

# Elaine Kinchen

**#332981 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.

# Jessica Murri

**#332980 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.

# Matchu Williams

**#332979 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.

# Masayo Yamamoto

**#332978 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.

# Bea Lake

**#332977 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.

# Lidiya Khoroshenkikh

**#332976 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.

# Scott Goodman

**#332975 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.

# Anna Weichsel

**#332974 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.



# Pamela Hodge

**#332973 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See video

Testimony is presented without formatting.

# Jessica Murri

**#332603 | October 10, 2023**

## **Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

My name is Jessica and I am a homeowner on the 7400 block of SE 72nd Ave, a next door neighbor of these proposals. I want to share my journey of home ownership. I worked hard to do everything right. I got my first job at 14 years old. I worked all through high school. I went to a state college and worked three jobs at once. I graduated on a Friday, and started my first day of my new job on the following Monday. For more than a decade, I have worked hard, sacrificed, and saved. I've rented rooms and lived in studio apartments. For three years, I lived in just 150 square feet. And I saved. In 2020, I had a chance to put my hard work and savings to use and buy a house. I looked at dozens. I made offers. I was beat out by cash offers. When I saw the home on 72nd, I loved it. And, I was elated when my offer was accepted. It is not that I don't advocate for affordable housing. As a child, my mom and I lived in subsidized housing. We utilized WIC and Food Stamps. My mom also instilled in me the work ethic and savings habits that let me buy my first home. For me, this humble, single family home is affordable housing. To get a letter in the mail telling my home property value may be affected by SE Rising, is a gut punch. I see opportunity for multi-family apartments 10 blocks to the east, where SE 82nd is brimming with empty car lots and abandoned buildings. It is a main thoroughfare, closer to public transit, bus lines, the MAX and the Springwater Corridor. But I would ask you to leave our neighborhood intact.

Testimony is presented without formatting.

# Matchu Williams

**#332602 | October 10, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

Please see the attached letter. Thank you.

Testimony is presented without formatting.

2023 October 9th



Dear Portland Planning Commission and City Staff,

I am writing to you today on behalf of the Mt. Scott-Arleta Neighborhood Association, the Mt. Scott-Arleta neighborhood itself is part of the Lower SE Rising Area Plan under discussion. We, the neighborhood association, prioritize the safety of people using mobility devices, children, the elderly, people walking, people cycling, and all users of the road. Additionally, we value access to nature and safety in travelling to schools, parks, and trails. **We support the Proposed Draft of the Lower SE Area Rising Plan and urge the extension of the Harold St Corridor Improvements further east.**

Our records and feedback from the community support the the proposed land use changes, community stablization strategies, and future transportation projects outlined in the draft. Notably, we've previously called for safer, direct access for all, especially pedestrians and cyclists on 72nd Ave. We are encouraged to hear that bike lanes along this corridor will be revisited with the goal of ensuring safe access to the Brentwood-Darlington neighborhood center and the emerging center at the Arleta Triangle Square.

However, an important issue remains not fully addressed. Residents along SE Harold Street have continuously expressed safety concerns, not just between 52nd and 74th Avenues. We urge that the Harold St Corridor Improvements project explore additional crossing safety treatments at 77th Ave and explore all available traffic calming measures along the corridor to ensure Harold functions more like a neighborhood street. The proposed transit route and transit classifications for SE Harold St from 72nd Ave to Foster support this vision and the 70s Greenway crosses Harold at 77th Ave. Thus, we ask that additonal crossing signal treatments at 77th Ave be included in addition to locations elsewhere along SE Harold St.

Finally, the project team is to be commended on the outreach and engagement efforts ensuring equitable engagement happens especially during the onset of the ongoing pandemic. The Proposed Draft before us today by large creates the conditions necessary to create safety, access and filling services gaps for current and future residents in the Brentwood-Darlington area. Thank you all for listening to the community and consideration of a multitude of requests going all the ways back to the annexation of Brentwood-Darlington in the 1980s.

Sincerely,

Matchu Williams, Mt. Scott-Arleta Neighborhood Association Chair

# Brian Grant

**#332601 | October 10, 2023**

Testimony to **the Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I'm writing to convey my strong support for this plan. As a homeowner near 72nd I would love to see more density and commercial areas within biking or walking distance of my house (or anywhere frankly). Portland needs housing desperately and improvements to the Greenway network would allow even more people to bike for most daily tasks getting cars off the road (the existing Greenways have allowed our house to drop to just 1 car). After living here many years my impression had been that commercial centers and dense housing could only exist in places that had been zoned for them decades before I was born and anyone not lucky enough to inherit a house near an existing center would never have access to one. I'm thrilled at the prospect of new ones being created and hope this is a trend that continues. Thank you for your time.

Testimony is presented without formatting.

# Rowan Nairalez

**#332600 | October 10, 2023**

Testimony to **the Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I am the leader of one of the Bike Buses for Woodstock Elementary. There is currently no safe route to school for us, the main reason being the staggered crossing at 52nd and Ellis. Every morning I have to physically block traffic at the Reedway intersection so that the kids can cross over safely. If all this work gets done and there is still no way to safely bike to school this will be a terrible missed opportunity.

Testimony is presented without formatting.

# Marty Stockton

**#332598 | October 10, 2023**

Testimony to **the Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See the attached testimony from Portland Parks & Recreation (PP&R) regarding the Proposed Draft of the Lower Southeast Rising Area Plan.

Testimony is presented without formatting.



## MEMORANDUM

DATE: October 10, 2023

TO: Bill Cunningham, Co-Project Manager, BPS, and  
Shane Valle, Co-Project Manager, PBOT

FROM: Marty Stockton, Senior Parks Planner, PP&R

SUBJECT: Lower SE Rising Area Plan – Proposed Draft

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Portland Parks & Recreation (PP&R) has reviewed the **Proposed Draft** for the Lower Southeast Rising Area Plan. The purpose of this memo is to provide Portland Parks and Recreation formal comments as a bureau that has participated in this project’s technical advisory committee.

### Part 1: Community Development – PP&R comments:

1. PP&R supports Part 1: Community Development and it’s Section I – Land use background, Section II – Vision and Growth Concepts, Section III – Implementation, and Section IV Proposed amendments. The Preferred Land Use Scenario, which major features listed below, also include proximity to and are supported by both longstanding park amenities and new park investments:
  - a. A new Neighborhood Center focused around SE 72<sup>nd</sup> and Flavel, extending to 82<sup>nd</sup>. This new center would be served by Flavel Park.
  - b. The expansion of the Heart of Foster Neighborhood Center, currently along SE Foster, to extend along SE 72<sup>nd</sup> south to Woodstock. This expanded center would be served by the Mt. Scott Community Center & Pool and Mt. Scott Park. Portland Parks & Recreation is preparing to rehabilitate and expand Mt. Scott Community Center (MSCC). The

### **Administration**

1120 SW Fifth Avenue, Suite 858  
Portland, Oregon 97204  
503-823-PLAY (7529) | Fax 503-823-6007

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Director Adena Long



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existing MSCC pool and gymnasium will remain (with a new roof and HVAC upgrades).

- c. The designation of SE 52<sup>nd</sup> and SE 72<sup>nd</sup> as Neighborhood Corridors, as such corridors are intended to be well served by transit and multi-modal transportation options that would elevate services and improvements to streets that also have significant park investments: Errol Heights Park (SE 52<sup>nd</sup>) and Mt. Scott Community Center & Pool (SE 72<sup>nd</sup>), Mt. Scott Park (SE 72<sup>nd</sup>), Flavel Park (SE 72<sup>nd</sup>) as well as other parks within a short walking and biking distance. The Errol Heights Park Project is the reimagined 16-acre park and includes restored natural areas, wildlife viewing spots, better ADA access on trails, and new play and picnic areas. Crews began work on the park in April 2022 and will finish in 2023.
  - d. The enhancement of **small commercial areas at major intersections along SE 52<sup>nd</sup> and SE 72<sup>nd</sup>** to support their local roles in providing commercial opportunities and housing options in areas that are already well served by significant park investments in the general area: Errol Heights Park (SE 52<sup>nd</sup>) and Mt. Scott Community Center & Pool (SE 72<sup>nd</sup>), Mt. Scott Park (SE 72<sup>nd</sup>), Flavel Park (SE 72<sup>nd</sup>) as well as other parks within a short walking and biking distance.
2. PP&R supports Part 1: Community Development and its Section III Implementation and Section IV Proposed amendments.
    - a. **Two small zone changes along the Springwater Corridor to Open Space (OS)**. One involves a zone change from IG1 industrial zoning, while the other involves a zone change from RM1 multi-dwelling. Both properties are owned by the Bureau of Environmental Services, which is intending to undertake habitat and floodplain restoration on the properties to help management flooding and stormwater and to provide habitat. Portland Parks & Recreation is in ongoing coordination with the Bureau of Environmental Services in efforts along and/or adjacent to the Springwater Corridor.

Part 2: Transportation – PP&R comments:

1. PP&R supports the following **Tier 1 Corridor Improvements** due to their proximity to and safely connecting people to park properties:
  - 52<sup>nd</sup> Ave Corridor Improvements – Flavel St to Harney St and the proximity to Errol Heights Park and Hazeltine Park.
  - Woodstock Boulevard Corridor Improvements and the proximity to the Mt. Scott Community Center & Pool and Mt. Scott Park.

- SE 72<sup>nd</sup> Ave Corridor Improvements and the proximity to the Mt. Scott Community Center & Pool, Mt. Scott Park, Flavel Park, and Harney Park.
  - SE Steele St Corridor Improvements and the proximity to Woodstock Park.
  - SE Harold St Corridor Improvements and the proximity to Woodstock Park, the Mt. Scott Community Center & Pool, and Mt. Scott Park.
  - SE Duke St Corridor Improvements and the proximity to Brentwood Park.
  - SE Flavel St Corridor Improvements and the proximity to Flavel Park.
2. PP&R notes that the **Neighborhood Greenways** project elements may include: wayfinding and signage, speed bumps as required, crossing enhancements, and additional analysis to determine if traffic calming or traffic diversion is required. What is not being addressed is the 2035 *Comprehensive Plan*'s full City Greenway policy description, excerpt provided below, of a system which **coordinates landscaped stormwater facilities and extensive tree canopy** along with distinctive pedestrian- and bicycle-friendly streets and trails. The Lower Southeast Rising project area has known deficiencies in tree canopy and the proposed Neighborhood Greenways should not be limited to just pedestrian- and bicycle-friendly treatments in the public right-of-way. PP&R both encourages and invites coordination and creativity between PBOT, BES, PP&R and other City bureaus on this item.

*City Greenways are a system of distinctive pedestrian- and bicycle-friendly streets and trails, enhanced by lush tree canopy and landscaped stormwater facilities that support active living by expanding transportation and recreational opportunities and making it easier and more attractive to reach destinations across the city. As Portland continues to grow, the City Greenways system will strengthen connections to nature, weave green elements into neighborhoods, and enhance mobility and recreation.*

*City Greenways are a network that includes the following types of infrastructure:*

*1. Enhanced greenway corridors are distinctive streets with extensive tree canopy and landscaped stormwater facilities that provide connections between major centers, schools, parks, natural areas, and the rivers. Enhanced greenway corridors often involve improvements to existing streets, including wide planting strips and other features that provide space for large-canopy trees.*

*2. Trails are designated routes on land or water that provide public access for recreation or transportation purposes, such as walking and bicycling. They are*

*often located along rivers, through natural areas, or along rail or highway rights-of-way, with connections to and through neighborhoods.*

*3. Heritage parkways are iconic streets or segments of streets with elements such as linear parkways, scenic views, and distinctive landscaping or street design.*

*4. Neighborhood greenways are an extensive network of streets with low volumes of motor vehicle traffic that are prioritized for bicycles and enhance the pedestrian environment, working in conjunction with the rest of the City Greenways system to extend the system into all neighborhoods.*

3. PP&R supports the following **Tier 1 Neighborhood Greenways** due to their proximity to and safely connecting people to park properties:
  - Steele / Mitchell Neighborhood Greenway and the proximity to Woodstock Park.
  - SE 60<sup>th</sup> Ave Neighborhood Greenway and the proximity to the Brentwood Community Garden and Brentwood Park.
  - SE 46<sup>th</sup> Ave Neighborhood Greenway and the proximity to Woodstock Park.
  - Nehalem / Harney Neighborhood Greenway and the proximity to Hazeltine Park, Harney Park and the Springwater Corridor.
  - SE Lambert St Neighborhood Greenway and the proximity to Flavel Park.
  
4. PP&R supports the plan's coordination with TriMet's Forward Together near-term proposal for service changes across the regional transit network. Forward Together implements many of the recommendations outlined in the Lower Southeast Rising Area Plan and PP&R supports the following transit network recommendations due to their proximity to and safely connecting people to park properties:
  - **Continuous east-west bus service on SE Woodstock Blvd to support the Neighborhood Corridor designation** and therefore supporting transit access to the Mt. Scott Community Center & Pool and Mt. Scott Park.
  - **Frequent service on new SE Woodstock Blvd bus line** and therefore supporting transit access to the Mt. Scott Community Center & Pool and Mt. Scott Park.

- **Continuous east-west bus service on SE Flavel St for better connection to 82nd and to support new Center designation** and therefore supporting transit access to the Flavel Park.
- **Frequent service on Line 71** and therefore supporting transit access to Flavel Park.
- **Continuous north-south bus service on SE 72nd Ave to create better neighborhood connectivity and access to Mt. Scott Park** and therefore supporting transit access to both Mt. Scott Community Center & Pool and Mt. Scott Park.

We look forward to continuing to work with the Lower Southeast Rising Area Plan project team to ensure that the City's park investments and amenities have expanded public access through land use coordination and that their active transportation connections are planned for and their funding is prioritized. PP&R involvement in this planning effort is in service to Portland's parks, public places, natural areas, and recreational opportunities that give life and beauty to our city and to the Portlander's that benefit from them. Please feel free to contact us if you have any further questions.

PP&R contact:

- Marty Stockton, Senior Parks Planner,  
[Marty.Stockton@portlandoregon.gov](mailto:Marty.Stockton@portlandoregon.gov)

Sincerely,

Marty Stockton, Senior Parks Planner

# Catie Tam

## #332596 | October 10, 2023

### Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

There are several important issues in the Woodstock neighborhood that are not fully addressed in the Lower SE Area Rising Plan. First, SE Woodstock Blvd between Caesar Chavez and SE 52nd Avenue should be moved to a Tier 1 priority. This area of Woodstock Blvd is a designated Main Street and Pedestrian Corridor and should be prioritized to improve its safety and accessibility. Woodstock Blvd has multiple large-scale apartment buildings under construction or in the planning stages, two grocery stores, multiple banks, restaurants, a new food cart pod, a library, and many other businesses. Unfortunately, this area, like many in the city, is prone to cars driving too fast, not stopping for pedestrians, running red lights, turning on red because there is no left turn signals, and so on. We want this area to be safer and more accessible to pedestrians and cyclists, we want Woodstock Blvd between Cesar Chavez and SE 52nd Ave. to be moved to a Tier 1 priority in this plan. The next important issue is the large number of gravel roads with no sidewalks/pathways between Cesar Chavez and SE 52nd along Woodstock Blvd. This is mentioned in the Proposed Plan under Program and Policy Recommendations but it lacks a substantive plan to address these problems. Woodstock Blvd is a designated Main Street and a Pedestrian Corridor, yet directly north and especially south of Woodstock Blvd are a large number of gravel roads with no sidewalks and no safe places to walk. This leaves our area extremely inaccessible for those trying to walk or bike east or west. In the winter these gravel roads are unusable for pedestrians because they are covered with water-filled potholes. In the summer time, it is difficult to walk down the gravel roads because just one car or a little breeze can kick up a large amount of road dust. Having no sidewalks or pathways through forces you to walk on the sidewalks of the busiest roads making many trips more stressful than they need to be. This area also hosts the Farmer's Market which is just one more reason why we need to make it safer and more accessible for pedestrians and bicyclists. The Lower SE Area Rising Plan includes a Neighborhood Greenway on Tolman through this area. This would be a great addition to increase pedestrian and bicycle accessibility but unfortunately, this would become the only paved street that goes all the way through from Cesar Chavez to SE 52nd Avenue. Because it would be the only paved street through, we are worried that this shared Greenway would be used as a cut through street and increase car traffic and make it less safe to walk and bike. There must be additional improvements to this area to improve safety and accessibility for pedestrians and cyclists. The third important issue in the Woodstock neighborhood is the lack of infrastructure improvements when new developments occur. The surrounding areas should be assessed for needed infrastructure improvements when large apartment buildings are approved. Not just on the

developed block but in the surrounding area as well to link sidewalks, add bike paths, and improve crossings. These developments will obviously bring more people and cars, let's plan accordingly to make it safer and more accessible for everyone. One example of this is the five-story apartment building taking up the entire block across the street from the Woodstock library. It will only be required to improve the gravel road directly behind and add sidewalk just to the side of the building. This will leave two gravel roads adjacent to this building with no sidewalks or accessible pathways. This is unacceptable. We need paved pathways, we need safe crossings, and we need these things to happen when new developments occur. There are other apartments that have also broken ground or are under development in this small area making this an important issue for our neighborhood. By improving the pedestrian infrastructure around Woodstock Blvd, a designated Main Street and Pedestrian corridor, it would improve accessibility to our library, businesses and schools. This would help our neighbors be able to get to their desired destination without being forced to drive. It would also help our neighbors who cannot walk on gravel roads because of limited mobility, it would help make it more possible for our neighbors to age in place, easier for our children to get to school and for our neighbors to get to the bus stops, it would help connect our neighborhood, and improve the livability in this area. If for some reason it is not possible to make these changes to the Lower SE Area Rising Plan, I am requesting that the Planning Commission recommend that the Woodstock neighborhood be the focus of an area transportation plan. Let's not wait for a pedestrian to get hurt before we make necessary safety and accessibility improvements. Thank you for your time and consideration.

Testimony is presented without formatting.

# Patty Freeman

**#332594 | October 10, 2023**

**Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

The zone change in the area around our property at 4015 SE Schiller St. is ill-conceived and has clearly not been field-checked recently by staff. At one point about 12 years ago many of the properties in the map section selected for re-zoning were undeveloped and large lots. Since then all the lots on SE Schiller and SE Long (except 4023 SE Schiller) have been developed as single family high-value houses. Increasing the density on these lots will accomplish nothing, except to allow a single property on Schiller to redevelop out of character with the value of all the properties nearby. Please reconsider many of these lots for this zoning change, and field-check your proposals in the future.

Testimony is presented without formatting.

# Jeff Mital

## #332567 | October 8, 2023

### Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I oppose the Lower SE Rising Area Plan for a few reasons: 1. Large apartment buildings will exacerbate climate problems (Urban Heat Islands) already present in the area (mere blocks away). 2. Large apartment buildings will worsen existing traffic safety issues in the area. I don't believe the city's promise that building big will eventually lead to traffic and safety improvements. Is this even a wise investment in light of diminished transit and bike ridership? 3. Large apartment buildings will wreck the livability of one of the last neighborhoods that is affordable to working and lower-middle class Portland families. Here on SE 80th, we are only blocks away from what Professor Vivek Shandas of PSU has identified as an Urban Heat Island. Prof. Shandas has identified large buildings being clustered too closely together in one area with no green space as a main culprit in creating an Urban Heat Island. Does the city want to create a Lower SE Rising Heat Island to merge the one at 92nd & Foster? Please, no! Two summers ago, my fully shaded porch hit 116°! We face constant traffic (and trash, drug dealing, prostitution, etc.) from the 24 hour McDonalds two blocks away. In fact, I and many neighbors have contacted the city about traffic issues on our street and nearby to no avail. Stop signs are constantly being run by traffic from McDonalds and those cutting between Foster and Woodstock. The tail end of the Foster street project at 82nd feels like an afterthought, especially compared to improvements made in other neighborhoods. To say the streets nearby are dangerous is an understatement. In the past few years, we have endured countless shootings at Mt. Scott Park and two (or is it three?) murders at Shimmers just a block and a half away. My street, SE 80th, routinely turns into 82nd Avenue when there's any kind of issue on 82nd such as a fire, water main break, fatal car crash (all of which have happened recently) or construction. Yes, we'd like these things fixed. But does the only path to improvement to come from building giant apartments? The city's claim is that making our area a hub - building more and larger buildings with more people and traffic - will lead to traffic safety improvements. That logic just doesn't pass the smell test. I don't want to sound like a NIMBY. I'm all for row houses, four-plexes and courtyard apartments. I have no problem with one lot becoming two or four houses. More neighbors; hopefully with dogs! But one or two lots becoming a four story apartment building with 30 units and no parking? On a small side street which is used as an emergency route by ambulances and with no parking on one side? That just doesn't make sense. More cars, more traffic, less yards, less green space, fewer trees... all for the promise that some day this might lead to a few traffic safety improvements and maybe a new bus line? No thanks. Please don't wreck our neighborhood and consign us to traffic and climate hell with four-story apartment buildings. Please eliminate zoning for giant apartment



buildings or go back to the drawing board. Thank you.

Testimony is presented without formatting.

# Michele Gila

**#332562 | October 6, 2023**

Testimony to **the Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

Please see the attached written testimony.

Testimony is presented without formatting.

October 6, 2023

Chair Mary-Rain O'Meara  
Vice Chair Michael Pouncil  
Vice Chair Erica Thompson  
Commissioner Michael Alexander  
Commissioner Wade Lange  
Commissioner Nikesh J. Patel  
Commissioner Steph Routh  
Commissioner Eli Spevak


Dear Members of the Portland Planning Commission,

I am writing on behalf of the Portland Metropolitan Association of Realtors® (PMAR) to express our strong support for the Lower Eastside Rising plan. We believe that this plan represents a significant step forward in addressing the complex challenges facing this community and the historic lack of attention they have received from the City. If implemented thoughtfully, this plan will contribute to the continued growth and prosperity of the Lower Eastside.

We applaud the Lower Eastside Rising plan for its comprehensive approach to addressing the need for displacement prevention, especially in a context where the area is already at either early or mid-stage gentrification. This comprehensive approach including regulatory approaches to support housing and business stability, recommendations to maintain or even downsize zoning in areas with existing low-cost housing, and a commitment to maintaining existing zoning for Manufactured Dwelling Parks will help lower the pressure to redevelop these areas and, in turn, protect vulnerable residents from displacement. Combining this with changed zoning to promote commercial corridors, mixed-use development, and complete neighborhoods to increase density of people and neighborhood-serving businesses creates complete neighborhoods where residents can access essential services and retail opportunities is essential for the overall well-being and vibrancy of the community. The plan's commitment to fostering these opportunities in an area where they are currently lacking is a positive step toward creating a more inclusive and sustainable community.

We also commend the plan for its focus on ownership opportunities, both residential and commercial, through zoning and community stabilization grants. Enabling more individuals and businesses to achieve ownership can contribute to greater stability and economic empowerment in our community. This emphasis aligns with our mission to promote responsible and equitable ownership.

PMAR is committed to working collaboratively with the City of Portland and other stakeholders to ensure that this plan is implemented in a way that benefits all residents and safeguards against displacement.



Michele Gila  
Director of Realtor® Advocacy

# Justin Lee

**#332560 | October 6, 2023**

Testimony to **the Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

Can we get a speed camera or something that would help with reducing speed on the hill on 52nd?

Testimony is presented without formatting.

# AJ Peroutka

**#332559 | October 6, 2023**

**Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

There was just a deadly crash at the intersection of 52nd and Harney last night. People are constantly speeding up and down 52nd, doing doughnuts in the T intersection at 52nd and Harney, and honking at other drivers because of the right turn without stopping. With Errol Heights Natural area being developed into a playground, I'm very concerned for children's safety on 52nd. I'd like to see permanent photo enforced speed traps up and down that hill, and an all way stop at the T at 52nd and Harney. There is also a person who uses a motorized wheel chair who travels up 52nd street and because the sidewalks are not consistently installed up and down 52nd, they are often forced to use the bike lane or street which is very unsafe. There is not a continuous sidewalk on either side of the street, and there are no crosswalks going across 52nd. If people are going to be using that new park, there needs to be better street safety precautions. Thank you for reading.

Testimony is presented without formatting.

# Jennifer McGinnis

**#332556 | October 5, 2023**

## **Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

Submitted in reference to R200024. My home is in a zone designated as potentially changing from a multi-dwelling – neighborhood to a multi-dwelling corridor. I understand this to mean that new developments can be larger, 3-4 story buildings, including apartment buildings. I've been through this before, here in Portland. We previously lived on SE 48th Ave., near Division. A developer planned an apartment building at the corner because of the updated zoning rules. An apartment building with no parking spaces provided. At the meeting to discuss plans with residents, the developer stated many times that most apartment residents wouldn't own cars and would rely on public transit. But of course, you can't control that. It was entirely unrealistic. As soon as the apartment building was open to renters, traffic on our street and the other side streets became clogged. Cars were parked back-to-back along every available curb, even occasionally blocking driveways. This made it difficult to drive – occasionally there wasn't even room to get around. But also, and more concerning, it cut down visibility of the street and sidewalks significantly. The neighborhood became less safe for pedestrians and bike riders. This meant it was significantly more dangerous for kids. With this proposed change, I worry the same situation will happen again. I'm concerned that my street, which frankly needs to be safer, will become less safe. We already often have to navigate narrow streets with cars parked on both sides. Increasing the traffic and number of cars parked on the road will increase the number of stoppages, traffic jams and issues. And none of that is conducive to a safe street, either. In short, I'm concerned about the impact to the entire neighborhood, the residents, and our well-being.

Testimony is presented without formatting.

# Anna Lee

## #332552 | October 2, 2023

### Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

The section of road on SE 52nd Ave between Flavel and Harney is noted as a Tier 1 recommended improvement. I want to emphasize the importance of improving this dangerous section of road. This area includes a fairly steep hill and cars race up and down this section of road at well above the speed limit. This area has no sidewalks and unprotected bike lanes. The bike lanes are frequently used as passing lanes around cars going the speed limit. This section of SE 52nd has a lot of families with small children. In just the block between Harney and Tenino on SE 52nd Ave there are at least 13 children all under the age of 8 years old, most under the age of 3. In order to take our children on walks we must walk on SE 52nd Ave to get to other neighborhoods where we can safely walk. There are a lot of pedestrians that walk, run and bike this section of 52nd, many of them with children and/or dogs. With the new Errol Heights park under construction, I expect more children and families will be making the dangerous walk across and up and down this street. This area needs a protected walking and biking area as well as speed mitigation measures. The plan includes a protected bike and walking lane and crosswalks, which are very much needed. We would also benefit from flashing speed signs, speed bumps or other measures to slow traffic down. This area is a danger to all the children living on this section of 52nd. We need safety improvements and we need them now.

Testimony is presented without formatting.

# Amber Berger

**#332551 | October 2, 2023**

**Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

The plan looks interesting & could be beneficial for generations to come but one major spot seems to be missing. There are currently a number of apartment complexes that have already been approved by the planning bureau with NO retail on the ground floor. IE the apartment at the end of Cooper on 52. They were originally not going to have retail- the neighborhood complained. The owners went back & added retail, got in a legal fight w the City & lost, sold the property & new owners stripped out the retail. Every new apartment should have retail on the bottom if you want to mitigate the need to drive more. Also- All sidewalks should have room for bikes & pedestrians (see Lynwood in Milwaukee) if you want to encourage more bike walking & mitigate death. Plastic poles & paint isn't enough. Esp. When PBOT doesn't maintain it (see 45 from Woodstock to Johnson Creek)

Testimony is presented without formatting.



# Dan Gunderson

**#332549 | September 29, 2023**

## **Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

I support the idea of the "60th Avenue" Tier 1 neighborhood greenway, but note that there appears to be a discrepancy in the the route that is identified for the northernmost portion of the route between Mitchell and Holgate. The maps in the "Project Recommendations" section of the report show this northern portion of the route jogging left and then proceeding onto 59th Avenue, where as the maps later in the "Program and Policy Recommendations" section show the route jogging right and then proceeding on 60th Avenue. I would like to advocate for the route that follows 59th Avenue, as this stretch of 59th avenue is already in need of traffic control. There are no side streets in this stretch of 59th, and this may make it a good choice for a bicycle greenway. This would also help alleviate what seems to me to be a dangerous uncontrolled intersection where 60th meets Mitchell between 59th and 60th. Bike and vehicle travel northbound onto 59th in this location is dangerous. Regardless of which route is selected here (59th or 60th), please consider the potential effects to vehicle traffic volumes on the other street. Both 59th and 60th are long blocks, uninterrupted by stop signs or other traffic control, and they tend to attract both vehicle and bicycle traffic. Whichever route is selected, I anticipate that vehicle volumes will increase on the other road, which could exacerbate an existing problem. Thanks for your work on this.

Testimony is presented without formatting.

# Sam Hutsell

**#332544 | September 27, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I appreciate the decision to include neighborhood greenways as part of the plan. I encourage the team to utilize physical barriers where logical to prevent cars using the newly paved road segments (like the proposed stretch of Tolman St. between 46th and 52nd) as a bypass for the main streets. There is currently a lot of cut-through traffic on that stretch of Tolman, even though the gravel is quite rough in sections. Similarly, other traffic calming features should be considered, such as stop signs at alternating intersections on SE 48th between Woodstock and Bybee, as many cars far exceed reasonable speeds for a neighborhood street.

Testimony is presented without formatting.

# Erin Cottle Hunt

**#332538 | September 25, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I am writing to offer my support for increased housing density, as proposed in the Lower Southeast Rising draft. I just moved to Oregon to work at Reed College. I owned a home in my previous town, where zoning allowed more duplexes, row-homes, townhomes, ADUs, and multi-family units. Housing was more affordable, in part because because of the denser zoning. I would like to purchase a home here in Portland (eventually), but am largely priced out of the market. Changing some of the zoning designations in the Southeast neighborhoods could allow more development which could help increase housing affordability.

Testimony is presented without formatting.

# Frank Androsky

**#332535 | September 25, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I'm not sure how it's possible to not even have continuing sidewalks along Flavel. What a cruel impairment for people with disabilities. The lack of city investment in this area is astounding.

Testimony is presented without formatting.

# Dennis Meschino

**#332533 | September 23, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

While we support the plans to revitalize the neighborhood, we have concerns because this plan comes right up to the edge of our property. With taller multipurpose apartment buildings we're concerned this will leave little privacy for our tenants. Since these apartments will offer no parking and street parking is already very limited, we are also concerned about parking on our street. While we do have a driveway, the tenant who lives in our ADU has to park on the street, which is already full most of the time. It's unreasonable to assume that the people who move into these apartments won't have cars and look for parking on neighboring streets. What is your plan for addressing this issue?

Testimony is presented without formatting.

# Kendall Palmer

**#332532 | September 23, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

The mixed use of commercial and housing is appreciated. My hope that we will embrace the history of our neighborhood while striving forward and creating a space where individuals and families of all ages can thrive. We need accessible venues and places to gather as well as vegetation and trees. The city has made many promises to our community and several we are still waiting to see completed. We love this community, location and hope these plans will be a first step towards improving our community.

Testimony is presented without formatting.

# Megan Taliaferro

**#332531 | September 23, 2023**

## **Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

I am writing to encourage (beg for) transportation safety improvements on the southern end of SE 52nd Ave. Specifically, the hill between SE Harney Dr and Flavel and the intersection of SE Harney Dr and 52nd. My family lives on SE 52nd near this intersection. There are regularly car accidents, near misses, and excessive honking at this intersection as people do not understand that it is a 2 way stop (not a 3 way stop.) Because people don't have to stop at the intersection, people routinely drive at speeds of 40+ mph to round the corner from 52nd Ave to Harney despite it being a 25 mph speed zone. Furthermore there are drivers who do almost daily donuts/racing at excessive speeds near this intersection. Our street has no sidewalks. We live on the east side of the street and taking walks to the east of us requires walking on 52nd or down Harney (which doesn't even have a shoulder to safely walk on.) We have to cross 52nd to reach a safe walkable area in Errol Heights neighborhood. I am terrified everytime I need to cross this road with my kids and dogs because people round the corner at such high speeds. We have had many close calls despite being extremely cautious. Many of our neighbors on this road have children under 5 years old. Despite added signs from neighbors to slow down, the problem only seems to get worse. This lower part of 52nd needs changes for the road to be even remotely safe for pedestrians and cyclists. As the new park opens and more families walk this area to access it, this intersection will become even more dangerous. There really needs to be an all way stop at Harney and 52nd. Cross walks and or speed bumps might also slow people down on this hill. The decreased speed limit from 30 to 25 a few years ago has done nothing to improve safety, unfortunately. More needs to be done. Its at the point where we are considering moving because of the constant accidents and honking at this intersection. Not to mention my overall unease trying to safeguard my toddler from the constant stream of speeding cars. I've written this request a few times to several different departments. I also know this is a common concern among neighbors. I participate in our local Buy Nothing group and have had people refuse to come to my house to do pick ups because they feel unsafe walking along 52nd Ave. Most parents with kids avoid this street entirely. Because of where we live, we do not have this option. I am begging you to consider improving safety and lowering speeds along the southern portion of SE 52nd Ave as part of these plans. Thank you for your consideration.

Testimony is presented without formatting.

# Mike Palmer

**#332529 | September 23, 2023**

Testimony to **the Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I very much look forward to these promised improvements to my neighborhood. I say that, knowing that we have been promised many things in the past and have been hugely disappointed by the city. We care about our neighbors and this neighborhood and need this development. We need this done for future generations that live here. We're tired of being ignored or put off until later. Thank you for your time.

Testimony is presented without formatting.



# Marie Walkiewicz

**#332526 | September 21, 2023**

Testimony to **the Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

See the attached testimony from the Portland Bureau of Environmental Services requesting that two additional City-owned properties be rezoned to Open Space (OS) as part of the Lower Southeast Rising Plan.

Testimony is presented without formatting.



# CITY OF PORTLAND ENVIRONMENTAL SERVICES



1120 SW Fifth Ave, Suite 613, Portland, Oregon 97204 ■ Mingus Mapps, Commissioner ■ Dawn Uchiyama, Director

**September 20, 2023**

**TO:** Portland Planning Commission

**FROM:** Marie Walkiewicz, Bureau of Environmental Services

**COPY:** Bill Cunningham, Bureau of Planning and Sustainability  
Elisabeth Reese Cadigan, Bureau of Environmental Services

**RE: Amendment request: Lower Southeast Rising Plan  
Rezone BES properties to OS**

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The Bureau of Environmental Services requests that two City-owned properties be rezoned to Open Space (OS) as part of the Lower Southeast Rising Plan. This communication outlines BES' request to rezone these properties and explains how the rezoning will support Johnson Creek floodplain restoration efforts and improve conditions for residents and businesses in the Lower Southeast Rising Plan area.

## **Explanation**

The proposed rezonings support Johnson Creek floodplain restoration in part of the Lower Southeast Rising Plan area. They are located within the Tideman Johnson Target Area, as identified in the [Johnson Creek Restoration Plan](#). The requested rezonings will support the [Johnson Creek Oxbow Restoration Project](#) and restoration associated with improvements at [Errol Heights Park](#).

BES acquired these properties because of their value as natural infrastructure due to their proximity to Johnson Creek as well as their value as floodplain and riparian buffer areas. The bureau requests that they be rezoned to OS to better reflect the functions they provide or will provide to the community following restoration.

Johnson Creek is an important component of the City's stormwater conveyance system in southeast Portland. Runoff from development and streets flows overland or through pipes into Johnson Creek, which acts as the natural stormwater conveyance system. Due to the topography in the target area, there are ongoing flooding issues. BES invests in floodplain restoration to protect water quality, enhance habitat, manage frequent flooding, and reduce flood risks to homes, businesses, and transportation infrastructure.

The vegetated riparian buffers along Johnson Creek provide important ecological and stormwater functions to the watershed and surrounding neighborhoods. Riparian areas absorb, intercept, and store stormwater, thus helping to reduce local flooding; facilitate chemical cycling, which contributes to water quality improvements; trap and transport sediments; alter or absorb pollutants; provide essential habitat for plants and animals; and strongly influence the

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health of downstream waterbodies. BES has a regulatory obligation on behalf of the City to protect the water quality of Johnson Creek, which includes preventing pollutants in stormwater from entering the creek. Management and restoration of these properties as natural areas helps support these responsibilities and regulatory obligations.

**Requested rezoning to Open Space**

Restoration efforts in this area will reconnect Johnson Creek and Errol Creek with their natural floodplains to improve water quality, reduce flood risk in the surrounding neighborhood, and provide habitat for ESA-listed salmon, birds, and other wildlife.

Management and restoration of these properties will also provide equity benefits to vulnerable residents and businesses in the floodplain who may face significant challenges in managing the impacts of flooding. The Tideman Johnson target area and the Oxbow Restoration Project are located at the edge of a census tract that ranks as vulnerable by the BPS’s [Economic Vulnerability Assessment](#) due to the proportion of residents who are people of color, have less than a 4-year degree, and have lower adjusted household incomes.

This table and map identify the properties that we are requesting for rezoning in the Proposed Lower Southeast Rising Plan. Both properties border Johnson Creek, have environmental overlay zones, and are within the FEMA Special Flood Hazard area (also known as the 100-year floodplain).

R #	Address	Current zoning	Floodplain
R158244	8449 SE 45 <sup>th</sup> PI	CEp	Y
R158245	8431 WI/SE 45 <sup>th</sup> PI	R5pcz CEp	Y



**Conclusion**

Restoring and protecting these sites as Open Space will contribute to the overall wellbeing of the Lower Southeast Rising neighborhoods by providing critical utility functions and mitigating flood impacts on nearby properties, industrial businesses, and vulnerable residents, who may face significant challenges in managing the impacts of flooding.

The proposed rezoning also supports multiple Lower Southeast Rising Plan goals and the City’s equity and anti-racism goals. Investing in green spaces within the district will contribute to cooler summer temperatures and cleaner air, helping mitigate the urban heat island impacts from nearby development. As identified in the Lower Southeast Rising Plan, contact with natural environments support a variety of positive physical and mental health outcomes, reducing public health and safety risks to vulnerable communities.

Thank you considering BES’ request to rezone these properties as part of the Lower Southeast Rising Plan. We appreciate the commission’s commitment to integrating infrastructure and natural resource considerations into planning for Portland’s future.

# Curtis Zeigler

## #332510 | September 19, 2023

### Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I would like to recommend that SE 80th Ave be paved with sidewalks and landscaping because it's current condition is a source of constant serious issues. I live on the corner of SE Flavel St and SE 80th Ave and witness these issues everyday, primarily between SE Malden St and SE Flavel St. The dirt road is not well maintained throughout most of the year which causes vehicles to have to try to turn around or risk damage to their vehicles regularly. This leads to a lot of near misses and occasional accidents at that intersection. It is also a common site for dumping large objects like furniture and appliances as well as many other smaller pieces of trash, including needles from the nearby DHS. Along with the needles, there are many people who use various drugs, commit sex acts, relieve themselves, and sleep under the overgrown bushes along the West side of the road in view of my family, including my 4 children 6 years of age and under. We can see that area from our kitchen and dining room windows and have to regularly distract our children from looking in that direction. There are also many RV's that will park along the East side of the street for extended periods of time because it is clearly not well maintained and appears to be a nice place to camp out. They are only prevented from staying longer/more often because myself and other neighbors are quick to speak with them and determine their plans for parking there. It would be much appreciated if this area was paved and well maintained by the city since no one has ownership of it and it is appealing because it is clearly a neglected area of our neighborhood. Thanks for your consideration.

Testimony is presented without formatting.

# Elaine Kinchen

**#332437 | September 17, 2023**

**Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

We bought a house in this neighborhood because it was a place in Portland where there were still large lots and a neighborhood feeling that was affordable. according to the cities own statistics this is a place that has a higher percentage of home ownership then other areas of Portland and a more diverse population mix. the new zoning plan by the city would decrease home ownership and investment by residents in the area and turn the equity of citizens into investments owned by out of area property management companies displacing residents and destroying home ownership. Multi family dwellings, ADUs, infill and even apartments are already allowed under our current zoning, and all this will do is raise property rates forcing long term residents to sell their houses to be turned into rented apartments destroying the walkable rural character of the neighborhood and the generational wealth of one of the still economically and racially diverse areas of the city. This is a bad plan and does nothing for the area but line the pockets of absentee landlords looking to flip land they have kept vacant. Keep our zoning R2.5.

Testimony is presented without formatting.

# Patrick Burke

**#332435 | September 15, 2023**

**Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

We do not want the zoning of our street to change. We just moved here with our 2 year old and have another baby on the way. We wanted to move to and buy a home in this neighborhood because it was quieter and didn't have significant development and construction. If the zoning changes some of the landlords in neighboring homes will tear down and begin constructing apartment buildings which will change the very nature of the street we love. This should be put to vote by the people who live on our street, not just pushed forward because someone who doesn't live here thinks it's a good idea.

Testimony is presented without formatting.

# Katheryn Hinkle

## #332434 | September 13, 2023

### Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft

My comments: #1: Safety from violence in my neighborhood is a much greater concern than safety from vehicles. I walk in my neighborhood often and my concern is safety from gang violence and drug addicts/mentally ill people on the streets. I find it pretty easy to wait for a break in traffic and cross, so I don't wish for more crosswalks, speed bumps, or medians. I do wish for lower crime. #2: Businesses continue to close because of crime. Re-zoning is a nice idea, but if we do not address crime, what good is re-zoning? We need to eliminate the homeless camps on the streets, for the sake of businesses as well as quality of life for residents. #3: Due to the long rainy season, I will not be walking or biking to work regardless of how many bike paths and crosswalks there are. I do wish that I could get to freeways and other parts of the city more quickly, but traffic is only getting worse. Foster is so slow now, and there's often a long backup at 82nd & Woodstock too; it is now much faster to drive through back roads to get to 205, and I do that often. It looks like this proposal (45 new crosswalks on through streets) will create more and more backups in the neighborhood. Instead, it would be nice if the proposal made an effort to reduce traffic congestion and quick access to freeways for vehicles. #4 It's crazy to me that we still have unpaved roads in our neighborhood. I expected this to finally be addressed with this project, but with \$30 million in project proposals the only new road paving in the plan is 10 blocks on Tolman Street. I don't understand how 45 new crosswalks became a higher priority than paved roads for all the neighbors. It's such a basic part of infrastructure. In summary: If you are going to spend \$30 million in this neighborhood, please invest in addressing crime and tent encampments. That is the biggest concern of everyone I know in this area. Secondly, please do not make traffic worse, but consider ways to make it better. Lastly, please pave the roads! Thank you.

Testimony is presented without formatting.

# Daniel McElligott

**#332432 | September 13, 2023**

Testimony to the **Planning and Sustainability Commission** on the **Lower Southeast Rising, Proposed Draft**

I thought that Lents was supposed to be part of this - nice job excluding a part of the city that is one of the most diverse and in need of a lot of help - I guess it pays to have friends in higher places.

Testimony is presented without formatting.



# Lidiya Khoroshenkikh

**#332431 | September 13, 2023**

## **Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

This plan is absolutely horrible and will negatively impact this neighborhood. My first thought about this is who even wanted this. This area is more like a suburban area. People want peace and quiet. They don't want a noisy area where it's full of homeless people and crime around. Many people live outside of downtown Portland to avoid this in general. We don't want all of this noise and chaos where we live so we intentionally live here and not in the heart of downtown. Homeowners should have the ability to do what they want to their own property that they pay property tax to. If something happened like a fire or natural disaster they won't be able to rebuild their own home without making it into a duplex in the best case scenario. I don't recall in the past receiving notice about a public hearing or meetings about this plan in the first place. This allowed the general public to not know about this plan and not to give their valuable input in its initial phase. In the area that I live in there are many elderly people who can't do much about this plan. This plan will take all the physical, emotional, mental labor and financial labor that was put on their property to waste. As well many of the houses are old which means they need to be rebuilt. This plan would force homeowners to not have a peaceful life anymore because now they have to build duplex or multi apartment buildings. Which affects all of the neighbors involved. Parking over all would be non existing or will include only street parking. This then goes with the next agenda of having people only use public transportation or biking as a form to get to work, school, grocery shopping and more. Which is inconvenient to the majority of people who have jobs and those who can't carry 8 bags of grocery on a bus or a bike. This plan as well takes away the "American Dream" or a dream to buy a house. Many people strive to own a home and to do what they want on their property. Building huge apartment complexes at the expense of homeowner takes away this dream. There in general are a bunch of vacant apartment units in the city of Portland yet they are vacant. Building a huge amount of apartment won't help this housing situation. This plan as well isn't thought through. With the rise of crime there isn't a lot of big grocery stores, hospitals in the nearest area. This would negatively impact Clackamas area and their stores and hospitals. The plan that is written hopes to build small business/stores all around yet this isn't convenient because they would be a part of the multi-apartment building and have only 1,000 square feet of space. As well you can't forget the tolls that they want to do on I-205 as well. To those who live in this neighborhood please testify against this decision that would impact the place you live. Most of the projects that the city Portland has done have led to negative impacts for example Division street. Business have lost money because of this project and over all led to many people to not drive on this street in general. Low speed limit on

Halsey which also took away lanes. This caused more people to be unhappy about the city and caused many to move out because it became impossible to live in peace.

Testimony is presented without formatting.

# Jeanne DeBenedetti Keyes

**#332430 | September 12, 2023**

**Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

I see that there is a proposal to change zoning for my property and the other single family homes along Woodstock from 82nd Avenue to 72nd Avenue. While there is a multi-level apartment complex on 77th Street, I hope this new proposed zoning does NOT allow the small houses to be torn down and allow large, apartment complexes to be built. This is a residential neighborhood. I would NOT like to see that change. It is NOT a business district. Traffic along this portion of Woodstock Blvd. is too fast, at 30 miles an hour, and is extremely dangerous to cross, even with the crosswalk at 77th street. In fact, faster than Foster Road which IS a business district. Adding more businesses and more multi-level apartment complexes would increase traffic in this area. DO NOT DO THIS! If the city is trying to slow traffic down, this proposal is not going to do that. I would like to see the speed limit go down to 25 miles an hour.

Testimony is presented without formatting.

# Charles Roddy

**#332429 | September 12, 2023**

## **Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

The proposed Residential Multi-Dwelling 2 (RM2) zone change from Residential Multi-Dwelling 1 (RM1) to allow construction of 3-4 story multiplex buildings does not have any precedent or presently similar structures in this zone area. It would negatively affect the human scale and neighborhood character that makes it livable and enjoyable here. It would also reduce green space close to the busy streets of SE 82nd Ave., Harold St. and SE Woodstock St. SE 82nd Avenue on this map has no trees or grass areas except the nearest bordering residential streets. With increasing hotter summer temperatures, green spaces are needed more than ever accordingly to keep the residential scale low with trees near 82nd and building larger 3-4 story multiplexes further away from a main street such as SE 82nd avenue. This area has seen an increase of crime; auto pollution; speeding cars and increased car noise and a Residential Multi-Dwelling 2 (RM2) zone brings more density to a smaller area that would increase these problems. Since Foster was improved and has a safer speed limit more cars are avoiding the intersection at SE Foster and SE 82nd and going at high speeds even running stop signs on SE 80th and SE Ellis and the same at SE Reedway St. Another reason not to increase the living density bordering so close to SE 82nd Avenue.

Testimony is presented without formatting.

# Michael Pritchett

**#332428 | September 12, 2023**

## **Testimony to the Planning and Sustainability Commission on the Lower Southeast Rising, Proposed Draft**

Dear Members of the Planning Commission, I am writing to express my support for the Lower SE Rising (LSER) Area Plan Proposed Draft. As a resident within the proposed area, I have witnessed the Brentwood-Darlington neighborhood and its surrounding areas face challenges that have persisted for far too long. The LSER Plan, a result of extensive community input and careful planning, represents a promising opportunity to address these issues and bring about meaningful positive change to our community. Our community in Brentwood-Darlington has, for too many years, been historically forgotten and ignored by city planning efforts. While other parts of Portland have seen significant development and investment, our neighborhood has often been overlooked. This history of neglect has left us with subpar infrastructure, limited access to essential services, and disparities in housing and economic opportunities compared to other areas of the city. Over the past two years, the LSER Plan has evolved through rigorous community conversations aimed at increasing neighborhood commercial and business services, housing diversity, and safe transportation options. As a result, the Plan has emerged as a comprehensive strategy that responds directly to the pressing needs of our neighborhood and the larger community. The proposed changes within the LSER Plan are particularly remarkable. The plan aims to create a new Brentwood-Darlington neighborhood center around SE 72nd and Flavel, providing a vibrant hub for commercial services and additional housing options. This initiative not only addresses our current needs but also brings our neighborhood up to par with the rest of the city. Furthermore, the transformation of SE 52nd and SE 72nd into mixed-use corridors, with increased housing options and commercial hubs, offers a transformative opportunity to rectify historical disparities, fostering economic growth and affordable housing that aligns with other thriving areas in Portland. The plan also addresses long-overdue transportation improvements, enhancing pedestrian and transit facilities on streets like SE 52nd, SE 72nd, and SE Woodstock, thereby making our neighborhood safer, more accessible, and better connected to the city. Finally, the LSER Plan's commitment to supporting affordable housing and small businesses is a crucial lifeline for our community, rectifying historical neglect and ensuring that all residents can benefit from these anticipated improvements. As a homeowner living in the proposed planning area, I have a vested interest in seeing our community thrive. The Lower SE Rising Area Plan represents a remarkable opportunity to address historical disparities, rectify years of neglect, and create a more equitable, sustainable, and prosperous future for all residents in Brentwood-Darlington and its neighboring areas. I urge the Planning Commission to consider the voices of our community members and approve this plan, not just as a development

plan but as a vital step toward rectifying past injustices and bringing our neighborhood in line with the rest of the city. Thank you for your dedication to improving our city and for your careful consideration of this important proposal. Sincerely, Brentwood-Darlington Resident

Testimony is presented without formatting.