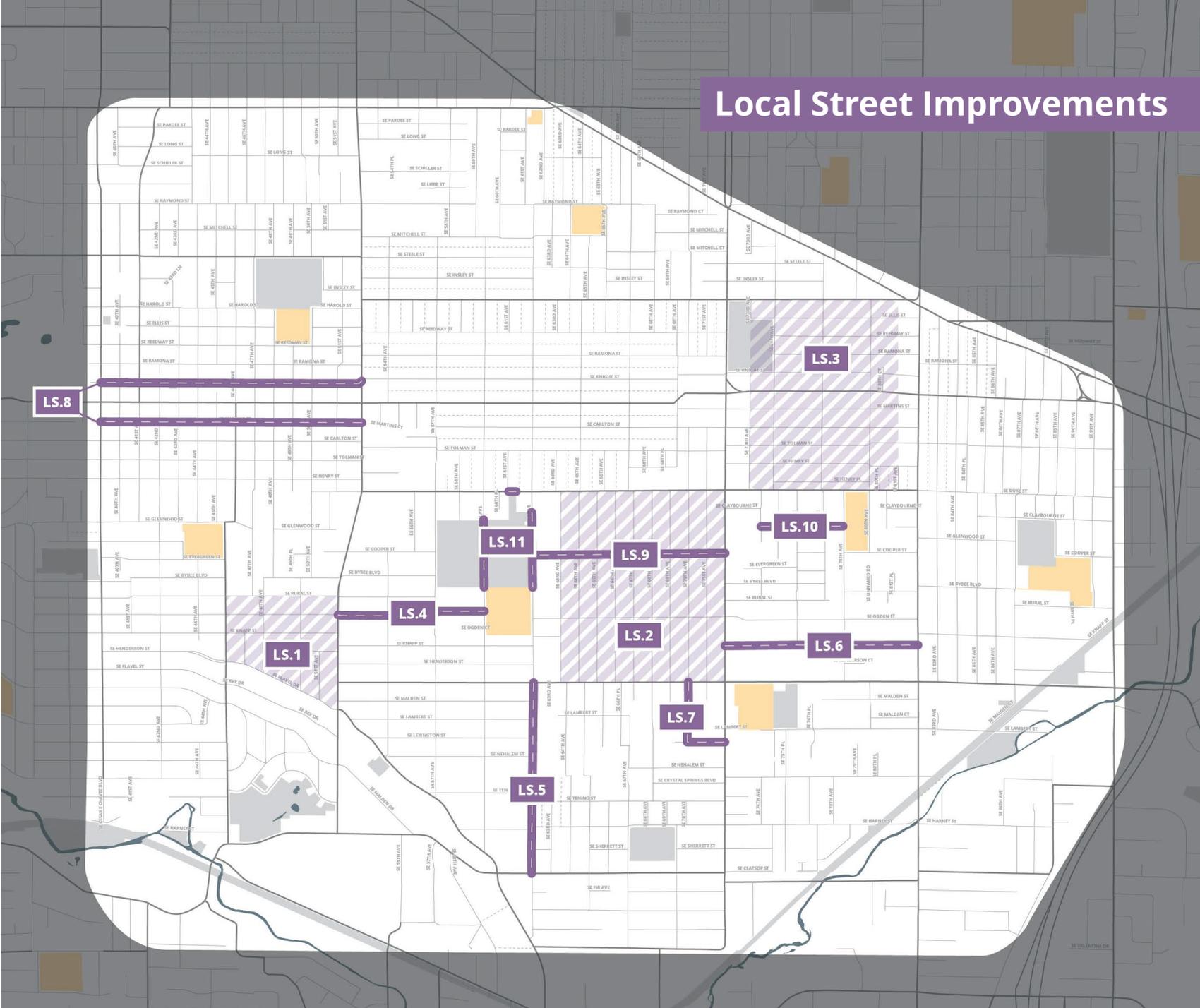
# Transportation Priorities

- Proposed East-West Tier 1 NG's (including Steele/Mitchell) with funded/existing NG's, also create almost complete ½ mile coverage
- Still a gap between Woodstock and Steele
- Improving bike facilities on Woodstock/Flavel would help fill these gaps



# Transportation Priorities

Local street improvements **improve connectivity, safety, and comfort within neighborhoods**, providing safe and accessible spaces for pedestrians and bringing traffic to safer speeds.





# Transportation Priorities

## Project Booklet Update

### Next steps:

- Develop Tier 1 projects (identify crossing locations, intersection improvements, etc.) and create high-level cost estimates
- Group Tier 2 projects together



**NG.1**  
**SE Tolman St**  
**Neighborhood Greenway**

**PROJECT DESCRIPTION**

The SE Tolman St greenway will provide an east-west connection across the plan area and an alternative to walking or biking on SE Duke St and SE Woodstock St.

*Project elements may include:*

- Wayfinding and signage
- Speed bumps as required
- Improved crossings at busy streets
- Diversion as needed



Woodstock Elementary School

*Project sheet example*

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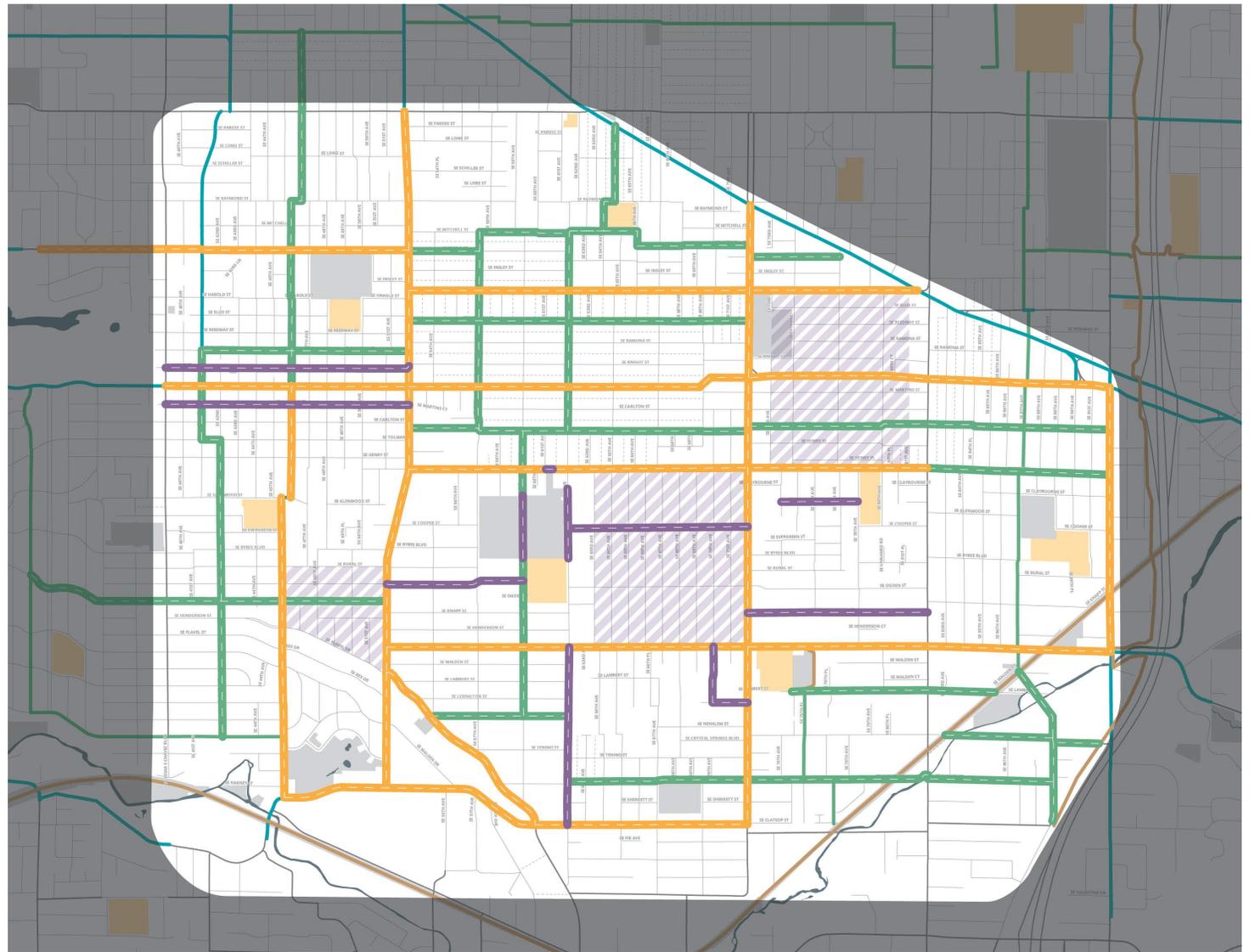
# Transportation Priorities

Questions?

Concerns?

Other General  
Recommendations?

At next meeting, we will have more detailed sheets for Tier 1 projects and a proposed path for funding/implementation

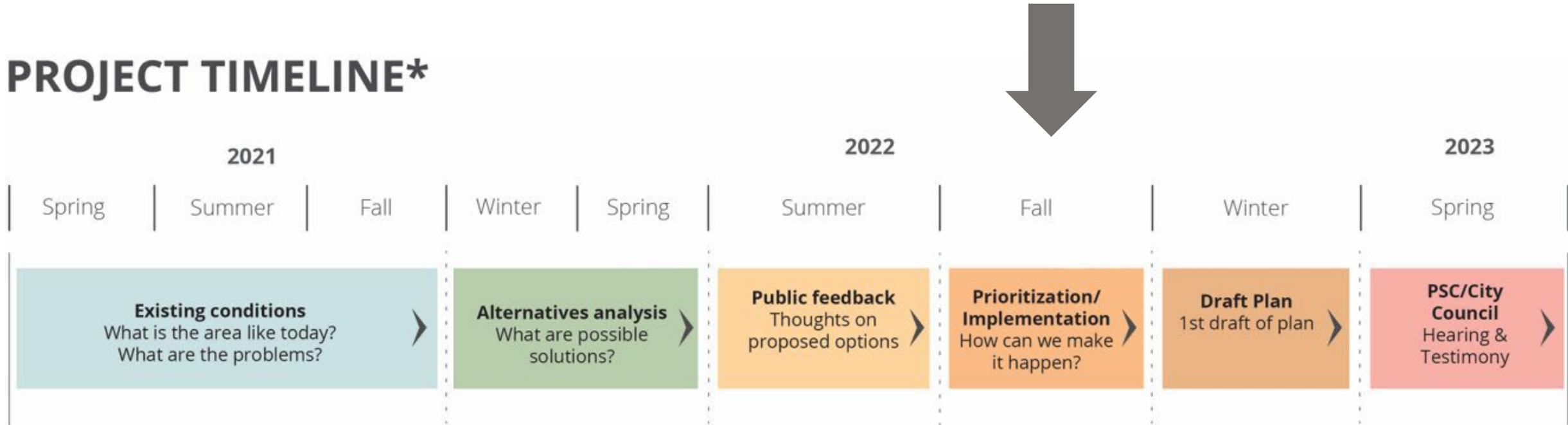


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# Timeline

## PROJECT TIMELINE\*



\*Timeline approximate and subject to change

# Next Steps

- Working on draft plan outline
- Next Committee meeting will be scheduled for early 2023, likely as an opportunity to review the Discussion Draft plan

# Questions

- Anything you want us to explore/pursue/add in the plan recommendations?
- Other thoughts about the proposed land use/transportation changes?

Email: [LowSEPlan@portlandoregon.gov](mailto:LowSEPlan@portlandoregon.gov)

Website: <http://www.portland.gov/lower-se-rising>



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