



Lower Southeast Rising Area Plan Discussion Draft Public Feedback Summary

August 2023



THE BUREAU OF
**PLANNING &
SUSTAINABILITY**

LANGUAGE ACCESS

The City of Portland is committed to providing meaningful access.

To request translation, interpretation, modifications, accommodations, or other auxiliary aids or services, contact 311, Relay: 711.

Traducción e Interpretación | Biên Dịch và Thông Dịch | अनुवादन तथा व्याख्या | 口笔译服务 |

Устный и письменный перевод | Turjumaad iyo Fasiraad | Письмовий і усний переклад |

Traducere și interpretariat | Chiaku me Awewen Kapas | 翻訳または通訳 | ການແປພາສາ ຫຼື

ການອະທິບາຍ | ةي هفشلأ وأ ةيريرحتلأ ةمجرتلأ |

www.portland.gov/bps/accommodation

Table of Contents

Engagement Summary	4
Online Open House and Survey & Map App	4
LAND USE	5
TRANSPORTATION	10
SUMMARY QUESTION	14
Tabling Feedback	15
Targeted Outreach	17
Under Separate Cover	
Appendix: Full Public Comments	

Public Engagement Summary

The Lower Southeast Rising Area Plan Discussion Draft was released on May 17, 2023. The primary purpose of the Discussion Draft was to share the Plan's draft proposals with the public and seek feedback to inform staff's work on the Proposed Draft version of the Plan, which is scheduled to go to the Portland Planning Commission for a public hearing on October 10, 2023. Since the release of the Plan through mid-July, the City invited public feedback on the Discussion Draft via the following methods:

- An online open house and survey on the Discussion Draft proposals.
- An online "Map App" tool, allowing community members to look up zoning proposed for specific properties and to provide comments.
- A virtual information session held on May 24, 2023.
- In-person tabling events at multiple community events and gathering places within the plan area where project staff had the opportunity to speak directly to over 150 community members.
- Targeted outreach to Spanish-, Chinese-, and Vietnamese-language communities.
- Presentations to the Brentwood-Darlington Neighborhood Association and the 82nd Avenue Business Association.
- A project email through which questions and comments were submitted to staff.
- Mailers, sent to owners of properties proposed for zone changes and to all residents within 400 feet of these properties (5,952 postcards mailed)

Altogether, project staff interacted with or received feedback from over 350 community members, which informed staff work on the Proposed Draft of the Plan. This document outlines and summarizes key themes from the feedback given on the Discussion Draft from members of the community. See the **Full Public Comments Appendix** for complete comments received through the survey, Map App, tabling, and focus group discussions.

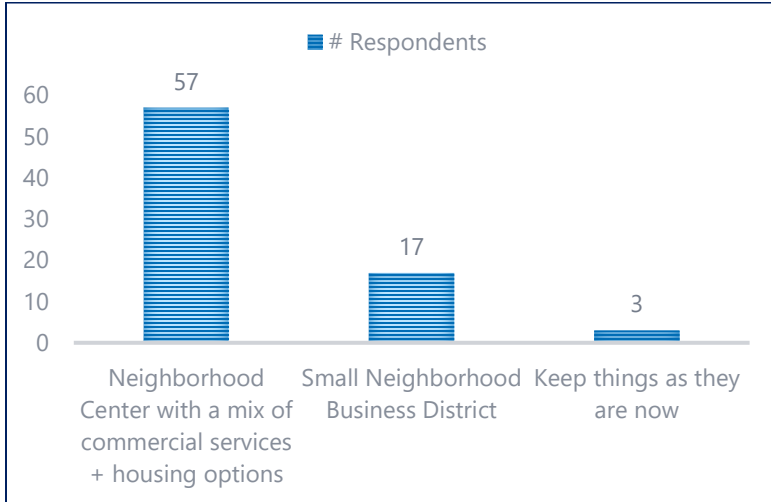
Online Open House Survey Responses

The online open house presented a condensed version of the Discussion Draft in story map form, allowing community members to read through the goals and land use and transportation proposals with accompanying graphics. Survey questions regarding proposed area-specific changes and land use strategies were included as part of the story map, giving community members the opportunity to give feedback on the changes presented in the Discussion Draft.

The following section summarizes key themes for each survey question included as part of the online open house, as well as public comments received via the Map App. Responses to the survey questions are divided between those related to land use proposals and those related to transportation issues.

LAND USE

Q1: How do you feel about a new Brentwood-Darlington Neighborhood Center?



Summary:

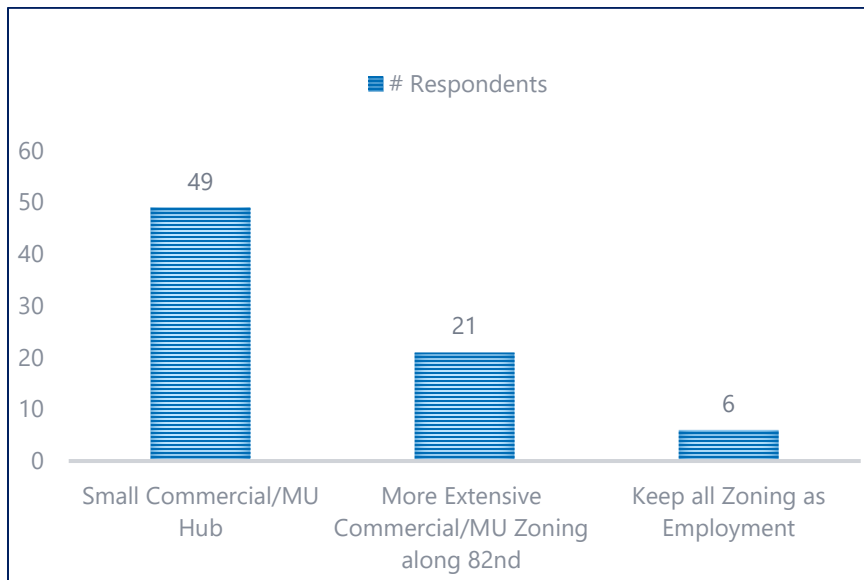
A majority of survey respondents (71%) support the current proposal. Multiple respondents identified a need for placemaking in the Brentwood-Darlington neighborhood and believe that the creation of a neighborhood center will enhance the area and bring much-needed commercial amenities. In particular, respondents supported the potential transportation improvements and accessibility benefits that a mixed-use core could bring.

While most respondents support the proposal, there were points of concern echoed by multiple commenters. Some respondents expressed worries about the potential for displacement of existing small businesses along the corridor, noting that that rezones alone were likely to be insufficient in terms of developing a thriving neighborhood center in the near term, and noted that commercial and higher-density residential development could create parking issues in the neighborhood. Respondents also asked what measures could be taken to ensure commercial space was affordable for small businesses and stated a desire to prioritize services useful for those in the current Brentwood-Darlington neighborhood. Another concern was that something needed to be done to increase tree canopy and green elements in the area.

Key Themes

- ❖ Support for a new Brentwood-Darlington neighborhood center, especially the additional commercial services this could bring.
- ❖ Support for the potential “placemaking” opportunity of a new neighborhood center, and desires for street improvements and including more trees and green elements.
- ❖ Concern about impacts new businesses and housing may have on traffic and parking.
- ❖ Concern about the affordability of new commercial spaces and the need to prioritize existing and new local businesses.

Q2: How do you feel about a new commercial hub centered on 82nd Ave and Flavel St?



Summary:

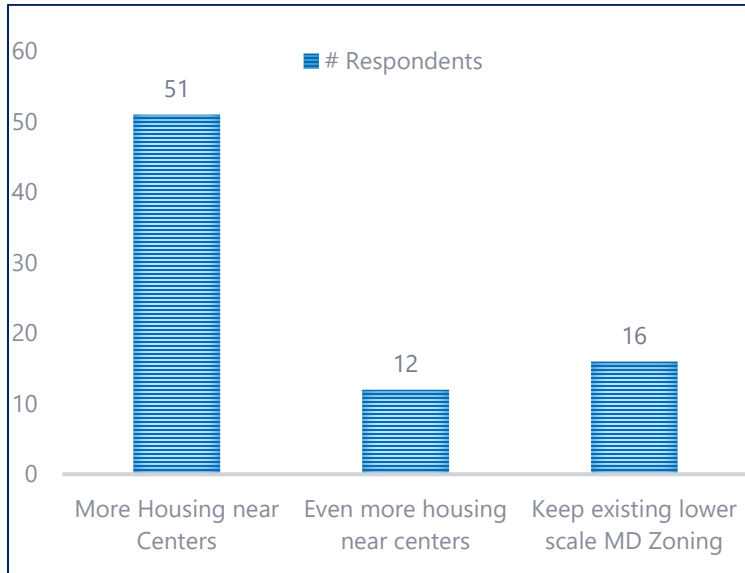
65% of respondents supported the existing proposal for a small commercial hub at SE 82nd and Flavel, with 28% supporting the more extensive application of commercial/mixed-use zoning along 82nd Avenue. Multiple commenters indicated that 82nd Avenue has a need for a more diverse range of commercial options and expressed optimism that the center designation would help bring services to the corridor. Commenters also responded favorably to the idea of allowing more housing along 82nd Avenue.

Respondents expressed concern over potential traffic increases that added commercial activity could bring to the area and worried that without significant pedestrian improvements, such a center would remain a safety hazard. It should be noted that there are proposed crossings to be located at the intersections of 82nd and Lambert, Cooper, and Tolman; along with additional street improvements to be completed as part of PBOT's "Building a Better 82nd" project. Respondents also expressed concern about the preponderance of houseless people along 82nd Avenue and the perceived detrimental effects this may have on development potential.

Key Themes

- ❖ Support for a commercial hub in this location, but that it needs an improved pedestrian environment.
- ❖ Support for new housing opportunities on or adjacent to 82nd Avenue.
- ❖ Need for addressing traffic and safety issues on 82nd Avenue if it is to become a thriving commercial hub.
- ❖ Some interest in allowing more commercial uses and housing more broadly along 82nd.

Q3: How do you feel about expanded housing options near the Heart of Foster and Lents Centers?



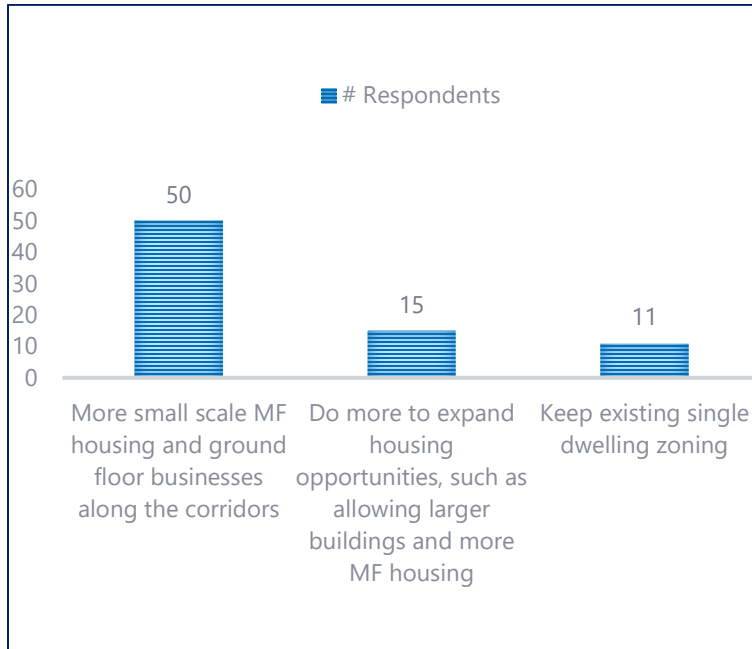
Summary:

66% of respondents supported the existing proposal, with a relatively even divide in support between the other two options. While there was support for the overall proposal, there were multiple comments expressing concern about building additional higher-density housing without additional parking as well as questions regarding the impact four-story buildings could have on viewsheds of existing single or two-story single-dwelling residences. Two respondents stated that multi-story dwellings should be limited to corridors. Commenters also expressed the need to focus on affordable housing. A few respondents expressed a desire for allowing more commercial uses in the area, with grocery stores cited as particularly needed.

Key Themes

- ❖ Support for more multi-dwelling housing opportunities around the Heart of Foster and Lents Centers.
- ❖ Questions about the benefits of allowing more housing if it is not affordable.
- ❖ Concern that increasing height allowances will have negative effects on existing residents, and that larger-scale buildings should be kept to the corridors.
- ❖ Concern about impacts of higher density housing on neighborhood parking if parking is not required for new development.

Q4: How do you feel about expanded housing options along these corridors?



Summary:

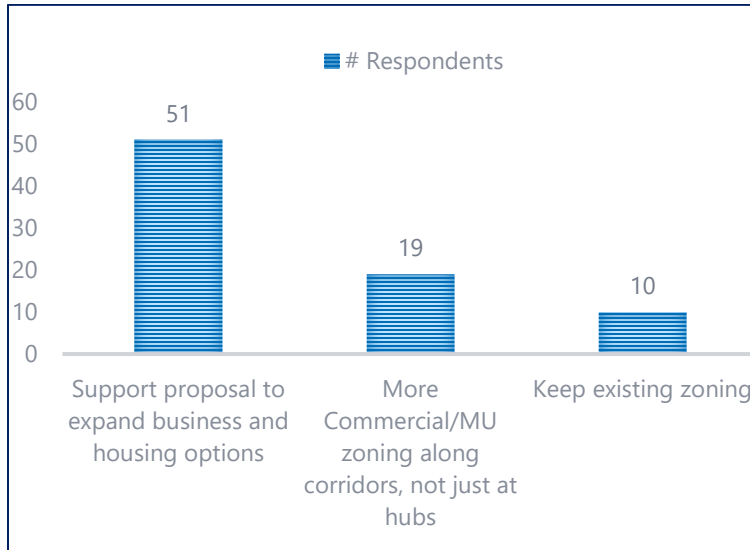
65% of respondents support the proposal. Multiple commenters indicated that they believed the proposal would help address the significant housing need—for multi-dwellings units in particular—that Portland is facing. Most respondents expressed support for the targeted nature of proposed residential rezones, particularly to ensure increased density was concentrated along corridors and other major streets.

Respondents also indicated that while they supported the potential for added housing, they were concerned about the likelihood of the new housing being unaffordable to current residents, and that affordable housing should be prioritized. Multiple commenters indicated concern over parking demand and increased traffic resulting from an increase in multi-unit housing.

Key Themes

- ❖ Support for allowing more multi-unit housing along the corridors, along with small ground-floor businesses.
- ❖ Need to prioritize housing affordable to working-class residents, including people living in the area.
- ❖ Concern about impacts of new development on parking and traffic.
- ❖ Interest in prioritizing small, local, and BIPOC-owned businesses with the new ground-floor commercial allowances.

Q5: How do you feel about strengthening small commercial hubs along these corridors?



Summary: 63% of respondents support the proposal to expand commercial opportunities at key intersections. Commenters responded favorably to the idea of increased commercial services on the corridors. Some commenters suggesting that the CM2 zoning be added along the entirety of major streets in the area, while others were concerned about development larger than existing small-scale buildings (note that the proposal would also allow small ground-floor commercial uses in the multi-dwelling zones along the corridors).

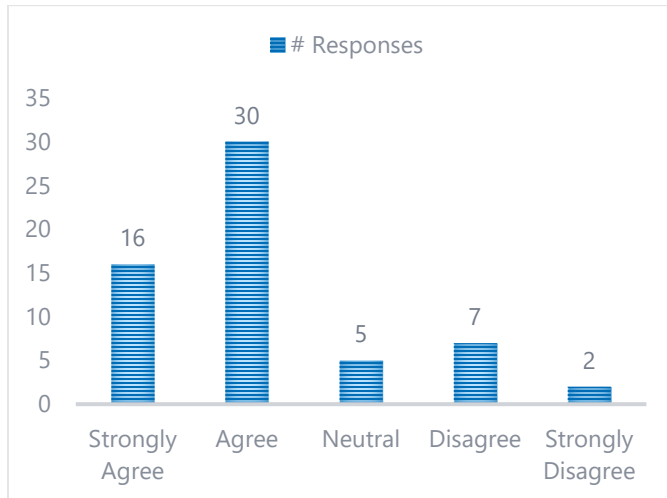
As with responses to all the survey questions, concern over new development without added parking was the most commonly expressed complaint with the proposal. Along with concerns of parking overflow, multiple respondents indicated that the unimproved streets and sidewalks adjacent or close to areas targeted for increased development were incapable of supporting the additional traffic load and parking demand. A concern raised was that improved transportation infrastructure, such as better traffic lights, bike lanes, walkways, and transit needed to accompany new development.

Key Themes

- ❖ Support for expanding commercial/mixed-use allowances at hubs along the corridors, with some interested in allowing this more broadly along the corridors.
- ❖ Concern about the impact new businesses and residences will have on traffic and parking.
- ❖ Desire for street improvements, with better pedestrian, bicycle, and transit access, to accompany the new development.
- ❖ Concern about displacement of current small businesses.

TRANSPORTATION

Q1: Do you feel this network of corridor improvements would meet the safety, walking, and biking needs on busy streets in this area?



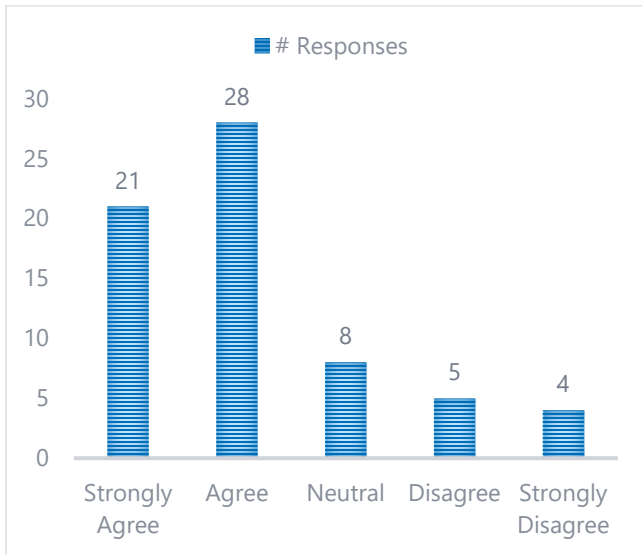
Summary: 72% of respondents either agreed or strongly agreed with the proposal. Among those who provided comments in support, most cited the importance of increased bicycle facilities as a key factor, particularly along the 52nd and 72nd avenue corridors. Multiple respondents identified the intersection of 69th and Woodstock as a specific location in need of additional safety attention and supported the proposed Neighborhood Greenway projects. Other respondents stated that Ogden Street –particularly between 52nd and 62nd needs speed bumps or other traffic calming measure due to the high quantity of cars speeding through the area.

Those in disagreement with the proposal cited the reduction in parking and the prioritization of corridors over existing neighborhood streets without pavement or sidewalks as reasons why. Some respondents worried that the improvements were not enough and that the lack of existing funding would lead to incomplete and fragmented infrastructure. A few respondents cited concerns that loss of parking would make access challenging for the elderly and disabled.

Key Themes

- ❖ Support for bike lanes and other transportation improvements along corridors.
- ❖ Support for reducing traffic speeds and improving walkability along corridors and other major streets.
- ❖ Those disagreeing with the proposal expressed concerns about bike lanes causing the loss of parking in areas that are already difficult to park in, or felt that bike lanes were not appropriate on busy corridors.

Q2: Do you feel this network of Neighborhood Greenways would meet the safety, walking, and biking needs on neighborhood streets in this area?



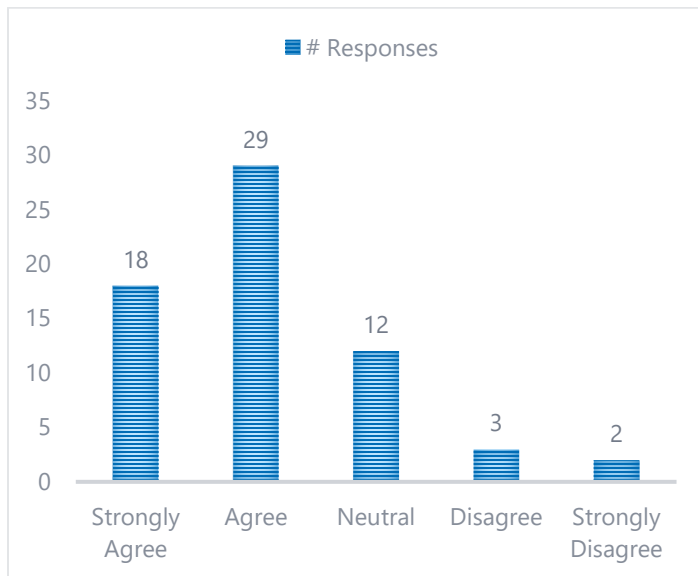
Summary: 74% of respondents agreed that the proposed network of pedestrian and bicycle neighborhood greenways would help meet the safety, walking, and biking needs in the area. Respondents were enthusiastic about the potential of well-maintained dedicated bikeways and the reduction of conflict between cyclists and automobile traffic, with some indicating they feel safer on neighborhood streets than riding on busy corridors. Others cited the importance of connected bikeways and specifically called out Tolman and Knapp Streets as important locations. Some commenters noted that implementing bike/ped crossings at major streets as an important aspect of greenway development.

Those who were either neutral to or in disagreement with the proposal were skeptical that the greenways would function properly and expressed concern that the improved streets would instead be utilized as convenient cut-throughs for automobile traffic. Others expressed concern that the neighborhood does not have the sidewalk network to support new greenways and that the greenways may not function properly without improvements beyond what is currently proposed.

Key Themes

- ❖ Support for the system of neighborhood greenway improvements.
- ❖ Support for bike/ped improvements and crossings of busy streets along greenway routes.
- ❖ Need for improvements to existing residential streets to support use of greenways, as some are in poor condition.
- ❖ Need for traffic calming measures to ensure greenways are not used for cut-through car traffic.

Q3: Do you feel this future network would provide safe and convenient access for people walking, rolling, and biking to important destinations?



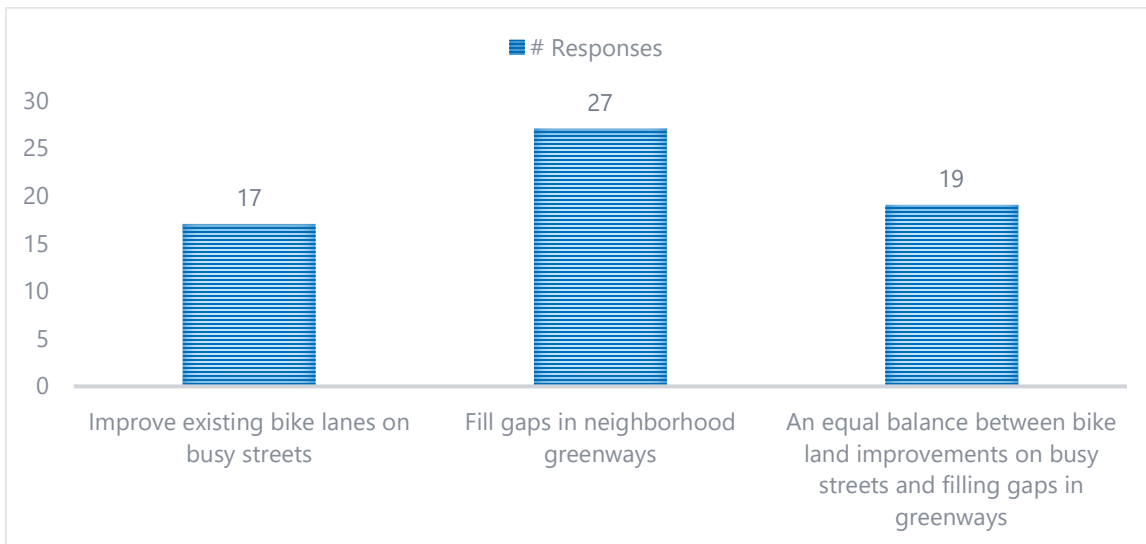
Summary: 73% of respondents agreed or strongly agreed that the overall bike and pedestrian network proposal would provide an adequate level of bicycle and pedestrian access to important destinations, including the existing and new centers included in the Lower Southeast Rising Plan. Respondents expressed support for the proposed improvements along Tolman Street as many residents already use Tolman as a bikeway. Other respondents stated that bike lanes should have barriers separating them from car traffic and need to be maintained in order to provide a safe environment for cyclists.

Those who disagreed with the proposal mostly stated concern that bike lanes and other transportation improvements would have limited efficacy until sidewalks were constructed where currently non-existent and improved where gaps and deficiencies exist. One commenter expressed concern that all improvements were being made without consideration for how drivers would be impacted.

Key Themes

- ❖ Overall support for proposed system of safety and access improvements.
- ❖ Some desire physical barriers between bike lanes and car traffic on busy streets.
- ❖ Concern that while the improvements are positive and necessary, that additional traffic and speed control mechanisms are needed to ensure a safe bike and pedestrian environment.
- ❖ Some prefer prioritizing sidewalk improvements.

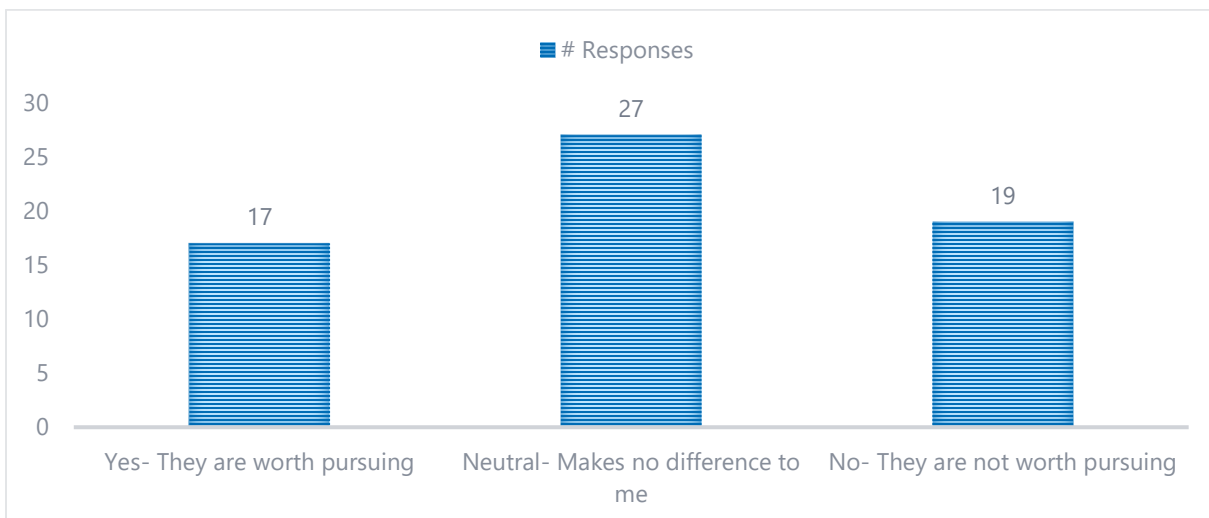
Q4: To improve safety and access for people walking and biking, should we first improve existing bike lanes and crossings on busy streets or fill gaps in the Neighborhood Greenway to create calm, low-traffic residential streets?



Q5: Do you think the Lower SE Rising bus network recommendations that did not make it into TriMet's Forward Together Plan are worth pursuing and / or keeping in the plan?

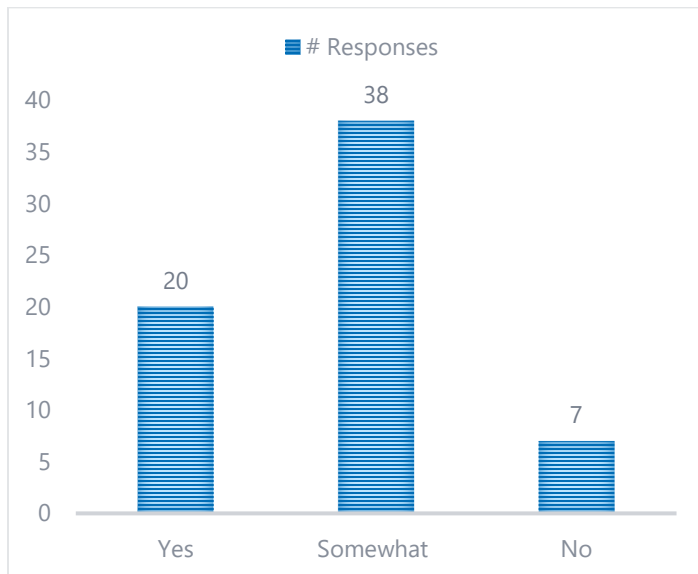
Recommendations not included in TriMet's plan include:

- Continuous east-west service on SE Flavel St between 72nd and 82nd
- Continuous north-south bus service on SE 72nd Ave



SUMMARY QUESTION

Do you think that the Plan's land use and transportation proposals will help address these (*the Plan's*) objectives?



Summary: 58% of respondents indicated partial support for the idea that the proposals will help meet the plan's objectives, with 20% agreeing that the land use and transportation proposals would help address the objectives.

Many respondents commented that while they were in support of the land use and transportation proposals, they believed that additional support mechanisms were needed to ensure that the added housing would be affordable to a majority of residents, and not simply lead to higher rents and displacement. Similarly, respondents were concerned that the neighborhood would not see substantial commercial development without economic development support.

See the **Full Public Comments Appendix** for complete open-ended comments from the online survey and Map App.

Key Themes

- ❖ General agreement that the proposals will at least somewhat help with meeting the objectives of the plan.
- ❖ Concern that land use changes by themselves will be insufficient without efforts to ensure truly affordable housing and support for community economic development is provided.
- ❖ Concerns over lack of parking to accommodate increased density.
- ❖ Local streets and sidewalks should be improved, not just the corridors and greenways.

Tabling Feedback

In addition to feedback received via the online engagement tools, City staff tabled at multiple locations within the project area from late May throughout the month of June. Project tables were set up on the following dates and locations:

- ❖ Mt. Scott Community Center- Thursday, May 25th
- ❖ Lents International Farmers Market- Sunday, June 4th
- ❖ Grocery Outlet (72nd & Flavel)- Wednesday, June 7th
- ❖ Shun Fat (SF) Supermarket- Saturday June 10th
- ❖ Portland Mercado- Saturday, June 17th
- ❖ Woodstock Farmers Market- Sunday, June 18th

Feedback received at these tabling events varied upon location, but mostly aligned with comments provided via the City's online tools. While community members most frequently related their support for the Plan's proposals, the following land-use and transportation themes related themes were raised during conversations at the various tabling events:

❖ **Potential Displacement Impacts**

How can the plan address the potential for displacement or both existing residents (primarily renters), and existing small businesses? One community member commented that the recent uptick in business activity and housing in the Lents Town Center had priced them out of Lents and that they were concerned that increased commercial/mixed-use zoning would have a similar effect in Brentwood-Darlington. Another community member noted that they wanted to ensure that any future increase in business activity served the existing residents, not those who would move into the neighborhood once the proposed changes were implemented. Similarly, one community member noted that they feared that the changes would act as a displacement force for the BIPOC population and that the benefits would not support those who may be displaced.

❖ **Impact of Plan Changes on Parking and Traffic**

Most community members who attended the tabling events expressed support for the proposed land use changes but had questions about the impact of higher density mixed-use and multi-dwelling zones on parking and traffic. Multiple community members noted that development along Woodstock had already caused parking to overflow away from the corridors

and other main streets and into single-dwelling residential neighborhoods. Critics of the bike-ped improvements had similar concerns regarding the removal of parking along corridors to accommodate the proposed bike lanes.

❖ **Impact of Proposed Changes on Existing Homeowners**

Many community members also expressed concern that increased residential heights, while needed from an affordable housing perspective, would have negative impacts on long-time residents living in single-unit dwellings. Comments ranged from “I am concerned that the increased height allowances in the areas subject to multi-dwelling and commercial-mixed use rezones will block my view” to “Added density will make the neighborhood too crowded and will have negative impacts on parking and traffic.”

❖ **Support for Proposed Transportation Improvements**

The proposed transportation improvements received mostly positive feedback from community members who spoke to staff at the tabling events. Most community members stated support for the Neighborhood Greenways concept while agreeing that increased bicycle infrastructure was also needed along the primary corridors in the plan area.

❖ **Need for Wholesale Pedestrian Improvements**

While most respondents supported the proposed safety and transportation improvements, some questioned why funds were allocated for bike lanes when there are large gaps in the sidewalk network in the plan area.

Targeted Outreach

In order to broaden who project staff are hearing from, staff made arrangements with community partners to hold focus group discussions with Vietnamese-, Chinese-, and Spanish-language communities on the Plan's proposals.

Focus group participants were generally supportive of the Plan's land use and transportation proposals, including expanding opportunities for neighborhood businesses and housing, but raised the following issues:

- ❖ Need to ensure housing is included that is affordable to lower-income people.
- ❖ Concerns about new development bringing additional traffic and insufficient parking.
- ❖ Need to make sure the commercial hubs are providing opportunities for diverse businesses serving a variety of cultures.
- ❖ Agreement that the priority corridors and neighborhood greenways are in the right locations.
- ❖ Mixed responses on prioritizing improvements on corridors versus greenways, with many feeling both are important.
- ❖ Reducing car speeds on neighborhood streets will be important for making them safe for walking.
- ❖ Like the idea of bus service on SE Flavel connecting to the light rail station.
- ❖ Spanish-language participants felt that the area around SE 92nd should be a focus for housing opportunities and corridor safety improvements, in addition to the other corridors prioritized in the plan.

See the **Full Public Comments Appendix** for detailed meeting notes from the focus group discussions.

Contact

Bill Cunningham

Co-Project Manager | Portland Bureau of Planning and Sustainability

bill.cunningham@portlandoregon.gov

Shane Valle

Co-Project Manager | Portland Bureau of Transportation

shane.valle@portlandoregon.gov

About City of Portland Bureau of Planning and Sustainability

The Bureau of Planning and Sustainability (BPS) develops creative and practical solutions to enhance Portland's livability, preserve distinctive places, and plan for a resilient future.



THE BUREAU OF **PLANNING
& SUSTAINABILITY**

<http://portland.gov/bps>

503-823-7700

bps@portlandoregon.gov