

# Lower Southeast Rising Discussion Draft - Public Feedback Summary

## Appendix: Full Public Comments

August 2023

### Public Comments - Land Use

Red: Discussion Draft Online Survey Comments

Green: Map App Comments

Blue: Tabling and Other Comments

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

Concept	# Respondents
Support current proposal to foster a neighborhood center with a mix of commercial services supported by more housing options	57
Prefer small neighborhood business district, less of an emphasis on housing	17
Prefer keeping things the way they are now	3

#### 1. Proposed New Neighborhood Center - Commercial Services:

- a. I prefer living in a smaller neighborhood/community. I feel resources should be put towards existing businesses and TriMet lines.
- b. Love it! We need a Center with destinations in Brentwood-Darlington to truly make it a walkable neighborhood. Right now, there's no "there" there.
- c. We are residents on 50th just south of Glenwood. We do support the new corridor and commercial center. There are not many amenities east of 52nd. Being on 50th one block over from 52nd we are the first cut through street for drivers to avoid any slow-downs or lights at Duke or Woodstock. We do not have sidewalks and visibility is not great due to trees in many areas, especially along school routes. The intersection at 48th and Glenwood and the path to Lewis is already bad. We are concerned about increased traffic and hope that this is kept in mind as development grows. If 50th gets paved through, it may turn into a highway-like street and the certain loss of the quiet street we know and appreciate.
- d. Creating a green and inviting environment around the new Brentwood Darlington Neighborhood Center should be a priority. Incorporating ample greenery and trees will not only enhance the aesthetics but also contribute to a healthier and more sustainable neighborhood. Additionally, it is crucial to ensure safe access for pedestrians and cyclists by incorporating dedicated bike and walking pathways leading to the center. This will encourage alternative modes of transportation and promote a more active and connected community.  
Furthermore, the inclusion of small restaurants and shops within the neighborhood center would greatly enhance the local community. These establishments would provide convenient amenities for residents and create a vibrant social hub. Additionally, considering

- the absence of a nearby post office, incorporating a post office facility within the center would be highly beneficial, offering convenience and accessibility to the community.
- e. When formulating policies to encourage development of multi-story residential buildings with small ground-floor businesses, perhaps there is a way to regulate the cost and types of commercial spaces that are included in such developments, encouraging occupancy sooner rather than later. We've seen similar developments in other parts of the city with empty commercial/retail spaces that take many years to fill up. We expect that is due to the cost per square foot to lease those spaces, and/or the lack of desirable amenities/build-out options for those spaces. It's important to encourage occupancy of commercial spaces by the types of businesses/services that most neighborhood residents can actually use, not just a bunch of cute-yet-overpriced boutiques.
  - f. Please also consider promoting accessory commercial units, which are similar to accessory dwelling units in all areas...See [Strong Town article](#)
  - g. What will the City/County/Metro do to attract new businesses to the Lower SE Rising study area? Simply changing zoning is not enough.  
What city-county-Metro resources (especially subsidy programs) can be called on to give small, new businesses a chance to succeed once launched?
  - h. I see the Brentwood-Darlington neighborhood as having very limited commercial services and more than enough residential spaces. I would like to prioritize adding business opportunities to the area and add housing options to mitigate the residential reduction of reallocating the space.
  - i. I am OK with this plan as long as low income and BIPOC families and businesses are prioritized.
  - j. Equity needs to be at the core of this project. How can we encourage locals and low-income families to start business and be the heart of these improvements?
  - k. I am concerned about current businesses being ousted for housing instead.
  - l. I support the development of a SMALL neighborhood center around 72nd and Flavel. The grocery outlet could be an anchor for additional small businesses, preferably patronized by pedestrian and bicyclists. We want to avoid more vehicle traffic or delivery trucks. Our streets and intersections leading out of the neighborhood toward 82nd or 205 are currently too narrow to support more traffic. The intersections are bottlenecks, interrupting the flow of traffic. Any development of hubs should be preceded by development/expansions of the intersections all along 52nd, 72nd and 82nd on Holgate, Woodstock, Duke and Flavel. Please take a look at Europe where critical intersections have roundabouts with safe bike lanes/lights/cross walks.
  - m. I like the idea of having a neighborhood business district for Brentwood-Darlington and expanding housing allowances on the corridors.
  - n. I can see how people can like what is being proposed for new neighborhood center, but I have a property on 72nd and am being directly impacted. I am concerned that investments in my house will be wasted, and that the only value of my property will be for redevelopment.
  - o. Concerned about the proposed zone changes from residential to commercial zoning, and the impact this may have on the ability to stay in my home, especially if developers or the City want it for development.
  - p. I am really concerned about housing affordability in the study area.
  - q. I like the idea of 15-minute neighborhoods, but thinks that Woodstock (e.g., SE 45th and Woodstock) is a better area for that type of development, at least as compared with SE 52nd and Duke.

- r. I like the idea of having a Brentwood-Darlington business district and more housing opportunities along the corridors

## 2. Housing

- a. Housing allowed should be taller than what is proposed.
- b. I think there should be more dense housing in the neighborhood!
- c. Access and inclusion for residents of the manufactured dwelling parks (MDP) in the neighborhood center and the greater neighborhood should be increased. The residents of Circle Cedar Court only have access to 82nd Ave and face limited ease of access to the center proposed at 72nd and Flavel. Pathway easements to adjacent streets (e.g. Henderson Ct, Flavel St). Property covenants, deed restrictions, and any other means would increase the urban fabric and allow MDP residents to walk to services throughout the neighborhood center and remain in place through the plan's anti-displacement efforts.
- d. I am a property owner within the plan area for the Lower Southeast Rising Area Plan (on SE Crystal Springs east of 72<sup>nd</sup>). This lot currently is RM1 and is being proposed for an upzone to RM2. While that makes sense in the generic bubble diagram plans you are generating for approval by City Council, it really needs much greater attention to the impact at the granular level. As an architect, I understand the goals of the plan and the desire to increase housing units throughout the city but I think once again the plans created at 30,000 feet do not work at the granular, individual lot level. I have been planning a project at this site with just three units and while it works, adding more units for a larger, multi-floor project just doesn't work at this location. I have single family homes on either side of my lot and the two story, three unit project will work but any project with three or more floors adds too much density at this time. The lots at the west end of the street were just built aren't going away anytime soon. I realize that the plan is looking out decades but the plan change will affect properties like mine immediately. I'm also confident that there are many other lots like mine within the LSRAP area that will be much more difficult to develop except as a land sale to a bigger developer accumulating lots for bigger projects. If that is one of the acceptable by-products of this plan, once again neighborhood level plans will hamper adding housing units for years to come. I don't think that is what anybody wants in the City that Doesn't Work anymore.

## 3. Parking/ROW

- a. Designated parking should be included for housing. The Division Street plan is a nightmare for businesses and nearby housing. I understand encouraging bike, bus, walk but there will still be some cars!
- b. We should emphasize bike and pedestrian traffic over parking and car speeds.
- c. Safer streets and safer roads between 42<sup>nd</sup> and 82<sup>nd</sup>. 42<sup>nd</sup> and 52<sup>nd</sup> can be pretty busy with little visibility to turn on. There are also minimal pedestrian walkways. Redo bike lanes for added safety on Flavel and Duke. Create neighborhood greenways between Lane Middle School and 82<sup>nd</sup>.
- d. The city needs to prioritize fixing some of the main roads through Lower SE as many of the main arterials are visibly and actively crumbling under lack of repair. I don't mean the crappy and useless pothole "patching" that PBOT does, I mean a full-scale mill and repave. Woodstock, Foster, sections of 72<sup>nd</sup> (mostly south of Woodstock), and sections of 52<sup>nd</sup> (especially at Woodstock) all need serious repairs.
- e. "Increasing the population density without a comprehensive look at implementation of additional utility requirements a fool's game. Adding people and commerce while reducing available parking to provide the transportation corridors won't work. This type of development is taking place where I currently live in. They replaced several parking and low-rise commercial buildings with 6 to 8 story condominiums. Traffic has dramatically increased, there is no available parking, and condo residents with dogs don't have anywhere

- for their pets to do their business. I would like to hear more on how you plan to control homeless campers in the green spaces and available parking that remains?
- f. Brentwood-Darlington needs paved streets and sidewalks and a small commercial district to make the area more walkable. However, rezoning to RM2 with 4 story buildings up to 45 feet in height will drastically change the existing neighborhood's sound levels and congestion, which I do not support. Structures should be smaller. High density housing should be situated along existing major corridors with direct access to the Max light rail. Brentwood Darlington and SE 72nd is a dead-end, not a hub. It has poor bike access to the Springwater Corridor by geography despite its proximity and City efforts for bike safety.
  - g. I love the idea of expanding commercial space and housing around here - especially affordable housing. We do not need more housing for affluent professionals. But these proposals show no plans for parking, which is unconscionable. Without a Maxx line, people will drive. You can't double the quantity of cars on the street and make no accommodations for them. There also will need to be infrastructure updates on other streets, as 52nd, 72nd, Woodstock, and especially Holgate and Duke are never going to be able to accommodate the traffic burden of a fast-growing driving population.
  - h. The plans need to include making SE Flavel Drive between 46th and 52nd safer as plans will route additional traffic to street. Currently, there is a high volume of traffic, including drivers exceeding speed limits and driving recklessly, due to wide street and few speed bumps. Drivers use the street to get to 46th or 39th from Johnson Creek.
  - i. I am not sure if this was an oversight, if it affects me, or if it is even in my best interest to bring it up, but why were the last three houses on Lexington Street excluded from the zoning change? The whole street was redefined except the last three houses on the end. Was it arbitrary, for a neat straight border, or something about cul-de-sacs?
  - j. I understand the ideas behind what you are trying to do with more density and more active transportation, but people drive and if you create more density, you increase demand for travel and those people will drive. Trying to artificially change or constrain the system doesn't seem to support the organic type development and transportation system that is more like a small town and walkable, with little stores everywhere that is easy to walk. I want to see that in the future, but I don't understand how you get there.
  - k. Don't like the parking reductions, especially a planned apartment that is going in with about 25 units near 52nd and Duke. Expectation is that a new 25-unit building should have 25 spaces. Major concern is the need for others to park in front on resident's home.

#### 4. General

- a. This area NEEDS and DESERVES revitalization. It's about time! Thank you!
- b. This would be a great place for a library or other "third space" where neighborhood folks could gather and learn. One idea would be to shift the community center from Brentwood Park to this new space.
- c. I feel like how run-down Mt. Scott community center has become this sounds like a bad idea. I wish that they would take the money and expand mount Scott and make it safer. I wouldn't send my kid to Mount Scott community center currently. I think building one right by my house would make my area more sketchy since the city doesn't seem to care too much about keeping their community centers safe for the youth.
- d. I'm all for this. I sincerely hope this plan comes to fruition because this area of the city has been sorely lacking in investment and improvement.
- e. Love it and I live just a few feet outside of the boundary.

- f. I believe 3-4 story buildings should be limited to the properties that are actually on the corridor streets, not a full block into a neighborhood with mostly 1-story homes. For example, we live between 80th and 82nd South of Woodstock and Portland recently changed our zoning to allow 4 story buildings. This is going to be a burden for our block (we've lived here since 2007 and other neighbors have been here for 40-50 years.) We are sad that we will have 4-story buildings looking down onto our properties (all 1-story)
- g. I hope to see further information about how this plan proposes to support the retention of existing businesses and renters. I think rent control to support the inclusion of current tenants and small business grants for existing food trucks, small commercial businesses, etc. should be included in this proposal to be certain that this community investment isn't gentrification in disguise. In short, density and diversity of scales is important but if the people that currently call these spaces home aren't supported, there will be negative effects from development.
- h. In my opinion your neighborhood driven redevelopment plans are generating poor results. No trees and green spaces. Where is the walk-around, small business oriented- Portland that I lived in for the last 40 years? Transportation alternatives have become bus lines only. Housing seems to be limited to high-rise apartments. The only thing rising about this development plan is the price of property and my rent. Some of these new neighborhoods look like you are living in a shopping center, not a residential neighborhood. Not everyone wants to live downtown.
- i. I live in Brentwood Darlington currently. We need more healthy and affordable food options here. Also, any new housing needs to specifically be affordable and below market rate or it will not solve any problems. We also have a very poor tree canopy compared to other neighborhoods so I would like to see tree and green space maintenance and development addressed in the plan.
- j. Hello, as a member of the Duke street townhome HOA, I would like to express interest in including parts of Duke St into the Lower Southeast Rising Area Plan. Particularly the intersection of Se Duke and 70th as well as the Intersection of SE Duke and 71st. These intersections need some help. We would like to see the use of a mural on the pavement to help make our street more inviting to foot traffic and less inviting to aggressive driving. We believe a round-about in this area along with a mural will help satisfy this request. I included an image of the intersection of Bybee Blvd and 37th as an example. We also would like both of these intersections to have crosswalks. Thank you for your consideration.
- k. A decade ago, the city implemented tax abatements on this neighborhood to assist new single-family homeowners and foster a strong community. This plan provided opportunities for minority households to build wealth through home ownership. I believe this proposal contradicts the city's intentions from a decade ago. The original incentive was an opportunity for lower income and minority residents to build a new life. Why is the city emphasizing new businesses and multi-level housing developments within these residential zones? Further, the current CM1 zones in this area remain underutilized. Why not focus on improving the CM1 zones which are not in use rather than overhauling the entire neighborhood, driving out the residents that were brought in 10 years ago?
- l. I'm pretty progressive and my wife is conservative, but even I'm not so sure about what you are doing here. I think Portland should sprawl more. We need to grow outward, not turn ourselves into New York City. I used to live there and there is a reason I don't anymore. I get the constraints you're working with, I'm just not sure I agree with how you are going about trying to address the growth.
- m. This all looks pretty good, but what's really gotten difficult for me and my girlfriend living here is the homeless folks, going to the bathroom in our front yard, looking into our house.

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

Concept	# Respondents
I support the proposal to create a small commercial/mixed-use hub at 82 <sup>nd</sup> and Flavel	49
I prefer applying commercial/mixed-use zoning more extensively along 82 <sup>nd</sup> .	21
I prefer keeping all zoning on 82 <sup>nd</sup> near Flavel as employment- the priority should be on the jobs	6

### 1. Commercial Uses

- a. It's important to encourage diversity in the types of businesses within a commercial hub, and that those types of businesses are useful to most local residents.
- b. I prefer 82nd as a commercial corridor, but support larger housing opportunities just outside, much like Luther Road west of 82nd.
- c. No more car dealerships.
- d. I am hoping that the New Checkered Flag Tavern will stay, as a unique queer-friendly bar in our neighborhood. This is not something we have at Rocky's or other establishments.
- e. The area has unfortunately been a hub for houseless individuals. I would love for the proposal to ensure non-profits have a business area to support individuals with difficult circumstances.
- f. The hub should be moved to 72<sup>nd</sup>, safer than 82<sup>nd</sup> with high traffic.
- g. I would like to see this type of zoning applied on the corridor as well as beyond it. Undoing the restrictive zoning on corridors and beyond them, with displacement protections in place where necessary, is an important element in fostering a more walkable, bikeable, and financially sustainable city.
- h. 82nd Ave needs redevelopment that includes both high density commercial and high density residential and clean light industrial. This major redevelopment should be supported by light-rail extension that serves the entire 82nd Ave corridor. It is an equity-based tragedy that 82nd does not already have light rail.
- i. This would be the best of all 4 options proposed for a new commercial hub.
- j. There is a great opportunity to create a walkable mixed-use district in the area between 82nd, Flavel, and the Springwater Corridor. The industrial zoning at the south end of 82nd creates a dangerous void. Consider replacing this with mixed-use and multi-family zoning.
- k. How can we ensure jobs and economic development that keep people in their community?

### 2. Parking/Traffic/Safety/ROW

- a. 82nd is already extremely congested and contributes to the poor infrastructure of Portland. It takes around 20 minutes to get from Johnson creek to Flavel in the afternoons when it should take 5. There are numerous crashes due to this traffic. Adding a hub would contribute to the already congested area.
- b. Include some designated parking for housing, Division St. plan is a nightmare for businesses and nearby housing. I understand encouraging bike, bus, walk but there will still be some cars!
- c. 82nd avenue is a disaster as a street. It attempts to be both a major highway and a shopping street, and thus fails to be either. Your plan mentions improving pedestrian facilities in the proposed hub, but says nothing about removing traffic, which is necessary if you want to improve conditions for pedestrians. How about an underpass for through traffic on 82nd?

Your plan also says nothing about bicycle facilities. Currently, Flavel (and to some extent Duke) is the main bicycle route connecting Woodstock to the Springwater Trail and points east. The proposed development along Flavel (and Duke) will increase motorized traffic and make cycling conditions worse. So, your plan needs to provide improved cycling facilities, perhaps on adjacent streets facilitated by motor traffic diverters, or perhaps on a dedicated bikeway. Nothing about this is discussed here (I haven't yet read the full plan).

d. Emphasize bike and pedestrian safety as it is a high crash intersection.

### 3. Housing

a. I think that it is a wonderful idea to include some housing centered on 82nd and Flavel, and I expect that it will improve our neighborhood.

b. I think housing along 82nd would help improve the area

### 4. General

a. Please invest and clean up this area!

b. Anything that will turn it into less of a meth lab, we are all for it.

c. Ensuring the safety of 82nd Ave and Flavel St. is of utmost importance. The current state of these streets poses risks due to reckless driving and speeding. To address these concerns, I propose measures such as reducing the speed limit and implementing visible pedestrian crosswalks. By enhancing the infrastructure, residents can feel safer and more comfortable in these areas.

Another aspect to consider is the need for more diverse businesses like those found on Division Street. Introducing additional restaurants and shops would not only boost the local economy but also create a livelier community atmosphere. Drawing inspiration from Division's success, we can strive to replicate its vibrancy and bring about positive changes to our neighborhood.

d. The biggest concern here is the amount of vandalism and drug use in this area.

e. Concern about "what you are doing to this neighborhood". Skepticism that anything is going to happen this time. This area is only getting attention because more white people are here and they've started complaining. It's not safe to walk or bike around here. I want to see more enforcement. Why aren't you installing more automated enforcement? I'll believe these changes when I see them. It's been my whole life.



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

Concept	# Respondents
I support the proposal to add more housing opportunities near the Heart of Foster and Lents Centers	51
I prefer to see even more housing opportunity focused near these centers	12
I prefer to keep the existing lower scale multi-dwelling zoning that already exists on Woodstock and near the Lents Town Center	16

**1. Housing**

- a. People died in this area from the heat-dome's furnace back in 2021. Any new housing must be sited well to permit air circulation; install extensive tree canopy; and allow AC or provide cool basement refuges.
- b. It all needs to be focused on being affordable. No matter what is built, if each unit is at least \$2k to rent you are not helping anyone who is seriously needing housing in the area.
- c. We definitely support denser housing and multi-family housing being encouraged and created in these areas!
- d. Housing should be moved into the core of the neighborhood and closer to 52<sup>nd</sup> and 72<sup>nd</sup>
- e. Buildings that are too tall make the area feel less intimate and neighborhood like. I want more housing. I'm concerned about displacing businesses and the area losing its neighborhood/not industrial vibe.
- f. I believe 3-4 story buildings should be limited to the properties that are actually on the corridor streets, not a full block into a neighborhood with mostly 1-story homes. For example, we live between 80th and 82nd South of Woodstock and Portland recently changed our zoning to allow 4 story buildings. This is going to be a burden for our block (we've lived here since 2007 and other neighbors have been here for 40-50 years.) We are sad that we will have 4-story buildings looking down onto our properties (all 1-story)
- g. I believe that allowing for the provision of more housing within the city is crucial in order to meet the challenges our city is facing.
- h. Keep the existing low scale multi-dwelling zoning that already exists. High density housing should be situated along existing major corridors with direct access to the Max light rail which this neighborhood does not have. Incentivize urban in fill via ADUs, lot partitions, and redevelopment of existing underutilized high-density zoning. I am extremely concerned about the discussion draft plan and Map App indicating rezoning R2.5 to RM2 that allows 45 feet tall 4 story buildings directly across the street from my home that I own and other small homes like mine. I and many of my neighbors purchased our first homes here because this is a quiet neighborhood with views of trees tops and access to small parks, but far away enough from loud, high congestion areas to experience Portland for the reason some many of us love living here on the eastside. I am tied to Portland for work, but I will be selling my home and moving from Portland if this rezoning happens as shown on the Map App.
- i. This area is no longer affordable for residents. Resident has given up trying to own a home, after making multiple offers that were rejected. Now lives in an overcrowded house that with three units/ADUs on one property. Concerned that upzoning and concentrating growth



in this area will not result in more affordable housing options, but will displace residents. Affordable housing is usually apartments, but that doesn't help families who need more space and want to live in a house.

## 2. Traffic/Parking/ROW

- a. This is a great idea, but all new residential development simply *\*must\** allow for residents to have 2 cars per unit, as at current rent/lease rates in Portland, the reality is each unit is likely to have at least 2 adults in it, and each adult has their own car - even if they use transit more often, you can be assured that most of them have a car.
- b. Please have some parking designated for housing, yes, I understand the shift to bus, bike, walk but at least some car parking needs to be allowed for each housing units for deliveries, visitors and tenants/owners with a car. Otherwise, the pressure on neighboring housing and businesses starts to create negative pressures. For example, I would love to visit some of the businesses along Division from 11th to 39th but it has become so prohibitive, I decide it is not worth the effort.
- c. As a resident in this area, this would be amazing for bikers. We find we are biking on the sidewalk. There is also lack of grocery stores here and more stores in this area would be helpful.
- d. Again, where are the proposals for adding parking garages to accommodate all the traffic these changes will generate?
- e. Has already good transportation options, including MAX.
- f. I don't mind the notion of more multifamily housing, but even the recent addition of apartment housing next door to me has filled all the available parking in my neighborhood. It also takes all the space for putting out trash, delivery van parking etc. and often results in parked vehicles blocking my driveway and my neighbors'. If new buildings fill in the church parking lot, there will be no place for overflow. I hope you won't allow buildings to use the same dodge of having 19 units in order to avoid providing parking. Under-building parking seems best. Also, lower profile - 3-4 stories? - would suit the neighborhood best.
- g. Parking issues near 52nd and Woodstock include: (1) yoga parking and people who park poorly; and (2) Car2Go parking that includes a broken car for ~ 1 month.

## 3. General

- a. I love this space. It is an underrated gem.
- b. Foster already has so much invested in it. It's Brentwood Darlington's turn
- c. Increase the zoning at the intersection of 72nd and Harold to Commercial Mixed Use 2 (CM2) to match adjacent zoning. 70.56% of neighbors overwhelming support Scenario 4 Centers and Corridors in the Summer 2022 survey from BPS+PBOT and have a desire to see increased development options.
- d. This is Sunstone Montessori, my daughter's school. Curious what the plans are here?
- e. Why doesn't this plan include more plans for Lents? This is just another example of how Lents is overlooked. Brentwood-Darlington has higher income and it's not fair that they get more consideration than Lents.

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

Concept	# Respondents
I support the proposal to allow more small-scale multifamily housing and ground floor businesses along the corridors.	50
I prefer doing more to expand housing opportunities, such as allowing larger buildings on the corridors and allowing multifamily housing in a wider area to provide more housing opportunities for more people	15
I prefer to keep existing single-dwelling zoning along the corridors.	11

### 1. Housing

- a. I'm very supportive of mixed use with ground floor businesses. And we're in an affordable housing crisis - so I'm in favor of providing more flexibility to developers to develop larger buildings and increase residential density.
- b. Expanded housing options along the corridors will definitely help solve the ever-increasing population density of the city and may even help address at least some part of the city's houselessness crisis.
- c. I live on the Woodstock/Brentwood-Darlington neighborhood border a few blocks from 52nd. I really love the new developments along Woodstock Blvd that combine multifamily housing with ground-floor retail - I've been really excited to watch the new building go up on Woodstock & 48th, just a few blocks from my home. I'd love to see more of these developments (especially if they are AFFORDABLE, like actually, really affordable) on 52nd (& 72nd). I'd also love to see developers allowed/rewarded for more creative freedom - not sure what it is about current zoning / permitting / input processes that result in identical-looking five-over-ones. I don't hate the five-over-ones, to be clear, and I'd rather have a boring-looking mixed-use development than nothing at all, but also think there are lots of possible designs that combine beauty and density and vibrance and could mitigate some of the inevitable complaints about "boring, boxy" buildings, you know?
- d. There is such a dire need for more affordable housing in Portland and this area is no exception. Multifamily units are proven to be the best way to make housing more affordable to working class Portlanders so I am all for adding in small scale multifamily units. That being said, I am firmly against massive high-rise lofts or luxury condos that are catered to the top 1% of earners in the city; there is enough of that already and it's the working class that has been priced out of homes, so that's who any housing plans should be geared towards.
- e. Again, whatever is being built needs to be affordable to the people that are living in the area.
- f. Denser housing in these areas will help alleviate the housing crisis throughout the city! Please add housing, and require low income housing as well in the developments!
- g. I believe 3-4 story building should be limited to the properties that are actually on the corridor streets, not a full block into a neighborhood with mostly 1-story homes. For example, we live between 80th and 82nd South of Woodstock and Portland recently changed our zoning to allow 4 story buildings. This is going to be a burden for our block

- (we've lived here since 2007 and other neighbors have been here for 40-50 years.) We are sad that we will have 4-story buildings looking down onto our properties (all 1-story)
- h. I STRONGLY support expanding housing opportunities in a wider area beyond just the corridors! I also support allowing commercial uses in this wider area, as well.
  - i. We should focus on developing the corridors and expanding housing options in the entire neighborhood. The plan area already has successful examples of this, like the apartments at 77th and Harold or Jim and Salle's Place (7531 SE Steele St). These examples can be found throughout the city, and there is a belief that by diversifying housing options and creating neighborhoods with a mix of socioeconomic statuses, random social encounters and opportunities increase while reducing anti-social behaviors common in cities of similar sizes. 70.56% of neighbors overwhelming support Scenario 4 Centers and Corridors in the Summer 2022 survey from BPS+PBOT and have a desire to see increased development options.
  - j. Keep the existing R2.5 zoning as is along SE 72nd from Woodstock to Duke. Incentivize urban in fill via ADUs and lot partitions. Do not add bus routes to SE 72nd from Woodstock to Duke.
  - k. Please see my previous comment about making sure any new housing is truly affordable, well below market rate, accessible for people with disabilities, and easy to apply for.
  - l. Hi, Thank you for sharing the Lower Southeast Rising Discussion Draft plan at the virtual open house tonight. I support the plan and efforts to increase housing, bike/pedestrian safety, and commercial development in the neighborhood. I do have one concern: How can we increase commercial and housing development without pricing current residents out? We want current local residents to be able to build wealth through land/property ownership. This is SO IMPORTANT. How can we prevent outside developers from buying up all the land and building tiny apartments and charging \$4k+ a month to live in them? Right now we're seeing this happen already with residential yards being infilled with expensive, low-quality ADUs for sale or rent. That's just one example of re-zoning making the local environment less enjoyable and affordable.
  - m. The proposed upzone to R2.5 in the area between 37th and Chavez and Schiller and Steele should be upzoned to at least RM1. The RM-1 will allow a few more units, which is entirely appropriate on good transit, with a Trader Joe's grocery store and a Walgreens nearby.
  - n. The area between Chavez and 41st and Schiller and Long should be upzoned to RM1, not R2.5. There is only a slight difference in the zones, and the RM1 will enable a few more homes to be built in this area, well served by transit, and between Trader Joe's and Walgreens!
  - o. The whole church lot (the RM1 half and the R5 half) at Chavez and Steele should be upzoned to at least RM2, to give the church more flexibility if they want to add housing in this area served by transit and near Trader Joe's and Walgreens.
  - p. It is obviously the right thing to do to upzone this vintage mixed-use building, originally on a trolley line, but still surviving in similar use. At the least, this should be upzoned to CR, if not CM1!
  - q. This proposed upzoning, from 40th to 41st, and on both sides of Pardee, should be RM2, to be consistent with the RM2 that surrounds it. The "incremental" approach of never upzoning by more than one "step" is what got Portland to the place it's in now, with a drastic shortage of homes. It is past time to upzone parcels like these just to RM1. RM2 should be the choice here!

- r. Is it possible to better connect mobile/manufactured homes through easements or local access points to walking pathways? That could help improve pedestrian connections to improve social connections. For instance, make sure the entries and exits are not completely along 82nd Ave, but rather allow them to access the neighborhood streets that are not auto-oriented. (Note: a manufactured home park on 84th was not on the map). Also, don't let these parks be redeveloped, they are important!
- s. Can we up-zone 67th (near the greenway) to increase housing and land use opportunities for cyclists?

## 2. Parking/Traffic/ROW

- a. Again, these areas are not prepared for an increase in use of both pedestrian and motor vehicles. We don't need to be packing people in like sardines. It's okay to have smaller neighborhoods.
- b. Parking?? Proposals for dealing with traffic congestion? New traffic patterns and infrastructure updates??
- c. Sidewalks, protected crosswalks. need better bike lanes and better bus service in this area.
- d. We already have too much traffic in Woodstock. Many people drive to patronize restaurants and stores. Two supermarkets plus BiMart create a lot of car traffic. Due to congestion on Woodstock Blvd, more drivers use side streets many of which are unpaved, dusty and without sidewalks. It creates many unsafe situations especially on the school routes and during the winter when it is dark early. Any commercial development would create even more traffic. If you want to attract bicyclists/pedestrians, build greenways and walkways that are real alternatives to car routes. Make it mandatory for developers to provide car and bicycle parking. Lack of mandatory parking in housing and business developments will only burden the residents adjacent to those hubs as renters/patrons are using the neighborhood streets for parking.
- e. You folks apparently have not been down our street lately. People have to circle and circle to find parking, much like driving & parking downtown used to be. Making it cheaper for builders and developers to build isn't a fair solution for us. I get it that Portland needs to find affordable housing but assuming people will use public transport isn't the answer to no parking. We already have people parking on their lawns which is a clear violation to code, although nobody ever gets fined. Maybe make our street a one way and let people park on both sides of the street?

## 3. Commercial

- a. Prioritize small and local, BIPOC owned businesses
- b. Micro retail spaces give smaller businesses more opportunities. We don't want to see unaffordable rents whether they're commercial or residential
- c. Will the project bring more grocery stores? There is no great option in the area, besides Grocery Outlet.

## 4. General

- a. I live near 72nd and Flavel and love the idea of them both being mixed commercial streets I can browse. Much like Hawthorne, Belmont, or Alberta.
- b. I would like to see larger setbacks than those that currently exist along Neighborhood Corridors in some other parts of Portland [along Division and Hawthorne, especially, many of the multifamily housing buildings loom over the streets casting shadows. The combination of having the buildings so close to the road, narrow sidewalks and street parking means that pedestrian visibility is an issue, and I often do not feel safe either as a

driver or a pedestrian. Larger setbacks, wider sidewalks, and possibly some amount of off-street parking instead of parking along 52nd would be ideal.

- c. I like the proposed land use development and the alternative three. I'm most interested in learning more about safe routes to schools and increasing pedestrian friendly travel between the commercial areas. Ogden goes almost directly from Woodmere elementary to lane middle school but there are only two stop signs on that street. It's difficult to ride elementary kids safely to school on bikes and difficult to feel safe letting middle schoolers walk on their own. I'm also very interested in speed bumps and sidewalks on my street (68th and cooper) and other neighborhood streets because people do drive fast here in the early to late evening which is when kids are out playing. I want to see support for our community center, the black futures farm, and the BD and mt Scott parks. I'd really love if significant money went into tree cover foliage and green spaces. And it would be wonderful if using bird friendly lighting was possible as part of protecting and enhancing our natural areas. Longer term it would be ideal to have parking available at the Lents max station so more people in our area could use the max line easily especially to travel to the airport without a car.

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

Concept	# Respondents
I support the proposal for zone changes to expand allowances for neighborhood businesses and housing at these small hubs.	51
I prefer to rezone more of the corridors to commercial/mixed-use- not just at the intersections.	19
I prefer to keep things as they are now.	11

**1. Housing**

- a. This entire "doughnut" of R5(R2.5) surrounding the 52nd and Holgate commercial center should be upzoned to RM1. This is hardly much denser than R2.5, but gives more flexibility in building types, and is the least that should be done to add more housing in this area!

**2. Commercial**

- a. I would prefer to see smaller, privately owned buildings built in these areas. In most cases they should never be more than 2 stories tall. This is true for both commercial as well as residential properties. Let individual private business make their redevelopment proposals and we approve/ disapprove based on the merits of the project and what it gives to the existing community. By letting large developments dominate these areas you have turned control of our community over to them. Whoever the all-mighty property owner decides to rent to is what the neighborhood will become.  
It is ok to experiment with new ideas by building a sample in one neighborhood, but before redeveloping the entire eastside on this model shouldn't you be getting the vote of the public before such a drastic departure from the original blueprint? This neighborhood-by-neighborhood approach is a direct affront to the approach of prior city government administrations and is not appreciated.

- b. I support the existing zoning as it exists. Focus on improving Brentwood Darlington by paving streets and creating a small hub at Flavel and 72nd with improvements along Flavel from 52nd to 82nd.
- c. I live near Woodstock & 52nd, and I love the few businesses that are on 52nd & walkable from my house already (Mehri's bakery and cafe, Misdemeanor Meadows, etc.) and have always wished that 52nd was more walkable and vibrant in the way Woodstock Blvd is (or even in the way pockets of SE Holgate and Gladstone are - not a huge business corridor, but areas of a few blocks that support a cluster of businesses). Combining dense (& AFFORDABLE) multifamily housing with more local businesses would be such a dream.
- d. Just set cm2 zoning along the entire corridors. The more flexible you make the zoning, the more likely the project succeeds. People don't commute downtown as much anymore, so there's no longer a good reason to direct density closer to downtown. If anything, there is now unmet demand for density a bit further from downtown than there used to be. In that regard, this part of town is in the perfect sweet spot and would benefit greatly from the increased flexibility of more cm2 zoning. In addition, TriMet's proposed improvements will make our area one of the most well served areas of the city in terms of frequent bus service, so we can now handle more density.
- e. The map identifies a "corner retail" across from the Mt Hood Little League; however this business is a plumber [Black Cat Plumbing] and not pedestrian-relevant (it's not a plumbing supply store). It would be great to actually have more pedestrian relevant businesses here due to the proximity to Little League and Harney Park, but recently the previously vacant businesses on the corner of 72/Tenino were allowed to become housing instead of staying commercial. I am concerned that we are allowing anything that may increase the housing supply without considering the impact of removing extant commercial properties that could serve its local community, especially since the proposed rezoning means that there will only eventually be the option for commercial buildings (whereas we are currently losing commercial spaces without any replacement).
- f. More small business opportunities create community and walkability.
- g. It's important to ensure that such zone changes don't inadvertently displace existing businesses through rising rent/lease costs for commercial spaces. We need cost controls on both residential and commercial spaces to prevent a runaway "highest bidder" market, which is unsustainable over the long term.
- h. I would also support rezoning more of the corridors to commercial/mixed use.
- i. I fully support adding more small business opportunities as well as housing options on the 72nd Ave corridor; I live near 72nd and Flavel and I would absolutely LOVE to see my neighborhood finally receive some much overdue investment from the city to improve this area. One thing I would like to adamantly advocate for is the inclusion of a neighborhood post office; the nearest USPS office is in downtown Milwaukie which is a 20 minute drive from here, so it's absurd to me that the nearest post office is in another county! I make frequent use of the Grocery Outlet at 72nd and Flavel, so I would be thrilled to have some additional options to fulfill my other shopping needs, especially a few restaurant options.
- j. Housing is a lot more important but small business opportunities are good as well
- k. More opportunities but with equity at core to keep businesses and encourage marginalized communities.
- l. Please consider more Commercial Residential (CR) like this throughout the plan study area or alternatively allow Commercial Accessory Units on all R-zoned property. See Strong

Towns article: <https://www.strongtowns.org/journal/2020/8/15/accessory-commercial-units.>]

- m. This parcel should be up-zoned to CE, or CM2, to be more similar to all the commercial zoning around it!
- n. The Penny Saver market is a gem! The least that can be done is to rezone it CR. CM1 would also be appropriate. We need this type of corner store throughout our city, at closer spacing than they are now!
- o. This up-zone (between 72<sup>nd</sup> and 75<sup>th</sup> and Steele) is consistent with development to the west, and is appropriate for it's close proximity to Foster Road transit service and businesses!
- p. Make RM1 at Woodstock and 67th in CM1. Zone CR at the SE corner of 62nd and Ogden to allow for neighborhood-serving commercial that could get rid of the dead zone in the 20-minute neighborhood map. Consider a street connection through a redeveloped Lane Middle School to move the greenway from Knapp to Ogden, where there is a better crossing of SE 52nd. Harold needs a stop sign at 67th. A four way stop or reverse the directions to favor 67th greenway. Bring the stop sign/line back at Reedway and 52nd. Harney needs sidewalks and bike lanes in the uphill direction. Tolman should be a Major city Bikeway in the TSP.
- q. I read through the Discussion Draft of the Lower Southeast Plan that was recently released. I love this plan and am very happy with it! Particularly the increase to commercial, new proposed commercial corridors and commercial center and focus on maintaining affordability. My only critique is that I would not mind seeing more mixed use on Duke as well. I personally wouldn't mind an entire new neighborhood corridor on Duke. But assuming that is a non-starter then at least a little bit more flexibility/mixed commercial for a couple shops or restaurants would be nice. Currently I think there is a single commercial building on this entire street from 52nd to 72nd. Meanwhile, a lot of multi-family complexes have gone into this area in the last two years (or single lots were broken into several smaller lots, each with a house and ADU), and several more are in development. As the map on page 36 shows, even with the new center there is a big gap between Duke, Woodstock, 52nd, and 72nd that is more than a half mile from any of the core commercial districts.

### **3. Parking/Traffic/ROW**

- a. Any development of a hub along 52nd would be a real strain on the Woodstock neighborhood, unless the infrastructure is much improved, including widening intersections, better traffic lights, bike lanes, walkways and greenways, and better public transit. Especially residents between 45th and 52nd are already impacted by the recent developments on Woodstock Blvd because those streets are now used as "shortcuts" and parking spaces. There are often no sidewalks and many of these streets are unpaved, and the increased traffic makes it unsafe for pedestrians/bicyclists.
- b. This version of the plan says nothing about transportation to these new residential and commercial hubs. In other places where this sort of development has occurred, such as at 50th and Division, there is now nowhere to park a car. The surrounding neighborhoods are blighted by people trying to access the restaurants and shops, and consuming all of the residential parking. Even if you assume that the "low-income" residents of your new developments are living car-free, the visitors to the commercial developments will not be, precisely because you have placed them at the intersections of arterial streets, and not in "village center" cluster. This is bad planning creating strip development.



- c. Change the zoning provided you address parking access. My health does not allow me to walk more than a block or two. Every time I have visited my son in Portland and we want to go to a restaurant parking has been an issue. He usually drops me off and then goes to find parking. Make sure your plans include transportation and access for individuals with disabilities.
- d. Allow some parking whether a common lot for use by multiple businesses or underground for the multi-unit housing.
- e. As a resident in this area, this would be amazing for bikers. We find we are biking on the sidewalk. There is also lack of grocery stores here and more stores in this area would be helpful.
- f. These businesses won't see much traffic if people can't park in front of them.

**4. General**

- a. The proposal overlooks an opportunity to enhance the land use zoning in the area before the already funded transportation investments, and it narrowly concentrates on existing neighborhood corridors. Let's increase the housing options along the 60s Greenway (primarily 67th) to promote the active transportation use of the bikeway. Moreover, let us rezone the properties in the northwest corner along Woodstock at 67th Ave to CM2. Maximize development opportunity while keeping the height limit consistent with the existing RM1 zoning nearby on the corridor. This approach aligns with the historical commercial usage of the site as a corner store and facilitates active transportation along the 60s Greenway, while allowing motor access on Woodstock. Highly support rezoning the Penny Savers corner store at 67th and Harold to CR for similar reasons.  
The 15-minute Walkable Neighborhood heat map from PBOT shows low levels near Brentwood Park and the Brentwood-Darlington Community Center. Add CR.
- b. This lot (52<sup>nd</sup> and Clatsop) was first slated to be an apartment building only site in 2016. Then the neighborhood complained about lack of retail space. The designs were redone & retail added. Then the owner sued the City over setback requirements. When he lost, he sold the lot. The new permit (that I can find) is back to apartments only. WHY? 52 should be a business route so walkability is possible.  
[extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.portlandoregon.gov/bds/article/798974](https://www.portlandoregon.gov/bds/article/798974)

**Public Comments - Transportation**

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

**Strongly Agree:**

- 1. As an active cyclist and pedestrian in our neighborhood, I frequently experience a sense of danger due to reckless driving behaviors. Implementing improvements to the corridor would greatly enhance the safety of biking and walking, providing a more secure environment for everyone.

2. Steele has become a freeway with cars passing other cars in the opposing lane.
3. All my regular routes are covered, plus some. From the Bybee Exit of 99E, Mapping Apps takes drivers us along Bybee and Ogden to get to 52nd Avenue. Is anything needed on that route?
4. We need more bike lanes on Woodstock blvd as it is not safe to bike on the road
5. There is a serious lack of adequate biking lanes and sidewalks in much of this neighborhood. Anything that would improve that would be much appreciated.
6. Traffic Calming on SE Steele between SE 41st & SE 52nd would reduce speeding and improve safety for all modes, including for students at Woodstock Elementary School that walk or ride.
7. Especially at 69th and Woodstock. I feel very unsafe driving, walking, and biking in this intersection. I've seen too many cars into homes and other car collisions at this intersection, I'm surprised the city hasn't done anything yet.
8. The intersection at 69th and Woodstock feels incredibly unsafe for all means of transportation. The intersection should be redesigned to reduce risk for car impacts with pedestrians, cyclists, and property.
9. Protected bike lanes and frequent bus service will do wonders for the stretch of Woodstock between 52nd and 82nd!
10. Strong need for protected (barrier style) bike-lanes/corridors.
11. I believe that a good mesh of connected class IV and class III, II bike facilities every 2/3 blocks is what Portland needs, particularly in this neighborhood. The transit improvements are also good, creating more connectivity. I would push PBOT to install bus bulbs and other infrastructure improvements to aid the bus to avoid congested areas of this part of Portland and keep the bus reliable and on time.

**Agree:**

1. Yes, but I think it needs more safety improvements and would like to suggest slightly different priorities between Tier 1 and Tier 2. Flavel Drive and Clatsop/Harney, should be Tier 1 improvements. These are busy car traffic streets and provide an important direct connection through the south end of the neighborhood. Right now they act as barriers to walking and biking because there are no sidewalks and the roads are narrow. I also think 52nd North should be prioritized as a Tier 1 improvement. N/S connectivity is more challenging by bike than E/W, due to busy streets without safe crossings between 52nd and 72nd. Bike lanes on 52nd are awful and the road is in terrible condition. I would de-prioritize Harold to a Tier 2, it's already one of the best places to walk/bike. Also de-prioritize Woodstock to a Tier 2, it has sidewalks and a bike lane (albeit a not great bike lane). Focus on the streets that are furthest away from being a complete street and carry the most vehicle traffic.
2. I would like to see the perimeter of each school and park in this study area have complete sidewalks - better to have full street improvements. This plan does not show that you have worked with SRTS group - please include that!
3. I don't see any proposed paving of unpaved streets in my neighborhood (thinking about SE 50th between Woodstock and Bybee mainly), so traffic will not be encouraged to cut through the neighborhood to avoid the backups at Woodstock/52nd. Hopefully the plan is to leave these streets unpaved, as that serves to definitely calm traffic patterns. And with increased housing already under construction (Woodstock/50th), the potential for more traffic in the neighborhood grows. Nobody likes to drive the dirt roads with deep holes and ruts, but that makes them perfect for walking and biking.

4. I feel that our city needs more corridor improvements than this.
5. I am ecstatic to see improvements to safety for cyclists and pedestrians. Currently navigating north by bicycle from Woodstock to city center entails biking along 52nd avenue which is a high risk corridor with little protection for cyclists. To me, it makes more sense to prioritize the section of 52nd from Woodstock to Holgate (52nd north) rather than 52nd South which has much fewer cars and much less cyclist traffic due to the hill. Additionally 52nd North sees much more adolescent users and families who are currently at higher risk on 52nd North. In an ideal world we would have a bike lane on the entirety of 52nd with physical barriers from cars so cyclists of all abilities can feel comfortable navigating this intimidating stretch. I think navigating cyclists to 46th through the new greenway options is a great compromise as 46th is less busy and already has a better bike lane.
6. I think it is important to minimize speeding traffic coming into this area from 82nd Ave. Maybe some through streets should become dead ends so that 82nd Ave traffic is filtered into travel corridors instead of into residential neighborhoods
7. I think these could be improved by adding dedicated bus/bike lanes in place of an existing lane, or otherwise removing street parking to achieve the same thing. This is a reach, so the plan as it may be as good as we're gonna get, and seems like a good first step. I think the priority should be on traffic slowing improvements to increase pedestrian and bicyclist safety, improved transit frequency and reliability, and wherever possible, the provision of protected bike lanes or dedicated bike/bus lanes. I own a home on 72nd, frequently walk and bike for errands locally, and strongly support any changes that would slow traffic and increase walkability on the corridors. I 100% support reducing on-street parking to achieve that goal.
8. I'm not sure what the bike land would look like, but if they are separated from car traffic then I would feel better.
9. I am particularly supportive of safety improvements at 69th and Woodstock.
10. It's hard to cross or travel along some of these streets without a car.
11. Any infrastructure improvements are a step up from today's reality, and these efforts seem destined to thoughtfully address the shortcomings found in the neighborhood today.

Strongly encourage extending 52nd Street south to connect directly to Johnson Creek Boulevard. Would remove some traffic from the neighborhood's residential streets along the bluff overlooking Johnson Creek Blvd, as well as Flavel and Duke.

Intersection of Johnson Creek Blvd and 45th is constantly bottlenecked as traffic from Johnson Creek Blvd, 45th and 52nd all intersect in quick succession. Would a traffic circle offer a better solution to gather and route traffic? I imagine traffic flowing more freely than today and a chance to reimagine that area of the neighborhood as well.

12. I've experienced a lot of traffic on 42 and 52nd. Increased visibility is important. As a biker, 82nd is not a safe place to ride a bike or walk.
13. The road bumps that have been added have only marginally slowed people down so I'm thinking we have some larger community/human issues at play. :/
14. I think the designation of new neighborhood greenways (and the accompanying new diversion and traffic calming) and new bike and pedestrian facilities on and off corridors are all things that will have a positive impact on safety in Lower Southeast! I would like to see more dedicated (and protected!) space given to buses and bikes on the major corridors in the plan area as well, however! I am excited to see that the report discusses the benefits of removing parking to

provide these spaces, and I hope that that option will be taken where possible. I also hope that in the absence of parking removal in busy areas, pricing of parking will be applied to more efficiently manage the available space.

**Neutral:**

1. It won't accommodate growing traffic but at least it'll make some bicyclists happy.
2. Is this just upgrading what's already there? Is there data to suggest that bike trips would increase with these upgrades?
3. Well, the proposed improvements represent a good start. But I've been reading that places like Copenhagen did not see huge increases in bike riding until they had committed to big cycling networks and bicycle highways. I realize that in a country run by corporations that profit from private-vehicle operation, it is impossible for local governments to "pull a Copenhagen." I appreciate our planners and their vision for what CAN be done within the invisible constraint. Still, I feel sad about our situation, and wish we could install huge cycling freeway networks across the metro area.
4. How have you addressed access for individuals with disabilities, particularly in those corridors where you are removing parking?
5. Something really needs to be done about the safety and intersection of SE 69th and Woodstock. We purchased our home at 72nd & Carlton 15 months ago and I have witnessed 4 vehicle accidents in addition to house damage because of the design of this intersection. I just witnessed the tail end of a guy who was trying to leave the scene after crossing the line and hitting two vehicles (Thursday, June 8 at 4:50pm). He had hit other cars after hitting a huge dump truck.

**Disagree:**

1. I think the increase in traffic is going to cause aggressive driving and unsafe conditions for people who are out on the street. Without a direct Maxx line, people will drive. More cars means congestion, tension, bad behavior, and poor community spirit. We can already see in on Woodstock with just one of the new residential buildings completed. And, a proposal like this should mean adding a ton of parking for all of these new vehicles that will flood the neighborhood. It's unconscionable to not only have no plan for adding but to actually be removing parking.
2. It's frustrating to see that the transit plans are published, only to see in a table at the end that they are actually not happening. I would rather not see that it was planned to do east/west continuity on flavel and north/south on 72nd if these are not actually happening. Scrolling through had me encouraged that it would be easier to get around my neighborhood and commute by bus instead of car, and that commercial zoning on 72nd/flavel would work if people could bus to it, only to find this was aspirational. It also makes me wonder about what qualifies as "frequent service," since this is a relative term.
3. Trimet is increasing fees, adding barriers to transportation. Also, neighbors and more need access to bikes
4. We need sidewalks and speed bumps. Especially in neighborhoods near the new proposed centers
5. More safe crossings are needed. But what happened to paving some of the gravel roads? They are a huge barrier to connectivity in the area, create dust and other issues and are going to continue to be ignored?! We need a signal crossing at 77th @ Woodstock (and other Woodstock crossings, I'm sure.)

**Strongly Disagree:**

1. Tolman has many old homes with no parking other than street parking. If you take parking away from these homeowners, where are they going to park. Are you going to make them park blocks away from their homes. This area is an older area with older homeowners. Do you really believe they are going to get on a bike and ride around the area. I have seen so many homes in the area, with absolutely nothing wrong with them, being torn down and townhouses being put up in their places. What do you expect the elderly people to do when you take away their parking, take away their ability to get around in a car in a manner in which they are accustomed. The city has given the rights of the driver away and given them to the bikers and the bikers continually disobey the traffic laws and nothing is being done to them. You have given them the freedom of doing anything they want without consequences because you can't enforce rules you have place on them. Changing this area will not change it.
2. Did you know that scrolling away from this box to look at the plan deletes the contents? What a pity!

Putting busses, cars, trucks, pedestrians and bikes on the same streets is not going to improve safety. Adding the commercial development that you propose will increase traffic, to the detriment of pedestrians and cyclists.

3. We need paved roads and sidewalks all throughout the Woodstock neighborhood. If you only do a few and just add speed bumps people will still go too fast and pedestrian's get literally pushed into a right of way which is either someone who uses it as their personal yard, overrun by sticks, weeds and debris or simply nonexistent. We already have speed bumps, they take the form of massive potholes that riddle all the side streets because this has been a problem for years. If they take it too fast now your speed bumps won't do much.
4. I'm an avid bicyclist. However, I believe that removing parking on the busy streets to add bikes lanes is ill-conceived. Car parking is an essential buffer from traffic that makes pedestrians feel safer. Having no cars to act a barrier between traffic and businesses like Toast on the areas of 52nd north of Woodstock made those commercial areas feel less safe and forced traffic closer to the sidewalks.
5. Bike lanes on car corridors are dangerous and should not be implemented on narrow rights of way were parking will also be displaced.
6. It is too dangerous to ride on busy thoroughfares. Drivers don't look for bicyclists. Parking is a problem.

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

**Strongly Agree:**

1. Currently for cyclists to travel from Lower SE 52nd and 46th are the most efficient and clear routes. I think that providing more greenway routes to these major arteries and safer crossings will provide major improvements to quality of life for pedestrians.
2. I'm thrilled about the prospect of implementing Neighborhood Greenways in Brentwood-Darlington. This initiative has the potential to be a game changer, benefiting both residents and visitors by providing a safe and inviting environment for all.

Introducing Neighborhood Greenways would not only enhance the quality of life for those of us

who call this neighborhood home but also attract more people to explore and engage with our community. With well-designed and well-maintained greenways, we can create a welcoming space that promotes walking, cycling, and other active forms of transportation.

3. Reduces conflict between cars, bikes and people
4. This is important! The unimproved streets make it more dangerous for all to move through these areas; especially when the potholes make it hard to navigate.
5. It covers my path on Ogden to Brentwood Dog Park, my skate path on Harney/Tenino by Harney Park, and the path on Harney to the Springwater Trail. Well done!
6. We really need bike lanes and more greenways... biking with kids from Mt. Scott Arleta to Woodstock, we take Harold or Reedway..it would be great if these were designated bike greenways. There are also not a lot of places to cross between Harold and Foster on 72nd and would be great to have walking intersections.
7. Strong need for low stress neighborhood greenways/bikeways, off the main corridors. Family friendly
8. Much safer than busy roads, more relaxing.

**Agree:**

1. Like the neighborhood greenway proposals, especially 60th. Please make one change though: Instead of Nehalem as the greenway connection, use Lambert. Most people biking through the neighborhood use Lambert because you can continue west past 52nd, 45th, and onto Henderson. We need crossing improvements at Lambert/52nd and diversion and sidewalks on Lambert west of 52nd. Really doesn't make sense to use Nehalem as the Greenway, it dead ends into the park / Flavel Drive, which doesn't currently have bike facilities. This would be especially important if the NG improvements are phased first and bike lanes/corridor improvements come later.
2. Make sure greenways are paved with full street improvements, including stormwater facilities to make them "green"!
3. Please consider more diversion + re-orientation of stop signs to promote and meet the safety, walking, and biking needs on neighborhood streets.
4. Especially agree with making Knapp a greenway. At this time, the three contiguous streets, Rural, Ogden, and Knapp get frequent cut-through traffic from 46th to 50th. They are narrow streets, and drivers often move at speeds higher than is safe. Traffic calming measures would be very welcome here.
5. More connections to Greenways are needed.
6. Better neighborhood greenways are the best way to improve bikeability, in my opinion. As an avid cyclist, I NEVER choose busy streets with bike lanes if I can avoid them, and prefer the relaxing nature of a ride through neighborhood streets where you can ride slowly, talk to neighbors, look at houses and yards, etc. I live on SE 50th and Martins and am VERY excited about the greenway to be implemented on SE Tolman. I also think starting with the greenways is the best solution because it is inexpensive and quick. I would recommend some sort of educational outreach program as well because I don't think as many bikers know about the greenways.
7. Please make sure greenways have stop signs placed perpendicular to Greenway traffic at all intersections to allow bikes to flow more quickly and stop all car cross traffic.
8. I prefer Greenways to corridor improvements. I'd rather bike or walk on routes that don't have a lot of vehicles at all times.
9. I appreciate the existing effort on greenways, and would love to see more. For instance, on Knapp east of 52nd there isn't much in the way of a greenway...just a barrel and sign that says

it's so. Striping on the street or some other permanent marking would help to establish this as a bike-friendly corridor.

10. Any infrastructure improvements are a step up from today's reality, and these efforts seem destined to thoughtfully address the shortcomings found in the neighborhood today.
11. I am very positive about the new greenways, but I would like to see some additional extension of these! In particular I would like to see the 60th greenway continue to Holgate.
12. Speed bumps are badly needed all around Harney Park. There have been issues with street racing, drive-by shootings, etc. Speedbumps around the park would greatly enhance safety!
13. The downside is again removing parking access. It'll push traffic and people looking for parking into residential neighborhoods, which means increased risk for all of us with kids in the yard and walking in the street, as many of our blocks have no sidewalks. There is a much bigger infrastructure upgrade that is needed to support these corridors - it needs to be a community-wide improvement.
14. What happened to paving some of the gravel roads?
15. They would compliment other neighborhood improvements.
16. I highly support the proposal of making Tolman St and 60th Ave Tier 1 priority transportation project corridors.
17. Safe crossing access of the corridors for people walking, biking, and rolling are needed. Crossing 52nd Ave, Woodstock, and 72nd is intimidating at best. Offset crossings (e.g. Reedway + 52nd, Woodstock + 69th, Duke + 67th, Tolman + 52nd) present additional challenges and do not rise to the "all ages and abilities" ideal presented by Neighborhood Greenways.

Where the plan can be improved is in creating ease of access from lower areas of the Springwater Corridor and/or Woodstock/Eastmoreland area:

SE Harney Dr is a gentle grade compared to many other east-west options in the plan area. However, it lacks infrastructure for pedestrians and cyclists. I urge you to develop a multi-use shared sidewalk along the southern edge for people to use while climbing the hill (heading east) and installing sharrow marking on the northern edge when descending to the west.

**Neutral:**

1. I think the Neighborhood Greenways have been a bit of a bust. They need to have traffic barriers installed every so often to keep through-traffic off them, or people just use them as convenient cut-throughs. They are often excessively circuitous, and go around the obvious, long-established routes people already use. Here, I wonder how a neighborhood greenway will work given the intermittent sidewalks, and whether the city will require homeowners to pay for sidewalk improvements? That seems like a stretch, if that's the plan, and I don't see how a "greenway" with intermittent sidewalks and no traffic barriers is anything other than a collection of optimistic signs.
2. Same, sidewalks and speed bumps
3. Hard for me to tell, except in my own neighborhood. Turning 42nd avenue into a bike lane is not popular with me. I use it to get from Hollyhurst to Woodstock. It is inconvenient to go out to 39th and south from my address (driving).
4. Having the greenways will improve non-car transportation. There will be opposition - ugly opposition - from certain segments of the population that resides here. I hope that PPB will have a fully staffed traffic enforcement department ready to support our use of our greenways.
5. If you fixed 69th and Woodstock, it would be much safer.
6. SE Carlton would be a better bike street than SE Toleman

**Disagree:**



1. This network of Neighborhood Greenways is only enough if the surrounding streets are also safe for pedestrians and bicycles. Many of the neighborhood streets in Woodstock near the library are unpaved with no sidewalks and no where to walk. These gravel roads are narrow and cars go fast. Most people have blocked the right-of-ways leaving no choice but to walk down the middle of the gravel road. I know most families do not like to walk their kids down the busy streets including Woodstock. It is difficult and dangerous to walk our kids to the library and other destinations along Woodstock Blvd. Without sidewalks or actual separated pedestrian walkways these roads will continue to be dangerous. It would be ideal to pave these streets, add sidewalks, and add traffic calming things to help reduce cut through traffic. Please at least add sidewalks on both sides of SE Martins. That would make it so much safer and easier to get to the businesses, library, and farmer's market on Woodstock.
2. I don't think greenways are effective at increasing bike safety unless cars can't use these roads easily/they are not convenient for commuting or long stretches. Motorists don't 'get' these symbols and still drive unsafely around bikes. There need to be more actual bike lanes and protected lanes.
3. People need access to bikes.
4. I feel that the Greenways will attract homeless campers which will negatively safety.
5. Because your greenways dead end! For example, the Steel St Greenway dead ends at 52nd Ave. Obviously it needs to continue west to meet the 41st Ave bike blvd.

**Strongly Disagree:**

1. Most of the roadways that you are choosing to use for bikeways are in terrible shape and either unpleasant or downright unsafe to use on a bike (I am a life-long cyclist and former racer and I won't ride most bikeways in this city.) Take 77th as an example--from Foster all the way down to Duke, the road surface is either very bumpy or full of potholes. The recent work at Woodstock is a complete mess--most of the pavement at that intersection is either missing, very rough, or sloppily patched. The new ADA ramps at that crossing are a joke--I doubt anyone in a wheelchair could make the transition from the ramp across the street because the pavement "repair" is so bumpy and uneven. And, not putting a crossing beacon at Woodstock is a horrible decision. Cars no longer consistently stop for pedestrians at that spot and there has been a serious increase in speeding along that stretch of Woodstock.
2. Tolman has many old homes with no parking other than street parking. If you take parking away from these homeowners, where are they going to park. Are you going to make them park blocks away from their homes. This area is an older area with older homeowners. Do you really believe they are going to get on a bike and ride around the area. I have seen so many homes in the area, with absolutely nothing wrong with them, being torn down and townhouses being put up in their places. What do you expect the elderly people to do when you take away their parking, take away their ability to get around in a car in a manner in which they are accustomed. The city has given the rights of the driver away and given them to the bikers and the bikers continually disobey the traffic laws and nothing is being done to them. You have given them the freedom of doing anything they want without consequences because you can't enforce rules you have place on them. Changing this area will not change it. It seems as if this plan tries to dance around the actual job that needs to be done, pave the roads and add sidewalks. The roads as is tantamount to discrimination against the elderly and the disabled. Not to mention children breathing in all the dust and not being able to see traffic because people have built out onto the right of ways. Please, JUST PAVE THE STREETS AND PUT IN SIDEWALKS. It has long been a problem, Portland is too big of a city to have this kind of problem. Your constituents should not

have to figure out how to get this done or where the money is coming from. We pay the taxes, it's your job to do the rest.

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

**Strongly Agree:**

1. Tolman West is key to increasing access for families and neighbors traveling to Woodstock Neighborhood Center on bikes or by foot. I hope it includes crossing enhancements where it intersects with the Avenues south of that neighborhood center. Limiting motor traffic via diversion and "half-paving" of the road similar to SE Harold as it leads to Woodstock Park is ideal.
2. Please repaint bike lanes! Less vehicles going East on Ogden and Bybee if possible. reduces conflict between bikes and car.
3. All my regular routes are covered, plus some. It covers my path on Ogden to Brentwood Dog Park, my skate path on Harney/Tenino by Harney Park, and the path on Harney to the Springwater Trail. Well done!
4. If the plan to enhance housing and small businesses in this area comes to fruition then expanded biking and pedestrian access would be essential for people to be able to safely access those businesses.
5. Feel like SE Tolman would be a great E - W, bike route, none really in existence other than Woodstock. This one would be great. Already appears to be fulfilling that service so wouldn't be a big "leap".
6. I would welcome it and use it!

**Agree:**

1. Yes, I'm optimistic, but it depends on what the design details look like! Separated, protected bike facilities, safe crossings, and diversion will be important to make this network feel safe and convenient.
2. Consider more parking removal and use of protected bicycle facilities on major streets like Woodstock, Holgate, Flavel, etc provide safe and convenient access for people walking, rolling, and biking to important destinations.
3. Cycling is a great way to get around in this part of SE, and there are a surprising amount of bike lanes. Some safety upgrades would be nice. Some bike lanes narrow considerably at intersections. Some are badly paved. Barriers between bikes and cars would be helpful on major streets. Giving major intersections an option for bikes to get the green first would help diminish "right hook" issues, where a driver takes a right-hand turn in front of a cyclist in the bike lane. And this is more of a general city-wide bike lane recommendation: vastly improved bike lane cleaning. Portland bike lanes are often filled with debris (grit, gravel, broken glass, trash), and frequent cleaning would be much appreciated! And this brings up one of the downsides of bike lane barriers: now there isn't machinery small enough to keep the lane clean, and as a consequence, these are often the worst riding conditions in the city.
4. These improvements could be even safer.
5. Seeing the overlaid maps of the full network is helpful. It appears to be a good net across the area.
6. If implemented well I do think that it would provide a great benefit to this end!
7. This bike network is only enough if the surrounding streets are also safe for pedestrians and bicycles. Because of all the gravel roads in our area of Woodstock we do not bike very much.

Adding these bike routes would be very helpful to hopefully getting out on our bikes more often.

8. Yes, but I think wherever possible physical barriers from cars should be prioritized and are necessary for safe access for everyone.
9. Start prioritizing repairing existing bike lane road surfaces (Woodstock and Foster in particular) before adding any new ones. You are throwing good money after bad and it's aggravating. This is one of the reasons why other cities are passing PDX by with bike-friendly infrastructure.

**Neutral:**

1. There are already bike lanes on SE 45th/46th and on SE 52nd.
2. I agree that bike lanes are needed, especially when increasing the population of the neighborhood, but this plan seems to be non-committal, which worries me. I prefer bike-friendly streets that are designated a block off the main commercial streets so there is less competition and confusion with drivers, especially when the traffic is going to see a precipitous increase.
3. I think if the network continues to just be some painted lines, and there isn't a major effort made to slow car traffic, people aren't going to feel comfortable using whatever you put in, no matter how good the network is.
4. Where is the data to show how people currently travel in the neighborhood? Why would these upgrades change that?
5. Things will be better than they are now. But we've got to get the vehicle speeding under control.
6. There would be many improvements for all users of transportation, but until the homeless camps get addressed our sidewalks are still blocked.
7. SE Carlton would be a better bike street than SE Tolman
8. We don't need bike lanes on Woodstock if they're also on Tolman.

**Disagree:**

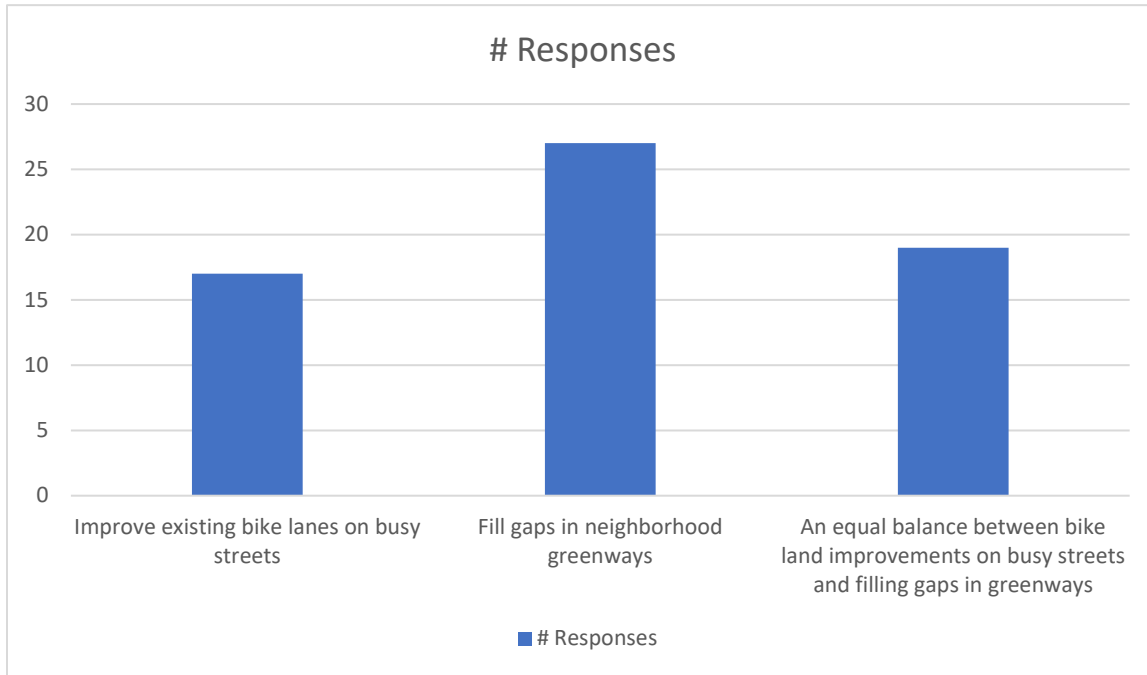
1. We need more sidewalks.
2. I feel that the Greenways will attract homeless campers which will negatively safety.
3. If you want to provide access for people walking, rolling, and biking, you have two choices. (1) Get the pedestrians and cyclists off the streets and onto dedicated paths. (2) Get the motor traffic off the streets and reclaim them for pedestrians and cyclists. Which is it?  
I'm suspicious of plans to "improve existing bike lanes". Elsewhere in Portland, the "improvements" are disastrous. E.g., the "improved" access at the W end of the Hawthorn Bridge make it impossible for southbound cyclists on Front Av to reach the bike path over the bridge. The "improved" bike lane on the northbound ramp to the bridge dead-ends in orange poles! Do the designers actually ride bikes over these routes? The eastside connectors to Tillikum crossing are likewise a mish-mash of ramps, on-road sections, off-road sections, tight corners, and curb cuts that are not the full width of the bike lane. No one would ever design a motor route like this. Why do you think that it's OK for cyclist?

**Strongly Disagree:**

1. All of these questions pertain to how this change will affect the people who walk, roll, and bike. What about the people who drive and how these changes will affect those who drive. Everything you do anymore is figured around the biking and pedestrian community without regard to the drivers. You are not interested in how these changes will affect the vehicle

drivers, you are only interested in how they will affect the small percentage of people who would be using this area you want to change.

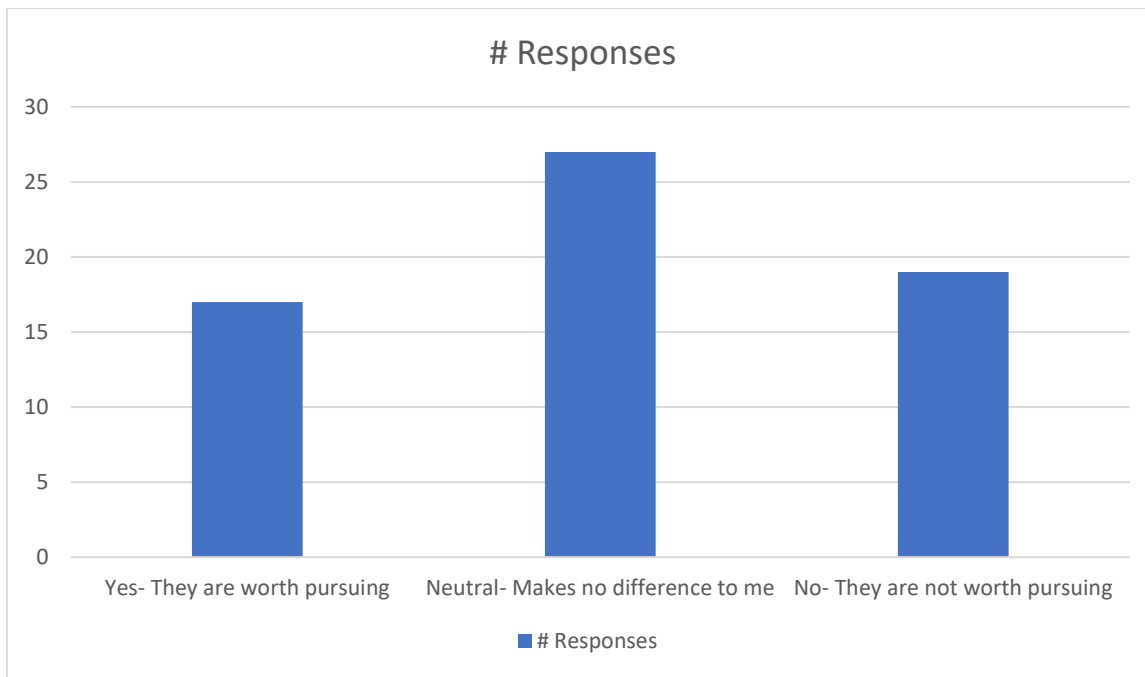
**Q4: To improve safety and access for people walking and biking, should we first improve existing bike lanes and crossings on busy streets or fill gaps in the Neighborhood Greenway to create calm, low-traffic residential streets?**



**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?**

1. This has been tried in Lents but after 5 years, we still have more "available" offices than occupied. This does not attract businesses that we poor people actually trade at. Plus, parking is limited or nonexistent so that eliminates much of the population of these areas. Older people, ie 94, are not walking or biking 12 blocks to get a hair cut. Low cost services & vendors cant afford to be in our neighborhoods. They can't pay their rent.
2. Paved roads and sidewalks throughout the South East, Portland is a major metropolitan city...get it together.
3. Increase opportunities should prioritize community equity and lift and rise residents and marginalized communities. The expansion of transportation should also be focused on equity and provide free or discounted rides or subsidize trimet. Housing should be available for houseless folks and low-income families subsidized and assisted.
4. I am skeptical that the City is creating a plan for concentrated property with zoning density not seen in other parts of the city. Inherent in the first objective is to increase the quality of life for residents that already live here and this plan degrade existing quality of life as it relates to noise, landscape, and congestion. The concentration of high density development in a relatively inexpensive neighborhood looks like a win for a few large developers in conjunction with residents of wealthier neighborhoods where bus lines are being decommissioned and rezoning to higher density and affordability is not being not being proposed or planned.
5. I don't understand what is meant by an increase in neighborhood-serving businesses so that people can meet their daily needs. I'm not sure what other needs need to be met other than the grocery store we already have. I also don't think that the increased housing options will introduce much affordable housing. It will simply drive away people who cannot afford it.
6. This plan is just that- an aspirational document? Where’s the beef? What is the timeframe for implementation of all these plans?

7. Ensuring the safety and security of our neighborhood is of paramount importance. It is disheartening to hear about incidents such as break-ins and thefts reported by our neighbors. To address these concerns, I believe it is crucial to increase police presence and explore the possibility of installing additional security cameras throughout our community.

By bolstering police presence, we can establish a stronger deterrent against criminal activities and provide a greater sense of security for residents. Additionally, strategically placed security cameras can serve as valuable tools for both prevention and investigation, helping to identify and apprehend perpetrators.

8. The one thing that stands out is that the closest bus stop to the Mt Scott Community Center will be about 4 blocks away on either Woodstock or Foster. The 10 bus currently stops across the street.
9. I'm concerned that zoning changes on paper will not translate into actual new businesses and housing. So, I think we need a program of financial and professional support to help new, small businesses stay in business after being launched.  
I also worry that until we get speeding vehicles under tight control, people will continue to fear cycling on our streets.
10. More details are needed regarding the street paving proposals in Woodstock. Several streets have been paved recently with no sidewalks added and no designated pathway for pedestrians. Please do not do this! It just makes it even harder to get our family around the neighborhood. It just feels so unsafe to walk down the middle of these streets. It's even hard to cross these street safely because cars park too close to the corners and so you are just not visible. These streets and gravel roads may seem quiet but when you are trying to get kids from point A to point B it is terrifying trying to navigate our neighborhood because there is never a safe place to walk. Especially now with increased traffic due to the apartment construction on Woodstock and the increase in traffic at the library because of the temporary closures of other libraries. With more apartments planned, this area of Woodstock needs be hyper focused on pedestrian safety. Sidewalks cost more but they will last forever.
11. I am wondering if you have run numbers to see if it is financially viable for investors to build the types of buildings you are zoning for. I think it is important to look at how likely it is that the building types you are hoping for will actually be built.
12. My hope is that the project heavily focuses on developing pedestrian friendly areas within Brentwood-Darlington. Creating safe, enjoyable, and walkable spaces will help lead to the achievement of other goals such as housing development and increased commercial development. Neighborhoods west of 52nd (Eastmoreland) are much more pedestrian friendly because they offer sidewalks and nicely shaded, narrow, residential streets with cross walks as a result these neighborhoods are much more pleasant to be in. Crucially, the intersection of Flavel and 52nd (at the center of Brentwood-Darlington) is a very busy street but does not offer any safe pedestrian crossing. Adding bike lanes can only marginally help, because people don't want to walk or bike on very busy, dangerous seeming streets. Focusing on reducing traffic, narrowing streets, and making areas more pedestrian-friendly will have positive ripple effects throughout the neighborhood.
13. Small roundabouts with plants close to mt scott park to reduce traffic and speed like there are in NE Portland (around normandale park on NE 53rd ave
14. Tell us why the city has ok'd an 8plex on SE Ogden & 50th and also a 4plex on Rural west of 52nd. There is no parking currently and now it will be worse! What was a quiet neighborhood will be a loud mess! Thank you so much!

15. Are gravel roads going to be paved? Also not sure why bikes are being prioritized over driveable roads and sidewalks. Concerned about adding density and less parking which is difficult in other areas of the city. Public transportation is not safe and affordable enough to push.
16. I love the idea of growing the neighborhood and making it accessible but am concerned that these improvements are not going to be carried out in the name of community spirit but in the service of corporate interest.

What's the plan for ensuring that these housing options will actually be affordable and not more of the same corporate gouging going on all over the city?

Also, there seems to be no guarantee of any expansion of public transit. The notion of building anything before that is secured is frightening.

17. Too much zone change along SE Flavel between 72nd and 82nd. Reduce the amount of property south of SE Flavel in the zone change. Too many small lots and with the city's limited parking requirement, there will be a significant parking problem.
18. Too little use of cm2 zoning on the corridors will slow development. CM1 is likely not dense enough to support both commercial and housing. In addition, the best way to 'increase housing options' is to encourage the middle housing enabled by RIP. The problem is that the lack of 'commercial opportunities and neighborhood-serving businesses' on our corridors makes developing middle housing less attractive in our area. Adding more cm2 on the corridors solves problem this by providing developers with the density they need to develop commercial ground floor with residential above, which will in turn make the area more attractive for middle housing on the side streets. The plan is almost there, but it's too cautious.
19. No matter how much is done, there will be more that can be added.  
One item I wonder about is SE Luther Rd between SE 72nd & 82nd. It's a frequently used cut-through to access 82nd services from the west while avoiding a lot of the traffic on 82nd. I think it's only saved from even more speeding because it's narrow, forcing cars to hold back a bit. If this route is ever improved with sidewalks and runoff treatment, I hope it would be designed for the desired low speeds that match neighborhood areas.
20. Discuss how accommodation for individuals with disabilities will be addressed. How will parking for the higher density housing be addressed? What is the plan for the homeless that do not want to move into the new housing?
21. Would like to see tree cover and shade explicitly as part of transit enhancement. Consider the impact of corporate property managers and empty store fronts as a result of unattainable rents (e.g. Lents town center, etc.) before contracting to monopoly companies for development. Is there a # jobs-created criteria for bids? and min salary target to make sure that people can both live and work in the neighborhood?
22. I don't think offering affordable housing in this area will help alleviate local unhoused people.
23. What happened to paving some of the gravel roads in the area? That is a huge barrier to connectivity that is going to continue to be ignored!?
24. Ensure existing mobile home parks are not removed thus decreasing low income housing. Ensure low income housing has adequate access to transportation
25. There should be a minimum number of low cost units that are truly affordable for low income people.
26. Road repairs to make cycling safer and more enjoyable and traffic calming options to keep pedestrians safer at crossings.
27. I would prefer to see smaller, privately owned buildings built in these areas. In most cases they should never be more than 2 stories tall. This is true for both commercial as well as residential properties. Let individual private business make their redevelopment proposals and we



approve/ disapprove based on the merits of the project and what it gives to the existing community. By letting large developments dominate these areas you have turned control of our community over to them. Whoever the all-mighty property owner decides to rent to is what the neighborhood will become.

It is ok to experiment with new ideas by building a sample in one neighborhood, but before redeveloping the entire eastside on this model shouldn't you be getting the vote of the public before such a drastic departure from the original blueprint? This neighborhood-by-neighborhood approach is a direct affront to the approach of prior city government administrations and is not appreciated.

28. While I certainly understand the desire for more housing units but there are many small lots (mine included) that will go from RM1 to RM2 and while the concept of taller buildings with more housing helps address the housing crisis at the 30,000 foot level, but not on the ground. Many lots are too small to handle taller buildings and all of the setback/design standards that will need to be met. Getting three units under the current RM1 standard is difficult enough but I can't in good conscience add more units without negatively impacting the properties on either side of my lot. I know the goal is to get rid of cars but with electrification of the fleet across America, there will need to be accommodations made for parking that this plan's attitude conveniently ignores. Please refine the locations that are upzoned because many lots will not be able to be developed under this plan and that once again just exacerbates the problem. The devil is in the details or at the granular level!
29. See previous comments about ensuring housing affordability and tree canopy. Also I would like to have some assurance of business diversity so we don't end up with 10 more convenience stores.
30. The development of traffic flow and expansion of intersections to alleviate the bottlenecks on 52nd, 72nd and 82nd along Woodstock Blvd.
31. I'm just nervous these objectives will drastically change my neighborhood and I love my neighborhood. Please consider the people already living in these areas and try not to lower our quality of life and negatively impact our experiences to improve the experiences of people just using our streets to get other places.
32. Incorporate some parking whether common lot for use by multiple businesses or some parking with each housing, doesn't have to be one for one on housing units but some is needed for guests, deliveries, and residents
33. More clear direction/information on parking. I strongly support removing parking from one or both sides of the main corridors [52nd, 72nd, Flavel, Duke, Woodstock] in service of visibility and traffic flow.
34. Streets on greenways that are closed off to through traffic.
35. I would really like a bus line to run thru se 82nd and flavel to 72nd and flavel.
36. I like the plan. My main worry would be too many dense apartments mixed into already small streets and causing extensive congestion.
37. I mentioned this above but I think a USPS office would be an essential business addition to the area as this is a postal desert with the nearest office being a county over in downtown Milwaukie. Overall I am thrilled about this plan and I would love to see my neighborhood finally receive some much needed investment and attention from the city. I think everything in this plan is a good idea and I dearly hope the city follows through with these proposals.
38. The land use proposals are excellent. However, emphasis on improving biking on busy streets is a waste of resources. Instead, focus solely on bike access for small streets and safe crossings. Leave parking alone on busy streets. Removing parking on busy streets to 'improve' bike lanes only eliminates the car parking safety barrier that separates sidewalks from traffic, makes the

street feel wider which results in traffic driving faster and takes away parking that helps businesses.

39. There are some existing commercial developments that just aren't developed, and I've never understood why. A good example is the small strip mall on SE 52nd between Knapp and Flavel on the east side. This thing should be prime real estate, and in any other neighborhood would've already been turned into condos and modern retail. But here it's a mostly-empty strip mall at a medium/high traffic intersection. What's up with that?
40. A funding strategy to address traffic calming on Tier 1 corridors.
41. I am not sure how, but it would be better if we did not have to wait for properties to get torn down/etc to become commercial/mixed use. There aren't a ton of properties (it seems like) on 72nd or Flavel that are likely to be subject to this, and there doesn't seem to currently be a huge financial incentive for commercial properties, just housing. There are a lot more tear-down type properties within the neighborhood instead, where it would make less sense to have a commercial presence. The commercial property at 72/Tenino has already been rezoned as residential. I am concerned that short term this means only more housing, meaning more people traveling outside of our area just to get a sandwich or coffee.

It seemed a little weird to have the statement that single-family zoning would stay on Cesar Chavez (not even on the map) and Holgate. Why wouldn't a relatively more affluent place that already has some building density not also get multifamily housing?

42. Extend 52nd Street south to connect directly to Johnson Creek Boulevard. Reinforces 52nd as a significant north/south corridor and removes some traffic bound for 205 from Duke and Flavel plus 82nd.  
Redesign of intersection of Johnson Creek Boulevard and 45th. Complicated intersection is an impediment to traffic flow. Would a traffic circle be a better alternative?
43. I think this all looks fantastic! Can't tell you how excited I am to see it materialize.
44. As someone who can't afford a car and bikes for primary transportation, 69th and Woodstock is especially scary. I tend to just avoid it which makes me go out of my way
45. Make sure that economic strategies are in place to prevent gentrification and displacement of current tenants -- both residential and commercial. Rent control should be seriously considered in the areas adjacent to development for both existing rental properties as well as new development. Rental costs should be a healthy reflection of median household income and be held at that level through mandates. Incentives should be implemented to support the growth of existing small business, food trucks, etc. Each commercial node should consider how the development can support the growth of existing businesses rather than forcing relocation due to increasing costs.
46. As above, I think that these are all positive changes but I hope the plan will include wider upzoning outside of just corridors and be very bold in terms of taking away space for motor vehicles in order to provide space for active transportation and mass transit.
47. A business district that includes at least a single block that's car free with the former street transformed into public space with seating for bars, restaurants or cafes.
48. More police presence/patrols to address gang activity. Specifically street racing and gun violence. Environmental features that might discourage these activities (e.g. structures similar to Arleta Triangle project, more speedbumps, better lighting, more cameras at intersections, etc.). Safety is a huge need and should be prioritized as well.
49. There are quasi-super blocks created due to the number of unpaved streets in the area. These elongated blocks encourage high-speed travel along the north-south corridors adjacent to Tolman West and Cooper St to the east. Any changes to calm traffic speeds and behaviors is very welcome by the neighborhood.

The plan area has instances of urban heat islands that are among the highest on the eastside per the Portland State study. Urge more efforts to increase the urban canopy in the study area whether by Trees in the Parking Zone Pilot, advocating for Urban Forestry / BES to install street trees between 72nd and 92nd (not only east of 82nd!), and investigate the willingness of churches with paved parking lots to accept trees and de-pave community effort. The Arleta Triangle could support two to four large form trees in the eastern segment.

Thank you for the years of outreach and studies to support this proposal!

### Tabling Comments:

1. TriMet should have better app integration for their UserV app. Right now I have to schedule my LIFT trips days ahead. It would be something better that you could go at a moment's notice. Something that was demand responsive.
2. Holgate was shrunk down to 2 lanes in each direction (*notetaker's note: talking about Holgate outside the project area*) and added a bike lane, but I haven't once seen a bike in all my years driving to 135<sup>th</sup> and Holgate. The housing situation is causing trouble with parking. Too much housing without parking
3. Drivers tend to be pretty considerate, but Woodstock traffic is pretty heavy. Recreational biking is fine. Going east-west across the southern end of this neighborhood by transit is really difficult.
4. What does this plan propose?
5. There needs to be more trees! Trash service for campers. Bike lanes that aren't gutter lanes/away from traffics
6. There needs to be more gravel clean up from bike lanes more regularly!!
7. Cut-through traffic on neighborhood streets has increased since the reduction of traffic lanes on SE Foster. Hope the LSER plan will avoid more of this happening.
8. I understand the ideas behind what you are trying to do with more density and more active transportation, but people drive and if you create more density, you increase demand for travel and those people will drive. Trying to artificially change or constrain the system doesn't seem to support the organic type development and transportation system that is more like a small town and walkable, with little stores everywhere that is easy to walk. I want to see that future but I don't understand how you get there.
9. I'm really concerned about removing parking on 72<sup>nd</sup> Avenue where I live. It's parked up already and you want to remove parking from one or both sides? I like to keep my car right out front of my house because I have security cameras on my house and I can monitor what's going on out there. I've had multiple of my cars broken into and catalytic converters stolen. I do have a garage and driveway, but I have five cars and those fill up all that space.
10. I'm generally supportive of all the transportation stuff here. I used to rely on public transportation to get around before I bought a car, so I want to see that option available for people. I also want to see better access to bathrooms. They don't allow most people to use the bathroom in convenience stores, the few that there are in the area. So a lot of people if they don't have access to the bathroom have to go to the bathroom outside. People who live in houses and apartments assume the worst about these people, but we don't even provide them the basic things they need to be hygienic. Everything in this part of town closes so early and opens so late! I'm up for work at 5 and I would love to be able to get something to go on my way to work but there is nothing.

11. Thank you for your proposals to improve the transportation in this area. I recently bought a house down here with my father after growing up in the Alberta area which I was pushed out of because of rising costs. Please be sensitive to that. This is one of the last areas that is affordable to me in the city, and for a lot of people.
12. Knapp St east of 52nd avenue has lots of kids who walk to and from Lane Middle School but there are no sidewalks and the street is kind of narrow. People who park on the street don't park in a straight line and that causes the street to get pretty narrow for cars in some places. I'd like to see a safer place for those kids to walk and for there to be fewer cars and for the cars that are there to drive more respectfully. I have a neighbor that regularly burns out his tires and that feels really aggressive and unsafe on a street like this. Maybe consider making the streets around here one way? Brentwood-Darlington park needs more safe pedestrian crossings to and from it, and more safe places to walk. I don't think there are any sidewalks along the park. And people in wheelchairs have a really difficult time getting into the park. You could make 60th and 62nd a one-way couplet to help deal with the narrow streets and cars not knowing which direction to give right of way.
13. Walking and biking follow the establishment of local destinations and services; the neighborhood streets are fairly good in and around 72<sup>nd</sup> Ave.
14. From Duke to Flavel, sidewalks are so important to activate the area. The focus has been too much on bikes, we need to make sure the pedestrian aspects are a focus and are activated.
15. Issues between 52-62nd and Woodstock with safety and crossings. Speeds are too high.
16. There are so many gravel roads, but person was not very sure whether these roads are an amenity or a problem (e.g., moving cars/people slower vs less access, dust); those problems are the worst in the winter. Also, east-west travel is very difficult (e.g., SE Tolman or SE Carlton); is it possible to get a paved, pedestrian-only pathway that serves like a greenway?
17. A couple who recently started bike riding were singing the praises of the green streets/quieter street networks existing and identified for cycling.

**Map App Comments:**

1. I am writing to express our strong support and sincere enthusiasm for the upcoming street improvement project on SE 70th and SE Duke. After deep discussion with PBOT staff members Rick Nys and Demetri Finch Brown, We wholeheartedly wish to collaborate with you in enhancing our community by implementing a range of important enhancements such as: 1) On SE 70th and Duke the inclusion of painted crosswalks 2) a small roundabout/ tree planter. 3) a captivating mural. 4) improved bike lanes with a physical buffer. I have included images consistent with our thinking. The recent incidents of fatalities on our street due to high-speed driving have deeply saddened and concerned our neighborhood. SE Duke, characterized by residential areas and places of worship, should never have to bear the burden of being a main artery or a racing zone for motorists looking to reach 82nd Avenue. The safety of our residents and the well-being of our community should be prioritized above all else. With this in mind, we respectfully urge you to seriously consider our requests for these street improvements. The installation of painted crosswalks will not only enhance pedestrian safety but also foster a sense of connectivity and accessibility. The introduction of a small roundabout can effectively reduce traffic speed, ensuring a safer environment for all road users while improving traffic flow. Furthermore, the inclusion of a vibrant mural will add aesthetic value to our neighborhood, reflecting the unique character and spirit of our community. Lastly, enhanced bike lanes will encourage active transportation and promote a healthier lifestyle for residents and visitors alike. In our commitment to realizing these improvements, our Homeowners' Association (HOA) is willing to contribute financially to support the project. We firmly believe that by joining forces

with the committee and pooling our resources, we can transform this vision into a tangible reality that will benefit everyone in our community. We kindly request that you give careful consideration to our proposals and involve us in the planning process. Our community's collective voice and active participation are essential to ensure that these enhancements align with the specific needs and aspirations of our neighborhood. Thank you for your attention and for championing the betterment of our street. We eagerly anticipate the opportunity to work together in creating a safer, more vibrant, and cohesive community for all residents. Sincerely, Sean Murphy Duke Street Townhomes Owner's Association - Safe Streets Committee.

2. With no traffic slowing mechanisms on Woodstock between 52nd & 72nd speeding is a huge problem, especially at the dogleg turn at 69th & Woodstock. Because there is no dedicated left turn signals at the 72nd & Woodstock intersection drivers get impatient & will use adjacent streets as cut throughs & speed through on Carlton St., Martins & others to try & beat the traffic. Speeders regularly reach 30- 45 MPH on Carlton.
3. Cars drive so fast on Ogden between 72nd and 62nd. They use it as a cut through to avoid the lights on 72nd and flavel. Speed bumps or other traffic slowing measures like one of those large concrete planters on either end of this stretch would be great. Kids are always walking this stretch to get to Lane M.S. and Woodmere Elementary and I hate to see how fast the cars speed through, especially because there are no sidewalks or protected area for pedestrians.
4. We would primarily like speed bumps, sidewalks would be great too. Lots of kids in the neighborhood who would benefit from these safety measures (SE 68<sup>th</sup> Ave)
5. We need speed bumps in our neighborhoods!! Especially on 68th Ave. People use our street to cut through instead of taking 72nd and people speed! We have so many kids on our street. We don't want anyone to die. Speed bumps please!!!
6. The proposed Knapp St neighborhood greenway would make it safer for us take our toddler for bike rides and walks. We would use this route for multiple careless trips per week. Thanks for your hard work on this plan!
7. As noted in the report, there are a significant number of unpaved streets in lower SE Portland. I have a suggestion which would convert these unusable financial liabilities into revenue positive spaces that add infill and housing or greenspace. Thank you for your consideration.
  - a. Options for Unpaved Roads in Lower Southeast Portland As noted in the City's report and recommendations, there are many unpaved roads in lower Southeast Portland. These unpaved roads are, in many cases unusable by vehicles. I have a suggestion that can not only defray city expenses around maintenance and development, but can also support more infill. Depending on the specific unfinished road, it could be possible to convert this from a road to land zoned for housing or other uses. Most of these stretches of unimproved road comprise an area of approximately 100' x 25'. This offers enough land to replace the road with the following alternative uses:
    - 2, 50' x 25' R5 zoned lots which could be sold and replaced with 2 singlefamily homes
    - 1, 100' x 25' R2.5 zoned lot which could be sold and replaced with a multiplex of 4-6 units including tuck-under parking with access from one or both of the perpendicular finished roadways
    - 1 Small park or greenspace with landscaping, benches and pathway which offers pedestrian throughfare between the perpendicular finished roadways As an example, consider the unfinished section of SE Henry St. between SE 44th Ave. and SE 45th Ave. The highlighted area could be transformed from the dirt roadway into one of the above alternate uses. In many cases, the land is not currently functional as a roadway, requires no access to vehicles to enter adjacent existing property driveways or parking areas, and functions much like a small park. It is common for surrounding neighbors to use these spaces for vegetable gardens, composting, and other forms of enjoyment, even though they have no legal right to use that space. By re-zoning these unimproved roadways, the

City can: • Generate revenue from the sale of lands • Generate ongoing property tax revenue • Avoid any one-time road improvement effort as well as ongoing maintenance of paved or gravel roads • Eliminate the liability associated with city property that may be unsafe for vehicular or other use • Increase infill in a responsible manner without demolishing existing homes • Create additional official City greenspaces throughout lower SE Portland that can be enjoyed by surrounding neighbors Effectively, Portland can be smart about this land and convert it from a barely usable financial liability to a revenue positive asset that achieves many goals. Sincerely, Derek Blum 7920 SE Reed College Place

8. E Ogden from 60th to 52nd needs Speeding BUMPS. We need Speeding BUMPS somewhere between DUKE and Ogden on SE 57th. on SE 57th, cars SPEED down from DUKE all the way to OGDEN, passing THREE COMMUNITY GARDENS, ON THE SCHOOL ROUTE TO LANE and there is NO STOPS SIGNS on OGDEN, which caused SEVERAL CAR accidents AND almost hitting, dogs, STROLLERS, kids and adults! I have been living in this neighborhood since 2006. I have dogs. I walk everywhere. I live ON SE57th. I stopped few cars from almost hitting people on OGDEN because they were speeding down on SE 57th. I ALMOST GOT HIT from cars, My car almost got into accidents at the corner or SE 57th and SE Ogden because the CARS would SPEED turn ONTO SE 57th from SE OGDEN. I have NO idea why the City has NOT dealt with this situation. Kids walk on SE OGDEN from 52nd to 60th because that's the SCHOOL ROUTE. I have no idea why those TWO streets are not considered as safe route to school. BOTH ARE on the way to both LANE Middle School and LEWIS Elementary School. Like I have mentioned, SE 57th AVE has THREE Community Gardens, which means a lot of folks, walk, bike, drive on that route. People come VISIT those community gardens. I am just so afraid that one of these days, someone will get killed. There were several accidents here. PLEASE ADD STOP SIGN, Speed bump, or SOMETHING PLEASE.
9. The plans need to include making SE Flavel Drive between 46th and 52nd safer as plans will route additional traffic to street. Currently there is a high volume of traffic, including drivers exceeding speed limits and driving recklessly, due to wide street and few speed bumps. Drivers use the street to get to 46th or 39th from Johnson Creek.



## **LOWER SE RISING: FOCUS GROUP SUMMARY**

**Date/Time:** 07/10/203 5:30pm to 7:30pm **Name of liaison:** Yvonne Li **Community:** \_Chinese\_  
**Number of participants:** 11

### **Neighborhood Center Proposal**

1. Is it a good idea to allow more neighborhood businesses and housing here?

Yes, most people agreed with this idea that more neighborhood businesses and housing would be good. Increased area for businesses and housing will create more business and employment opportunities. This proposal will also solve some of the housing problems. This type of mixing zone is similar to the ones seen on Division, it's convenient for the people who are living in the area. Everything is within walking distance.

2. What concerns or ideas do you have?

Most people are concerned about the traffic issues. When there's an increase of housing and businesses, it also increases traffic, it will become more congested. One participant uses Woodstock from 39<sup>th</sup> to 92<sup>nd</sup> frequently, traffic is ok not during peak hours, it becomes congested during peak hours, they can't imagine how congested it would be with the increase of populations. There's no land to expand the street. It feels like there is not enough space for everything when there's street parking, bike lanes, and when the bus runs through, traffic is even slower. There's concern about safety for pedestrians not following the signals and not being careful enough. When vehicles are parked on the street, it obstructs the driver's view, it's dangerous for the drivers and pedestrians. There's a need to address the issue of parking spaces.

### **Small Commercial Hubs Proposal**

3. Is this a good idea?

Most people think it's a good idea because it increases business opportunities. For those living there, the small commercial hubs are convenient because the businesses are within walking distance. One participant said that he is more likely to go to those businesses when parking is available. One participant thinks that this proposal needs to provide good amenity, safety, and well-managed traffic flows.

4. What concerns or ideas do you have?

Some people worry about not having enough parking spaces available. They worry that with the incoming residents and businesses, traffic will also be an issue. It may cause more homeless people to gather in the area, using business awnings for shelter.



## Housing Proposal

5. Is it a good idea to allow more and less expensive housing types in the area?

This type of project is already happening in different parts of Portland. Less expensive housing will help with the homeless that need housing and the people that can't afford traditional housing. One participant is working with people that need housing, so they understand and see that there is a need for less expensive and more affordable housing. It's good to have housing near parks, it promotes health and wellness.

6. Are these the right locations?

Most people think these are the right locations, such as near the parks, and Mt. Scott Community center. It's not a good location near the fire station, as it would be too noisy for those living in the area and for the businesses. One participant thinks these are not good locations, she thinks that the housing values are high in these locations and shouldn't be used for this purpose.

7. What concerns or ideas do you have?

Some people are concerned about the safety of the neighborhood. What used to be a quiet neighborhood, with the increase of people and traffic, the noisy level increases, it may drive the current residents to move out of the area.

## Corridors Proposed Safety Improvements on Busy Streets

8. Are these the right streets to prioritize for improvements?

Most people agreed it's great to improve the streets and those are the right streets to prioritize and continue to improve more streets. One participant thinks 72<sup>nd</sup> is in good condition, 52<sup>nd</sup> and 82<sup>nd</sup> has more improvements needs. There's more people driving than walking and biking, because of this, some people worry about the driving space. They hope that the streets won't get narrower. Hopefully the proposed safety improvements will not reduce the speed limits in the area.

9. In your experience, what improvements along busy streets would make it safer and easier to walk or bike in the area?

Adding more pedestrian crossings, especially near the school zones where kids cross the streets will make it safer for the children to walk and bike in the area. Repainting the street and bike lane lines, so that it is more visible for cyclists and drivers, such as the new improvement on Division Street is great. There is a need to make sure that the distance between the drivers and cyclists are clear. There's a need for sidewalks, pedestrian crossing on Harold Street going East to 134<sup>th</sup>, where the bus line 10.

## Neighborhood Greenways Quiet neighborhood streets for walking and biking

10. Are these the right streets to prioritize for improvements?

Most people think those are the right streets. One participant mentioned 39<sup>th</sup> going East to 92<sup>nd</sup> on Steele Street needs improvement because there hills that go up and down. On this street, people tend to drive too fast.

11. In your experience, what improvements along neighborhood streets would make it safer and easier to walk or bike in the area?

Speed bumps are a great idea to reduce speed. There is no need to add bike lanes in neighborhood streets.

### **Transportation Priorities**

12. Would you prioritize safety improvement on busy streets, or quieter neighborhood streets?

3 out of 11 participants agreed to prioritize quieter neighborhoods first because more people will most likely walk in those neighborhoods since there are less vehicles. One participant mentioned homelessness issues. There's tents everywhere in the neighborhood, so it doesn't feel safe to walk or park vehicles outdoors. 8 out of 11 participants want to prioritize busy streets first because more people use those streets, so the needs are higher. There needs to be more signage on busy streets, and bigger signage around areas where children are at play such as parks, and school zones.

### **Bus Service Improvements**

13. Would these changes make it easier to use the bus in the area?

Having a bus line that stops at Mt. Scott Community Center is great, that way there might be more people using the bus instead of driving, which may also reduce traffic. There should be offers for more frequent bus services on busy streets. Often people see a bus that is empty and just a few people are using it at a time, so some participants suggested using a smaller bus that circulates in the neighborhood, that way it helps save fuel and resources. One participant noticed that bus line 71 is used by many students, and suggested using bigger buses before and after school, then, during non-busy times the smaller buses should be used.

14. Do you have other ideas for what would make it easier to travel by bus?

Most people drive, so there was not time to discuss this question.

15. One idea was to have bus service on SE Flavel connecting to the light rail station along I-205. Do you think this is an important connection?

A few think that this is a great idea to have the connection to the light rail station that can go to downtown, Clackamas and the airport.

## LOWER SE RISING: FOCUS GROUP SUMMARY

**Date/Time: 7/7/23 Name of liaison: Thi Luong Community: Vietnamese**  
**Number of participants: 11**

### **Neighborhood Center Proposal**

1. Is it a good idea to allow more neighborhood businesses and housing here?

This is a good idea if the housing is focused on affordable housing and accommodates the low income, since most of the area is currently made up of houses.

It is a good idea to increase housing for everyone but it would make the roads narrower due to increasing bike areas, businesses, and housing. Because of this, it would not be a good idea because there would not be enough parking spaces for people to park their car unless there were spaces provided. The road is already narrow as it is and most people who work in that area don't bike. Buses are good for those who are only working in the area. Ultimately, it is a good idea but there needs to be a focus on providing parking for those who drive cars.

It would be a good idea to allow more neighborhood businesses and housing because it would reduce the commute to businesses and the supermarket, as all would be in the same area. But I also share the same concerns of traffic jams, and safety of the children. Additionally, I also worry about the trees and landscaping. Would the current area for landscaping and trees (green spaces and parks) have to be reduced to fit these businesses and houses?

2. What concerns or ideas do you have?

- Traffic Jam (has there been any assessment about increased traffic and how does it contribute to the rush hour traffic jam in the area? There is concern because that area during rush hour is really crowded as it is).
- Affordable housing (the housing in the area should be focused on providing housing that can accommodate those low-income).
- The road will be narrower (this would make it more difficult for the amount of cars that the road sees, especially during rush hour).
- Bicycle lanes should not be in that area or at least not be made larger (not enough people use their bikes in the area unless they work close-by, those that work further away and need to use their cars, the larger bike lanes could be an inconvenience and make the traffic worse).
- Parking (not enough for the demand that there will be or currently is).
- Unsafe for children from the elementary school nearby (too much car traffic, additionally, the businesses may attract those who are homeless, which could be dangerous to the children).

## Small Commercial Hubs Proposal

### 3. Is this a good idea?

Majority of participants agree that this is a good idea as long as there aren't issues about traffic jams, lack of parking space, and making sure that the commercial hubs are allowing space for BIPOC community members.

This is also a good idea but I am concerned that there will be traffic jams in these areas if there are additional bus lanes.

What are the current businesses in the area of the proposed small commercial hubs? Are they empty spaces or houses in the area? When the new buildings come, will there be plenty/enough parking spaces for those within the housing or those wanting to visit the businesses or will it all become street parking?

How big would those commercial hubs be (square feet and also how many businesses within them)? Do you have any limitation on the type of businesses that would be there? With small businesses being there, there is still the concern of parking. 50th and Division is an example of critical parking and the traffic will make it hard for people to travel there, including walking there. There is a lot more pollution compared to before. If possible, please make a note about big buildings being built to allow parking below the building (underground parking). Small commercial hubs do not have room for this.

With the small businesses coming in, are there any city efforts or regulations to prioritize BIPOC business owners, or are there any programs that assist them with starting businesses in this area?

### 4. What concerns or ideas do you have?

- Traffic Jams (specifically due to bus lanes... participants would like the PBOT analysis to show that traffic jams are not likely to occur).
- Parking spaces (there is a concern that because the commercial hubs are small, they do not have the space to provide enough parking in the way that bigger commercial hubs can underground or in larger parking lots).

## Housing Proposal

### 5. Is it a good idea to allow more and less expensive housing types in the area?

Majority of the participants agree that it is a good idea to allow more and less expensive housing types in the area, but they want to make sure that there is enough for those who identify as low-income. They additionally want to make sure that there are facilities within the area to support those moving in or going to the area.

Most of the housing zones overlap with the commercial zones. In my experience, if you build a house or apartment in the commercial areas, the prices will increase quicker than those in a residential area. Will the building of housing in the commercial areas conflict with the need to create more affordable housing in the area? If we're trying to create affordable housing and put them near businesses and mixed-use buildings, wouldn't we have to make the price of the housing more expensive than if we were to put them into already-residential areas? How many housing units will this area provide, especially affordable housing units?

There will be a big increase in population in the area after building housing and businesses in the area. Are there any plans for healthcare and education facilities or public places within the area for those who come into the area? What about public schools and daycares?

Yes. There are couple questions:

- Affordable housing (type of house? Income?)
- Quality and quantity of housing in this area
- Do they have any clinic? Education? Nonprofit?... In this area
- Where are information about housing in this area?

## 6. Are these the right locations?

This location is not ideal for small businesses and housing. Why is the area getting developed (small businesses and housing) instead of bigger buildings where small businesses can be inside such as Clackamas Mall or Washington Square Mall? Larger buildings such as malls are much more convenient for those attending and able to account for the larger parking areas. How will those already residing in the area and those who will be moving into the housing (apartments) be able to enjoy the recreational areas such as parks, and sidewalks? Additionally, those who have cars rarely use public transportation because some participants feel that it is unsafe and inconvenient for them.

Participants want to see more affordable housing in this area because there are a lot of community members wanting medium-type family housing, such as those around Mt. Scott Park. Though they have concerns that it will become expensive and push low-income community members further away such as what happened to North Portland if the housing becomes non-affordable and there is not enough parking available.

## 7. What concerns or ideas do you have?

Participants are concerned about parking, especially with the idea that there will not be enough for all of the new residents or those stopping in the area for the small businesses.

When it comes to accessible housing, how will the developers determine how to deliver the affordable housing rates? If there is a plan for 25 to 30 years, how will the developers

determine who is eligible based on income, and how will the information about affordable housing be available? There is a concern that the information will not be accessible to those who need it. Not everyone has easy access to the information when affordable housing becomes available.

### **Corridors Proposed Safety Improvements on Busy Streets**

8. Are these the right streets to prioritize for improvements?

Yes.

- Sidewalk? (Woodstock is currently building bigger commercial buildings and there isn't a lot of space for people working, especially on the sidewalks. Will there be more/bigger sidewalks in the area?)
- Bicycle lane in this area? (Specifically Woodstock, would it be possible to have a bike lane here especially when there will be more commercial buildings here.)
- Will these streets look like Division Street?
  - o The way Division Street is designed is not favorable.
  - o Please don't block center lane like Division street, it makes it difficult for those walking and those driving. A center/emergency lane is necessary.

9. In your experience, what improvements along busy streets would make it safer and easier to walk or bike in the area?

Public Transportation: On the Woodstock route, the bus is unable to turn to 52nd, so there is no continuation from 52nd to 82nd, which can be challenging because there is a need to switch busses or walk to the next bus stop, making this route not as accessible.

Improvements to the public transportation on Woodstock are necessary, especially 52nd/Woodstock. This issue is causing traffic jams.

Duke and Flavel need big improvements on their sidewalks. Some areas are accessible, whereas most areas are not walkable.

### **Neighborhood Greenways Quiet neighborhood streets for walking and biking**

10. Are these the right streets to prioritize for improvements?

Yes, these are the right streets to prioritize for improvements.

- What do you mean by Greenway? Will the area be blocked so that people can't come in unless they're walking and biking? The areas in Portland where they are inaccessible by cars and only pedestrians and bicyclists are a bit inconvenient (Greenways). Instead of blocking off the streets so that only pedestrians and bicyclists can access them, street bumps could be a good method to make people drive slower in these areas.

This is a great idea to create areas for quiet neighborhood streets for walking and biking because there are sometimes people that drive 30-40 mph in residential areas.

11. In your experience, what improvements along neighborhood streets would make it safer and easier to walk or bike in the area?

As a participant mentioned above, finding a way to reduce cars speed in the area would make it safer and easier for people to walk or bike in the area. The way suggested was to implement speed bumps.

Some private household put down their own signs to remind drivers to slow down. There should be official speed signs in these areas so that people are reminded to slow down. An electric sign that tells people to slow down based on their speed could be a good idea.

### **Transportation Priorities**

12. Would you prioritize safety improvement on busy streets, or quieter neighborhood streets?

80% of the participants agree that safety improvement should be prioritized on both busy streets and quieter neighborhood streets.

20% of the participants want safety improvements should be prioritized on busy streets first.

The area that should be improved first is the area that has more accidents or is more prone to accidents, which are busy streets instead of smaller streets. It makes more sense to invest more resources sooner into busy streets.

Questions:

- When will the project (safety improvements) be started?
- There should be speed signs in this area.

### **Bus Service Improvements**

13. Would these changes make it easier to use the bus in the area?

Yes, these changes will make it easier to use the bus in the area.

- How frequently for bus?
- When it will be started?
- Are there any plans for the timeline?

14. Do you have other ideas for what would make it easier to travel by bus?

- Non-smoking area for bus stops (high school children who use the bus should not be exposed to smoking areas, additionally, many people suffer from allergies and bus stops allow smoking, which affect their health)



- There needs to be a program for affordable bus tickets for those who don't have transportation but their income is at the border are unable to qualify for traditional benefits. Additionally, providing discounts for those with disabilities and identify as low income. Making more affordable monthly or weekly bus passes for those within these categories.

15. One idea was to have bus service on SE Flavel connecting to the light rail station along I-205. Do you think this is an important connection?

Yes this is an important connection.

The idea of having bus services on SE Flavel connecting to the light rail station along I-205 is very important because there will be more commercial buildings within the area and a greater amount of people. Without adequate public transportation, it may easily lead to gentrification within the area, which is what happened to the North area of Portland.

# Spanish Language Focus Group Summary Report

**Conducted by Valeria Santa Cruz (Latino Network)**

**Supported by Hector Rodriguez Ruiz (BPS)**

**Wednesday, July 19th, 2023**

**At Latino Network: 410 NE 18th Ave, Portland, OR 97232**

## Summary

The Lower SE Rising project collaborated with Latino Network to facilitate a focus group among the Latinx community. The project aims to gather public opinion regarding the ultimate proposals for the developmental plan for the Lower SE area in Portland.

To better understand the community's needs, this collaboration included community outreach and one focus group conducted on Wednesday, July 19th, 2023, with seven participants who live in the Lower SE area of Portland in the main office of Latino Network. The focus group attained to gather participants' feedback about the plan's proposal for land and transportation improvement.

## Participants' Demographics

<b>Number of Participants</b>	7
<b>Age</b>	30-69
<b>Ethnicity</b>	Hispanic
<b>Language</b>	Spanish

## Findings

The focus group was in person with 7 participants that reside in the Lower SE area of Portland. The focus group consisted of the following questions, where participants provided their feedback and opinions for each proposal.

### 1. Neighborhood Center Proposal

- a. Is it a good idea to allow more neighborhood businesses and housing here?
  - i. Participants expressed that this proposal could benefit the community due to having services in the proximity of their house. It could positively impact the safety and well-being of neighborhood residents.
  - ii. According to participants, having more neighborhood businesses and housing can increase safety and accessibility to different services. Thus, decreasing the need for transportation and long waits to commute.
- b. What concerns or ideas do you have?
  - i. Participants also voiced their concerns about housing, rent, and business prices going up due to the potential construction of new housing and centers.
  - ii. Another concern is the displacement of current residents due to new construction. Gentrification is the primary concern about this proposal.

### 2. Small Commercial Hubs Proposal

- a. Is this a good idea?
  - i. Participants agree that this proposal could benefit from the frequency of bus lines and subsequently give the opportunity to the community of opening and consuming from potential businesses. Additionally, such proposal can potentially have small commercial hubs that represent different cultures. Thus, having a more diverse and culturally specific businesses.
- b. What concerns or ideas do you have?
  - i. A concern that participants expressed was the proper space for parking lots and increase of traffic due to potential new commercial hubs.

### 3. Housing Proposal

- a. Is it a good idea to allow more and less expensive housing types in the area?
  - i. 5 out of 7 participants agreed that less expensive housing is a good idea to implement housing accessibility that can be equitable to current and future residents.

- ii. 2 out of 7 participants think that whether housing gets more or less expensive, it will be a good idea because it helps to create a safer neighborhood and also decreases the ongoing issue of residents living in older and risky apartments due to old construction.
  - b. Are these the right locations?
    - i. Participants agree with the locations that were shown, included in the proposal. However, 6 out of 7 participants expressed their opinion to expand the proposed area. Indicating that the area close to SE 92nd Ave is also a forgotten and not well preserved neighborhood.
  - c. What concerns or ideas do you have?
    - i. Participants expressed their concerns about current residents not feeling comfortable with possible neighborhood changes as well as new incoming residents. One participant mentioned that neighbors in the age group of 70 years old or older voiced their preference to have less new construction because it can presumably bring more car traffic and increased residents. Participants also consider that with such proposal, there will be residents who can fully agree with potential changes.

**4. Corridors: *Proposed Safety Improvements on Busy Streets***

- a. Are these the right streets to prioritize for improvements?
  - i. Participants agree that the proposed streets for improvement are the right ones for their neighborhood.
  - ii. Participants will like more focus on SE 92nd Ave.
- b. In your experience, what improvements along busy streets would make it safer and easier to walk or bike in the area?
  - i. According to participants improvement on lighting, stop signs, improvement on traffic lights, and street signals would make it safer for pedestrians to walk or bike in the area.
  - ii. Due to the high traffic in such streets, participants mentioned the implementation of automated speed safety cameras. This can help reduce the high risk pedestrian encounter when crossing the street.
  - iii. Additionally, cleaning the sidewalks and streets can make busy streets safer. Currently, the busy streets, mentioned in the proposal, are inhabited by the houseless community and also are filled with hazardous objects like needles that increase the risk of pedestrians.

- 5. Neighborhood Greenways:** *Quiet neighborhood streets for walking and biking*
- a. Are these the right streets to prioritize for improvements?
    - i. Participants agree that the quiet neighborhood streets in the proposal are the ones to prioritize.
  - b. In your experience, what improvements along neighborhood streets would make it safer and easier to walk or bike in the area?
    - i. Improvement in light and traffic signs can decrease cars from speeding in mentioned streets.
    - ii. Participants voiced that adding street bumps in quieter streets would also help to make the area safer and easier to walk and bike for pedestrians.
    - iii. Participants also would like the implementation of a street sanitation system due to street litter that doesn't allow pedestrians to walk or bike safely.
- 6. Transportation Priorities:** *Would you prioritize safety improvement on busy streets, or quieter neighborhood streets?*
- a. Prioritize safety improvements and slow-down traffic on neighborhood streets.
  - b. Prioritize safety improvements on busy streets, such as pedestrian crossings and better bike lanes.
  - c. Both – they are equally important
    - i. All participants agreed that safety improvement on busy and quieter streets in the neighborhood are equally important and should be a priority in this project.
- 7. Bus Service Improvements**
- a. Would these changes make it easier to use the bus in the area?
    - i. Participants agreed that such changes would improve the usage of public transportation.
  - b. Do you have other ideas for what would make it easier to travel by bus?
    - i. Incorporating more frequent services in school areas and bus lines that students use frequently. This would facilitate students to arrive to school on time, especially during Fall and Winter.
  - c. One idea was to have bus service on SE Flavel connecting to the light rail station along I-205. Do you think this is an important connection?

- i. Participant do think that such connection would be beneficial for neighbors. It will facilitate transportation and consume less time to commute.

## **Additional Recommendations**

### **1. Transportation**

- a. During our focus group, participants often mentioned bus lines 19 and 71 and its frequency being an issue for students. Such bus lines are schedule to come every 30 minutes, which impacts students arrival to school. Buses during peak hours are full, and student unavoidably have to wait for the next bus. According to the proposal, if a new line (bus line 10) will be incorporated, it will facilitate and positively impact residents and students.
- b. Participants shared that roofs for bus stops, should be implemented. Specifically for bus stops that students use more often. This view is a health concerned during Winter and Summer where the youth population is expose to the extreme weather.

### **2. Corridors**

- a. Participants are concerned about SE 82nd Ave and SE 92nd Ave. They voiced their concerned regarding street and sidewalk pavement. Please consider this as a safety issue for pedestrians as well as traffic.

### **3. Neighborhood Centers**

- a. An indication that all 7 participants expressed is the fact their youth population is spending more time in busy and quieter streets. Participants would like to see more proposals about community centers and park improvements for youth and adults to have a space for healthy social development.

### **4. Safety**

- a. Participants shared that a good idea to improve safety in the lower SE area of Portland could be the implementation of Blue Light Public Help Phone in high-risk streets for pedestrians' safety.

# Contact

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## 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  
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