LOWER SOUTHEAST RISING

EXISTING CONDITIONS ATLAS

AUGUST 2021

Bureau of Planning and Sustainability

PBOT
PORTLAND BUREAU OF TRANSPORTATION

PORTLAND CITY COUNCIL

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EXISTING CONDITIONS ATLAS

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BITCOIN

Introduction & Plan Context

Project Background

Lower Southeast—made of up of the Brentwood Darlington neighborhood and portions of Ardenwald-Johnson Creek, Lents, Mt. Scott-Arleta and Woodstock neighborhoods—shares many physical characteristics with East Portland: gravel streets and missing sidewalks, a confusing street network and limited bus service, and few neighborhood stores, restaurants, and other conveniences, ensuring residents must resort to driving to meet daily needs.

The absence of a clear plan to handle growth and changing transportation needs has led to a **lack of investment and stabilization in the community**, even as economic and development pressures continue to rise. Without adequate transportation networks, the Lower SE Rising area growth can't be zoned to sensitively accommodate growth; without a designated center or corridor in this part of town, transportation investments have no hub to focus around.

Project Purpose

The Lower Southeast Rising Area Plan seeks to understand and address the land use and transportation challenges faced by community members in and around the Brentwood Darlington, Woodstock, Mt. Scott-Arleta, and Lents neighborhoods. Specifically, the project will look at:

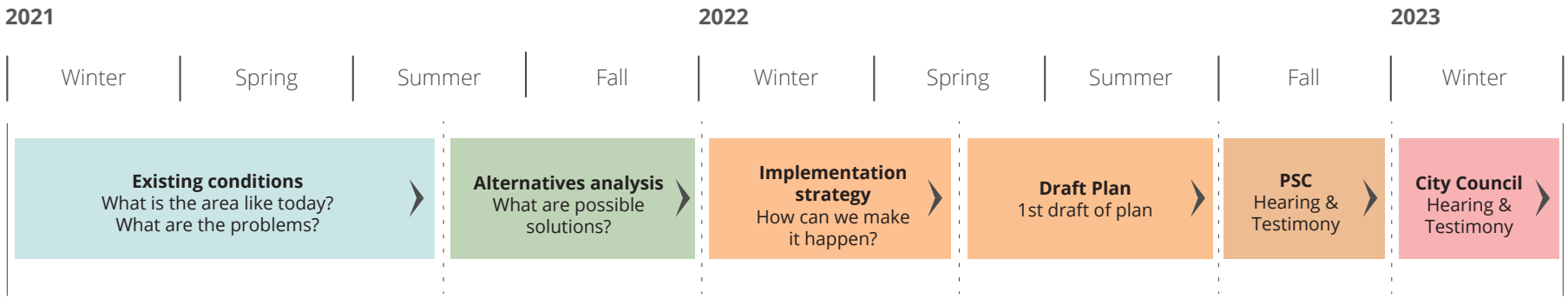
- Potential land use changes to provide more neighborhood commercial and housing opportunities
- Linking affordable housing, economic development, and business stabilization opportunities
- Conducting a thorough inventory of community needs for walking, biking, and public transportation in the area

ABOUT THIS ATLAS

The Lower Southeast Rising Existing Conditions Atlas represents one of the first phases of the Lower Southeast Rising planning effort. The report provides a baseline overview of the land use and transportation conditions in the plan area.

The Existing Conditions provides information on who lives and works in these study areas, the mix of uses, zoning, and land use characteristics. The document also provides information on transportation volumes, classifications, street cross sections, travel networks and more. This document is intended to serve as an informative atlas of today's conditions upon which the project can analyze opportunities to shape vibrant, equitable, green and thriving neighborhoods. Future study phases will provide analysis of different opportunities and constraints related to land use scenarios and transportation investments.

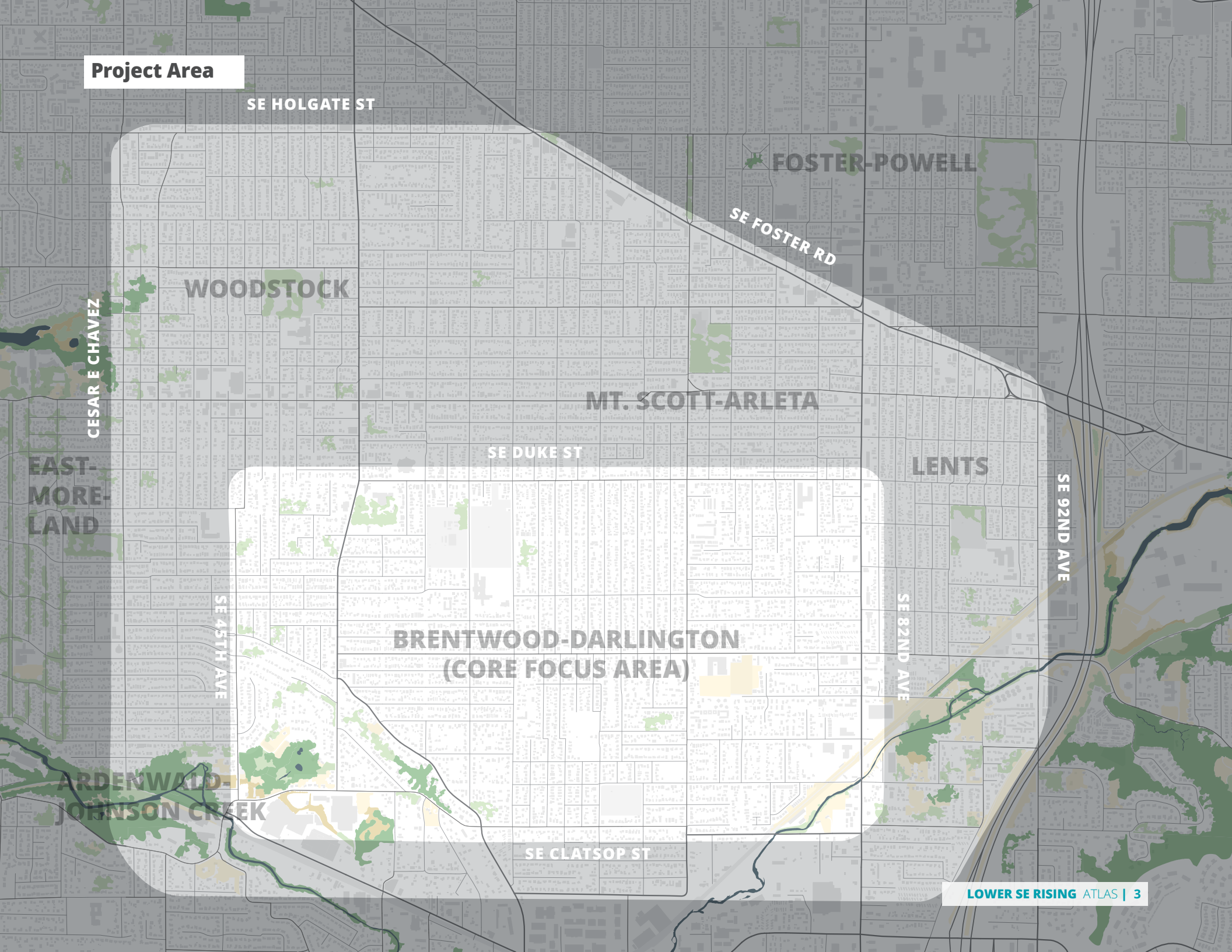
Project Timeline



The project timeline is approximately 18 months, beginning in Spring 2021 and appearing before City Council in the first half of 2023. The community will be engaged throughout the project timeline with key input coming from the Project Advisory Committee, several community-based organizations, as well as open houses and consultation with Neighborhood Associations and other interest-based organizations.

WHY THIS PROJECT AREA?

The project focus area lacks commercial opportunities for people to walk or bike to and has limited connections for people to reach nearby centers or corridors, like along Woodstock, Foster or the Lents Town Center, without depending on driving. The project focus area also has a higher than citywide average of low-income households, and historically underrepresented communities and therefore additional equity considerations. The lack of a clear plan for growth and transportation has led to a lack of investment. Without adequate transportation, the project focus area is unable to be zoned for higher density mixed use development, but the lack of a designated center or corridor also leads to less investment in transportation


Project Area
SE HOLGATE ST
FOSTER-POWELL
SE FOSTER RD
WOODSTOCK
CESAR E CHAVEZ
MT. SCOTT-ARLETA
SE DUKE ST
LENTS
EAST-
MORE-
LAND
SE 92ND AVE
SE 82ND AVE
SE 45TH AVE
BRENTWOOD-DARLINGTON
(CORE FOCUS AREA)
ARDENWALD-
JOHNSON CREEK
SE CLATSOP ST


Main Street, looking South, Lents, Oregon
DRUGS

Area History

The neighborhoods in the Lower Southeast Rising project area each have a unique and distinct history but are generally some of the oldest neighborhoods in the city. Foster Road was an early farm-to-market road that became a well-traveled route connecting Oregon City and downtown Portland. This activity spurred the founding of towns like Lents in 1892, and a lively commercial district at present-day SE 92nd Avenue and Foster Road. The Brentwood-Darlington neighborhood was established in 1882 as Errol Heights. The Woodstock neighborhood was first platted in 1889.

While a streetcar rail to Lents began in 1892, 1900 to 1915 was the "golden age" of interurban streetcar lines in Portland. This coincided with the population of Portland doubling from 100,000 to 200,000 in ten years. Streetcar lines extended east and homes followed in Woodstock, Mt. Scott, Foster-Powell and Lents. Commercial nodes also formed around streetcar stations, for example at points along Foster Rd, at Woodstock & 72nd (leading to a curved roadway that still exists today where the streetcar made its turn), and in Lents Town Center. Another streetcar line followed SE Gladstone St and SE 41st Ave to the serve the Woodstock main street.

HISTORY OF YELLOWLINING

The United States government's practice of preferential loaning has also shaped the built environment as we know it today. In 1938, the federally backed Home Owners' Loan Corporation designated areas as green ("Best"), blue ("Still Desirable"), yellow ("Definitely Declining"), and red ("Hazardous") for investment. Categorization of neighborhoods was in part determined by the average income and racial and ethnic makeup of the area. While "redlining" made it difficult or impossible for non-white residents to receive residential and commercial loans (the Lower Albina neighborhood for example), the majority of outer Southeast Portland was "yellowlined," which made it difficult to receive competitive loan rates. This disproportionate access to federally backed loans resulted in general underinvestment in the lower Southeast area of Portland, especially relative to nearby Eastmoreland and Sellwood that were bluelined and greenlined respectively. Today, the median home values of formerly "yellowlined" neighborhoods have the overall lowest values in Portland. This is part of the reason why the lower Southeast area of Portland is still comparatively affordable, but also helps explain the lack of public investment and infrastructure.

PROPERTY TAXES AND MEASURE 50

Many properties in the Lower Southeast Plan project area are taxed at a higher rate per unit of value than properties in older, more established, and higher income parts of Portland. As a representative example, if one house located in the Brentwood Darlington neighborhood has an identical market value as a house located in the Richmond neighborhood, the property owner in Brentwood Darlington might pay $16 in taxes per $1,000 of market value while the property owner in Richmond pays $10 in taxes per $1,000 of market value. This discrepancy is a byproduct of Measure 50.

Measure 50, passed by Oregon voters in 1997, locked in the assessed value of a property based on its 1995 real market value and created a "maximum assessed value" where property taxes could only increase by a maximum of 3% annually (excluding voter approved levies and bonds). Because property values in the Lower Southeast Rising project area have not increased at the same rate as other parts of Portland (potentially a result of the deficit in infrastructure quality between the project area and older parts of Portland and yellowlining policies) the Measure 50 property tax policy has resulted in higher property taxes for residents when compared with properties of similar value in other parts of the city. This disproportionate taxation is especially problematic given the beforementioned deficit of public investment within the project area.

These streetcar developments led to many neighborhoods being annexed and incorporated into the City. However, the Errol Heights neighborhood (now Brentwood-Darlington) resisted annexation and rejected proposals in 1971, 1977, and 1981. Finally, in 1986, the neighborhood was annexed after failing cesspools and sewage issues led the Oregon State Environmental Quality Commission (EQC) to conclude that sewers were imminently needed. This, along with Multnomah County's plan to discontinue urban services to unincorporated areas, ultimately swayed the majority of residents to vote yes to annexation. (*Brentwood-Darlington Neighborhood Assessment and Action Plan, 2017*).

The last neighborhood plan for Brentwood-Darlington was completed in 1992, six years after the City of Portland annexed the neighborhood. This neighborhood plan informed the *Adopted Outer Southeast Community Plan* in 1996, which included zoning changes within the neighborhood boundaries. Neighborhood plans for Lents, Mt. Scott-Arleta, Foster-Powell and Woodstock were also completed in 1995/1996. Since then, while the City of Portland has grown and home prices have climbed, this area of the City has remained relatively stable. However, a lack of focus and investment means there is deficient infrastructure and a lack of business and retail services.

BRENTWOOD-
DARLINGTON
NEIGHBORHOOD
PLAN

BUREAU OF PLANNING
CITY OF PORTLAND
FEBRUARY 1992

ADOPTED BY CITY COUNCIL JANUARY 22, 1992
ORDINANCE 165071
EFFECTIVE MARCH 13, 1992

Demographics and Equity

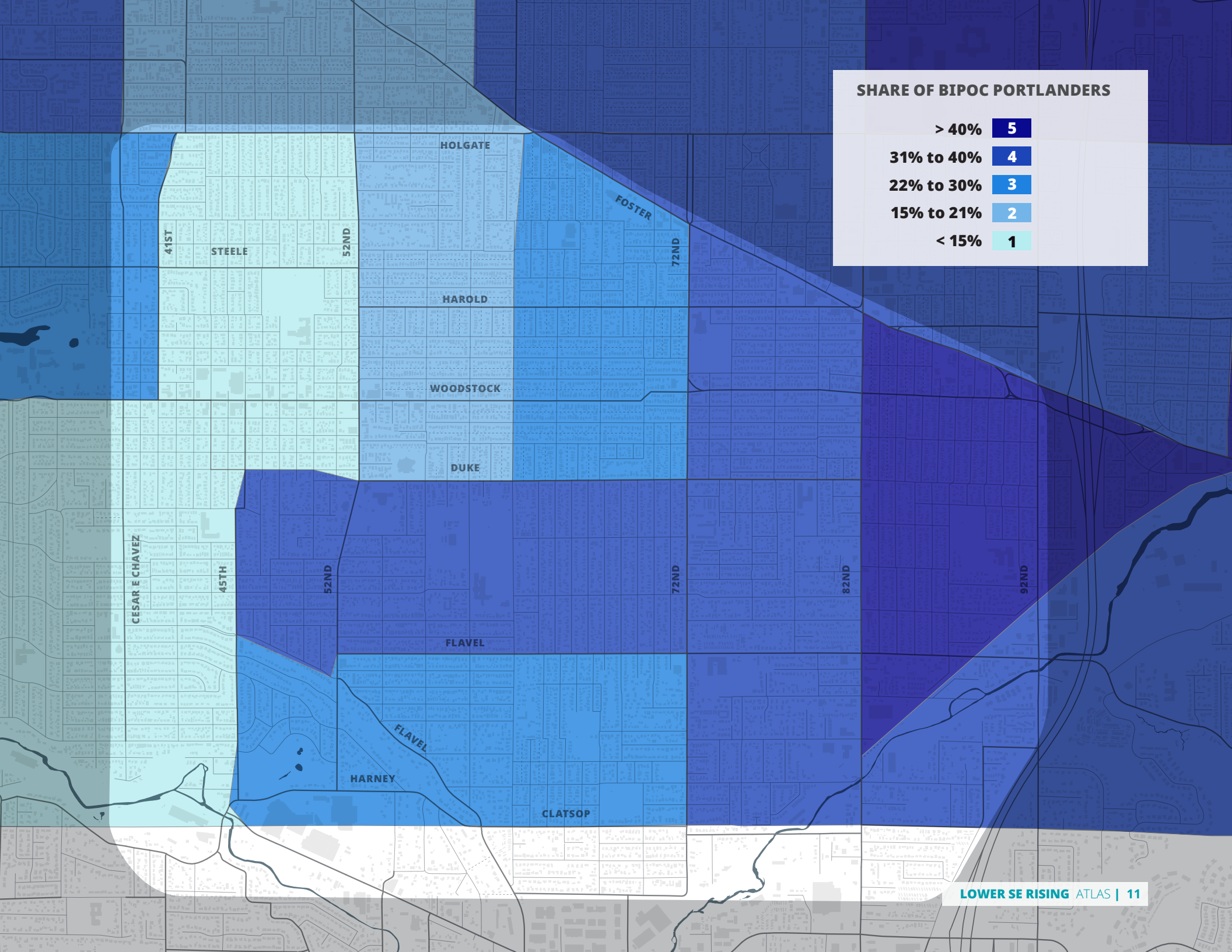
The purpose of this section is to evaluate the current population and make up of the study area and if/how that make-up has changed in recent decades, with equity as a core value in mind. Demographic indicators such as racial composition, educational attainment, poverty status, housing tenure, and (later on in this document transportation mode choices) are presented here to provide a better shared understanding of existing conditions and needs.

Race and Ethnicity

The Lower SE study area has greater racial diversity than the city overall. People of color made up 32% of the area's population in 2019, which is an increase from 28% in 2010. The city's population saw a similar, though less pronounced, shift toward greater diversity in that period. The study area also has a higher share of Asian residents than the city overall (11% vs 8%), and that share of the population has been consistent in Lower SE over past decade despite having grown citywide.

RACE / ETHNICITY	Lower Southeast		City of Portland	
	2010	2019	2010	2019
Total population	*32,536*	*36,222*	*566,686*	*645,291*
White	72%	68%	73%	71%
Asian	11%	11%	7%	8%
Black	2%	2%	6%	6%
Hawaii or PI	0%	1%	1%	1%
Hispanic/Latino	10%	11%	9%	10%
Native American	1%	1%	1%	1%
Two or more races	3%	5%	4%	5%

Source: US Census Bureau, 2019 American Community Survey 5-year estimate


SHARE OF BIPOC PORTLANDERS
> 40% 5
31% to 40% 4
22% to 30% 3
15% to 21% 2
< 15% 1
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Age

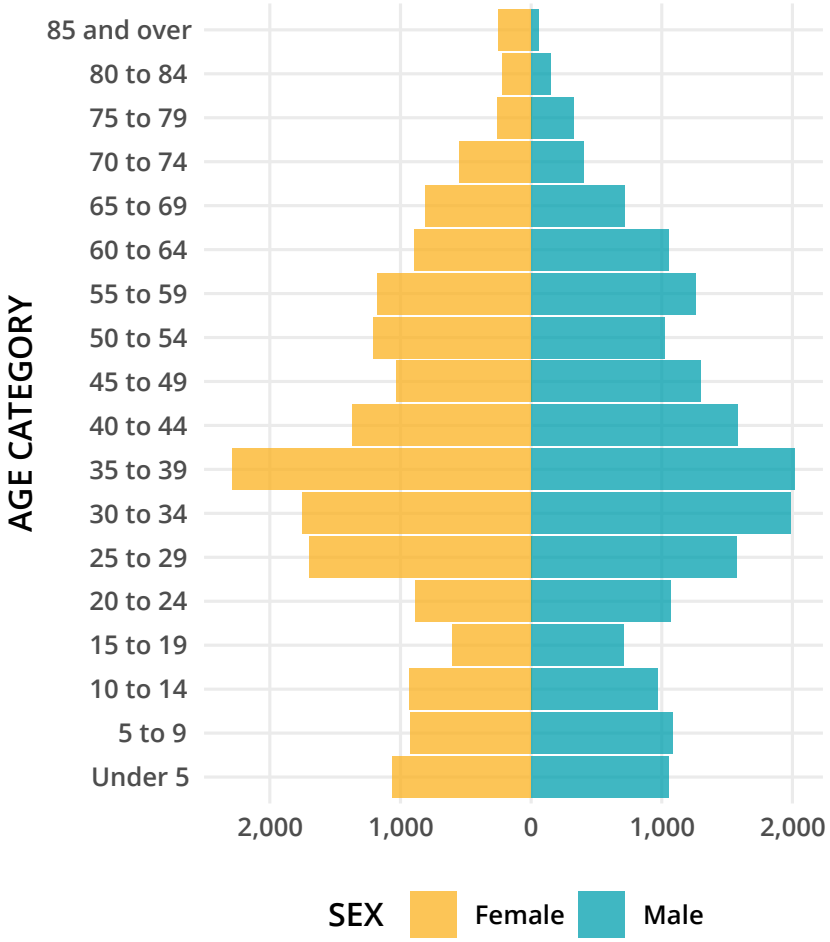
Between 2010 and 2019, the age distribution of the population in Lower SE Rising project area has changed in some notable ways. The concentration of youth under 18 years of age has dropped from 23% to 19%. In 2010, the area had a higher concentration of youth than the city, but by 2019 the percentage of youth under 18 dropped and approximates the citywide share. The concentration of working age adults, 35-54 has increased from 30% to 33%, making it higher than the city overall. The area also has a slightly lower concentration of seniors 65 and older than the rest of the city, with elders making up only 10% of the population in Lower SE, as compared to 13% citywide.

AGE DISTRIBUTION	Lower Southeast		City of Portland	
	2010	2019	2010	2019
Youth <18	23%	19%	19%	18%
Age 18 to 34	69%	70%	70%	69%
Age 35 to 64	30%	33%	30%	30%
Elders 64+	8%	10%	10%	13%

Source: US Census Bureau, 2019 American Community Survey 5-year estimate

Population Pyramid (Age by Sex)

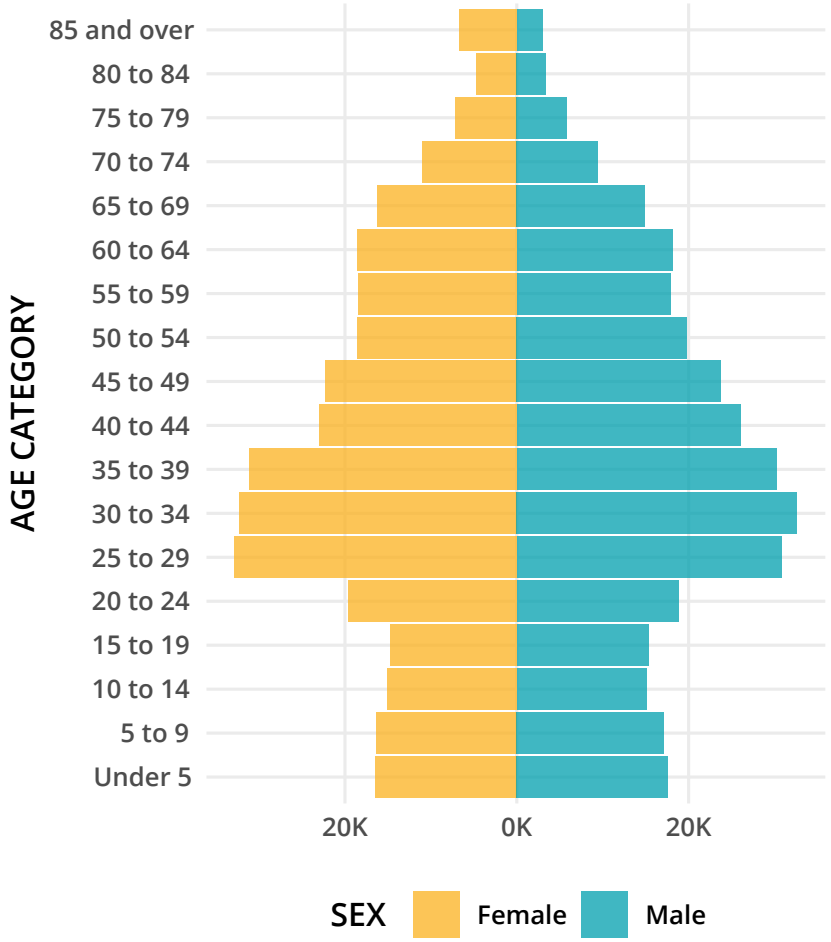
Lower SE, 2019



Source: 2015-2019 ACS 5-year estimates, Table B01001.

Population Pyramid (Age by Sex)

City of Portland, 2019



Source: 2015-2019 ACS 5-year estimates, Table B01001.

Household Characteristics and Income

Median Household Income
The median household income in the study area has risen significantly since 2015. This may reflect a general improvement in the economy, but is also likely an indication that higher income households began moving to this more affordable area in significant numbers as the housing market tightened.

The map on the following page illustrates median incomes within/adjacent to the plan area. The Eastmoreland neighborhood has the highest median incomes in the plan area, while the Mt.Scott-Arleta and Lents neighborhoods have the lowest median incomes. The Brentwood-Darlington and Woodstock neighborhoods generally have median incomes in the middle of these ranges.

Households
The study area has a much higher share of family households than the city overall (60% to 51%) and that share has been stable since 2010. The area has a slightly lower poverty rate (12%) than the city overall, though a slightly higher share of people in the area have low incomes (calculated as two times the poverty rate) than in the city overall (32% vs 29%).

18% of households in project area received SNAP benefits, which is higher than the citywide share of 15%. This has been stable over the past decade.

Disability

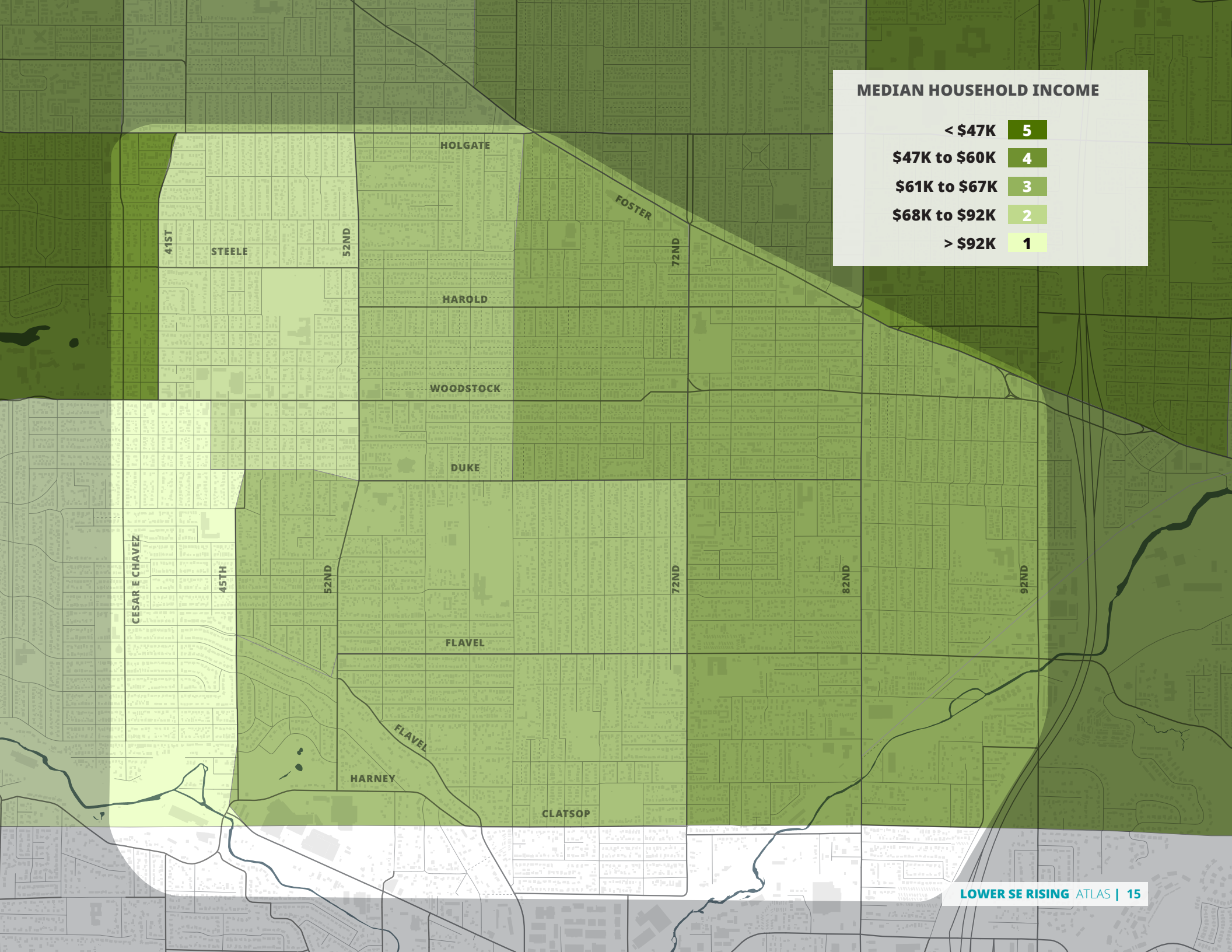
Infrastructure challenges and deficiencies disproportionately impact people with mobility and sight impairments. The Lower SE study area has a slightly higher share of residents reporting a disability overall. This disparity is most apparent in Black residents of the area, with 24% of Lower SE residents reporting a disability as compared to 17% of Black residents in the city overall. Hispanic or Latinx residents, white non-Hispanic residents, and seniors over 65 years of age also had higher rates of disabilities in Lower SE than in the city as a whole.

DISABILITY	*Lower SE*	*Portland*
All	13%	12%
Asian	8%	9%
Black	24%	17%
Hispanic/Latino	11%	9%
Native American	3%	21%
Two or more races	9%	13%
White	14%	12%
Elders	36%	35%

Source: US Census Bureau, 2015-2019 American Community Survey 5-year estimate

HOUSEHOLD COMPARISON	Lower Southeast		City of Portland	
	2010	**2019**	**2010**	**2019**
Total number of households	*12,891*	*13,698*	*244,803*	*268,718*
Family households	**60%**	**60%**	**51%**	**51%**
Married couple family households	42%	43%	37%	38%
Other family type family households	17%	18%	14%	13%
Non-family households	**40%**	**40%**	**49%**	**49%**
Living alone	28%	26%	36%	34%
Not living alone	12%	14%	13%	15%
Single parents with own kids <18	**16%**	**15%**	**16%**	**13%**
Married couple with own kids <18	**31%**	**28%**	**30%**	**30%**

Source: US Census Bureau, 2019 American Community Survey 5-year estimate


MEDIAN HOUSEHOLD INCOME
< $47K 5
$47K to $60K 4
$61K to $67K 3
$68K to $92K 2
> $92K 1
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Educational Attainment

The project area has significantly lower educational attainment than found citywide, though the share of people with college and advanced degrees has grown rapidly over the past decade. The share of study area residents who hold a master's degree or higher has more than doubled over the past decade, however that share is still lower than the citywide numbers (13% vs 20%). A considerably greater share of study area residents have a high school diploma or less than citywide (32% vs 23%).

EDUCATIONAL ATTAINMENT	Lower Southeast		City of Portland	
	2010	2019	2010	2019
Less than High School diploma	16%	▼ 11%	10%	▼ 8%
High School diploma	27%	▼ 21%	19%	▼ 15%
Some college or associate's degree	33%	▼ 30%	29%	▼ 27%
Bachelor's degree	17%	▲ 25%	25%	▲ 30%
Master's degree or higher	6%	▲ 13%	16%	▲ 20%

Source: US Census Bureau, 2019 American Community Survey 5-year estimate

When these numbers are broken down by race and ethnicity, we see that this is due to particularly high rates of Asian and Hispanic residents with lower educational attainment than people from those communities citywide.

HIGH SCHOOL DIPLOMA OR LESS BY RACE & ETHNICITY	Lower Southeast		City of Portland	
	2010	2019	2010	2019
White alone, not Hispanic	41%	▼ 27%	26%	▼ 19%
Asian alone, not Hispanic	58%	▼ 55%	43%	▼ 40%
Black alone, not Hispanic	39%	▼ 23%	45%	▼ 39%
Hispanic or Latino	64%	▼ 52%	62%	▼ 43%

Source: US Census Bureau, 2019 American Community Survey 5-year estimate

House Tenure and Status

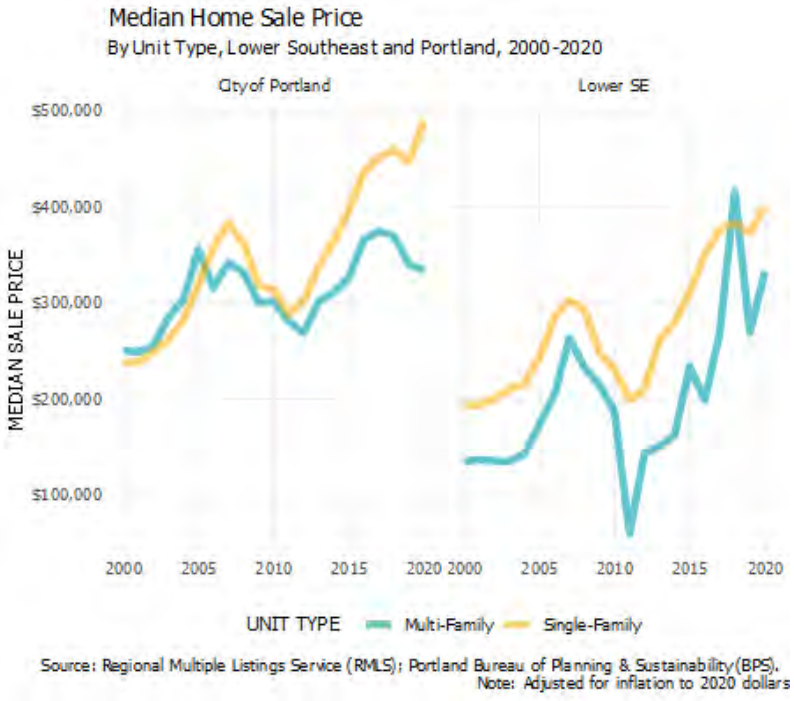
The project area has a considerably greater share of homeowners (66%) than renters (34%) than the city overall, though it also saw a slight increase in the share of renters in the area since 2010. Census data showed no significant difference in overcrowding. Residents in the study area are much less likely to be living alone than in the city overall. (26% vs 34%) The share of people living alone has fallen both in the project area and citywide over the past decade.

HOUSING TENURE	Lower Southeast		City of Portland	
	2010	2019	2010	2019
Owners	67%	66%	55%	53%
Renters	33%	34%	45%	47%

Source: US Census Bureau, 2019 American Community Survey 5-year estimate

Median Housing Cost

Both renters and owners experienced a marked increase in the median housing cost since 2015. Home owners generally pay higher costs than renters, however the difference between housing costs has decreased from about $475 a month in 2010 to just over $260 a month in 2019. Median sale prices for single-family homes in the Lower SE study area are considerably lower than those found in Portland as a whole. Since 2000, the median single family home price in Lower SE has doubled, from just under $200,000 to nearly $400,000 in 2020. Nevertheless, that increase is still about $80,000 less than the current median sale price of a single family house across the entire city. The opportunity to find single-family homes for significantly less than in much of the rest of Portland undoubtedly is attracting people to the neighborhood and putting upward pressure on home prices

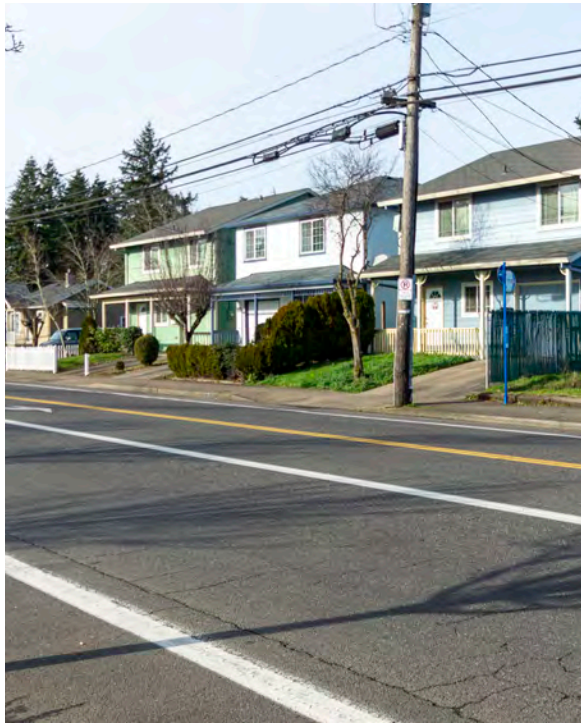


Housing Cost Burden

The share of homeowners experiencing housing cost burden has fallen significantly both in the study area and citywide over the past 10 years. In the study area, the share of renters who are cost-burdened has risen slightly, while this share has fallen citywide.

Existing Land Use

The Lower Southeast Rising project area is predominantly characterized by single family zoning. Multi-family housing mostly exists along SE Woodstock Blvd near SE 52nd Ave and along SE Foster Rd, especially at the intersection of SE Foster Rd and SE 92nd Ave. There is commercial mixed use along SE Woodstock Blvd, SE Foster, SE 82nd, and a lighter commercial presence along SE 52nd Ave and SE 72nd Ave. Scattered public green spaces dot the project area with an average distance of about 1 mile between these sites. Based on census data, the Eastern portion of the project area has been flagged by BPS as at risk of displacement from future development due to its lower costs, historic under-investment, and higher shares of vulnerable populations.

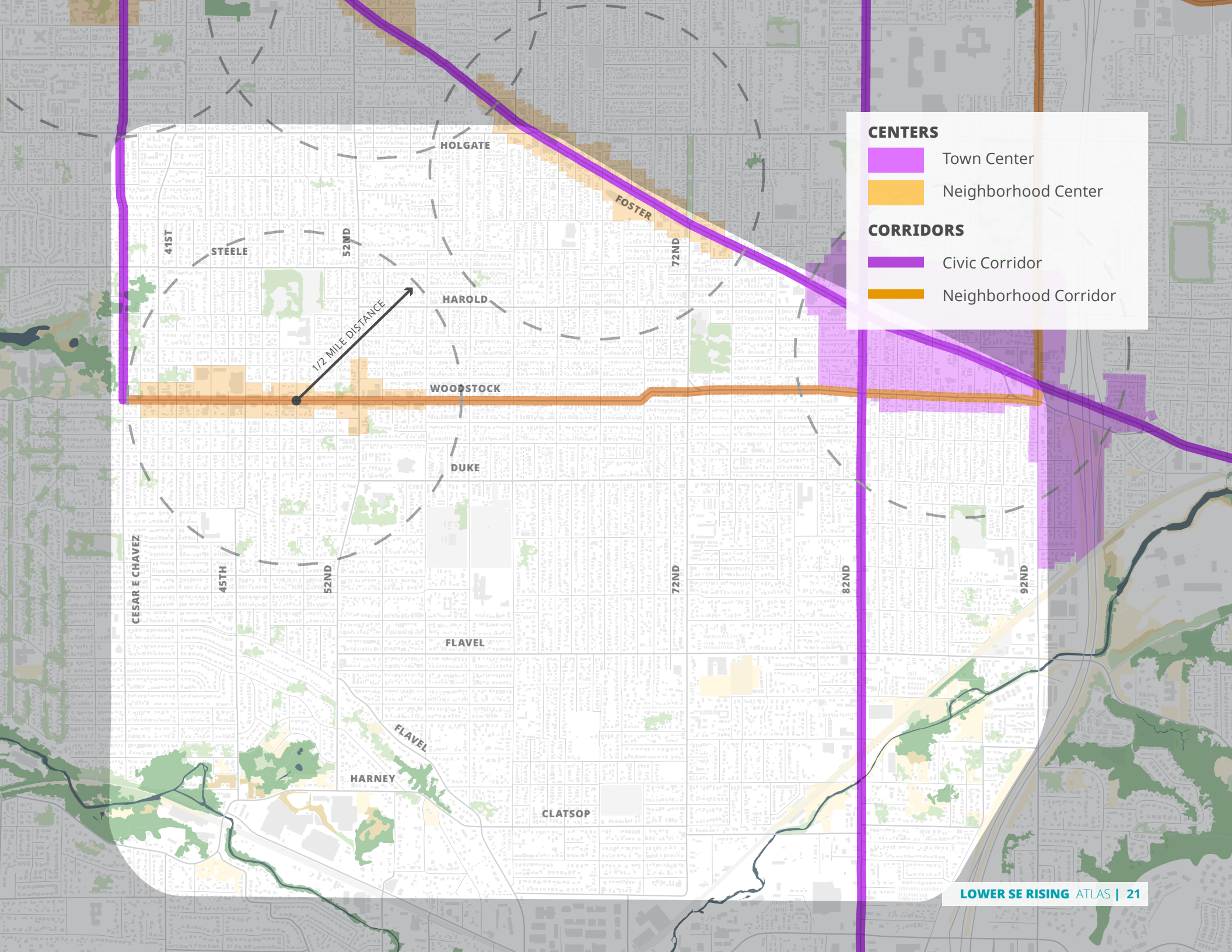


Centers and Corridors

In Portland's Comprehensive Plan, designated mixed-use centers are intended to serve as hubs for commercial and community services for surrounding areas, providing opportunities for residents to meet many of their needs locally. Centers, together with mixed-use corridors, are also intended to be primary areas for growth, providing a range of housing opportunities that meet the needs of a diversity of Portlanders. The area's mixed-use centers are located at the edges of the study area and include:

- Lents Town Center
- Woodstock Neighborhood Center
- Heart of Foster Neighborhood Center

Most of the study area is more than a half mile from the commercial cores of these centers, limiting the ability of area residents to access these centers by walking. The area also includes designated corridors, which are typically well-served by transit and provide opportunities for commercial services and transit-oriented housing. The study area corridors include two large-scale Civic Corridors (SE 82nd Avenue and SE Foster Road) and a smaller-scale Neighborhood Corridor (SE Woodstock Boulevard). Unlike most neighborhood corridors, SE Woodstock does not have transit service east of SE 52nd, although it has continuous multi-dwelling or commercial/mixed-use zoning.


CENTERS
Town Center
Neighborhood Center
CORRIDORS
Civic Corridor
Neighborhood Corridor
1/2 MILE DISTANCE
HOLGATE
FOSTER
STEELE
41ST
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

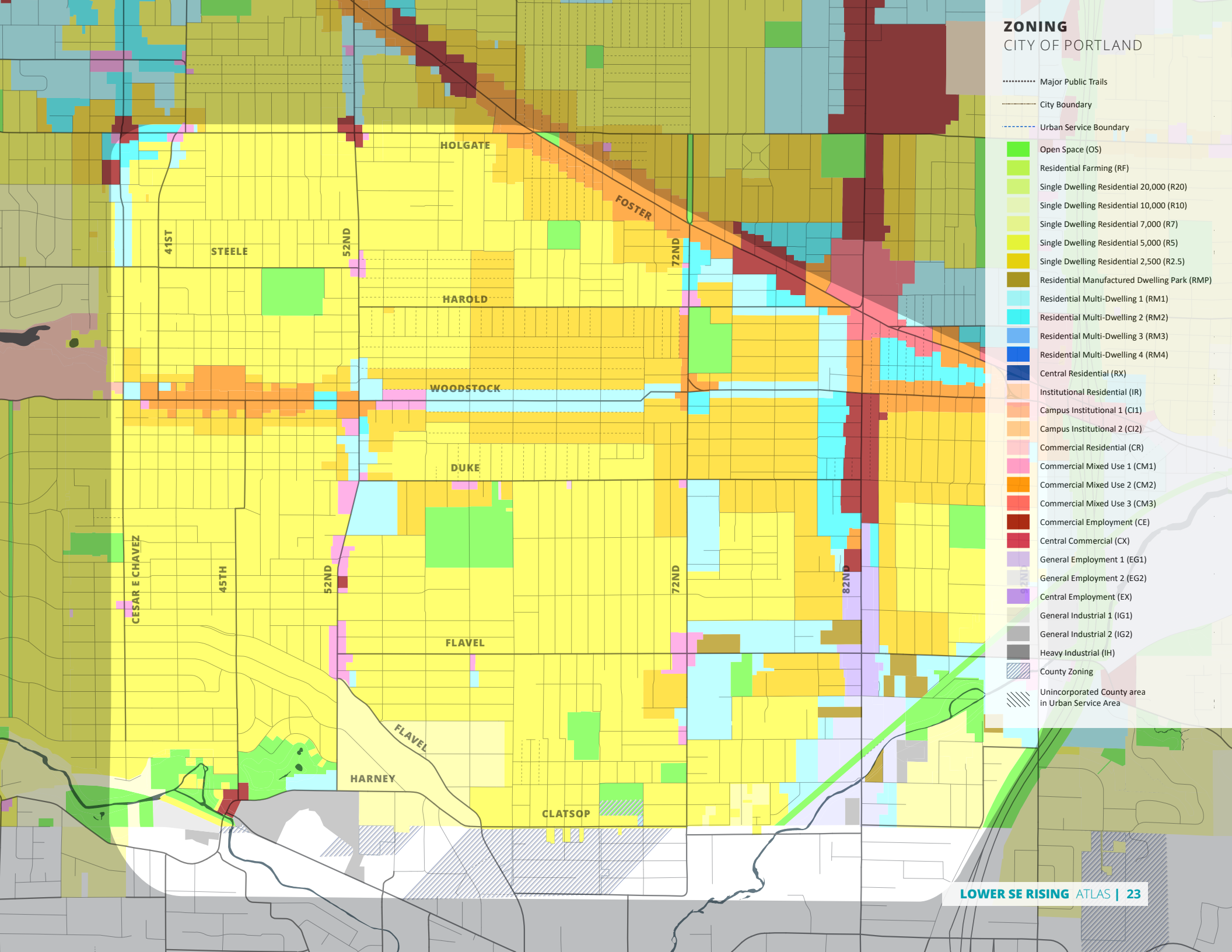
Current Zoning

The majority (about 74 percent) of the study area's land is in single-dwelling zoning. This is a much higher percentage compared to the city as whole, which has about 44 percent of land in single dwelling zoning. This table shows the percentage of the study area's land in various zoning categories and generalized development characteristics (see the Residential Infill Project section for information on upcoming changes to the singe-dwelling zones).

- The most predominant single dwelling zone in the area is R5, with the small-lot R2.5 zone mapped in areas near the area's corridors (Foster, Woodstock, 82nd).
- Multi-dwelling zoning is located predominantly in eastern parts of the area, including along SE Woodstock, areas near SE 82nd, in and around the Lents Town Center, and around SE Flavel and SE 72nd.
- Commercial/mixed-use zoning is predominantly CM2 and is focused along the area's major corridors, including SE Woodstock, Foster, and 82nd; with some higher-density CM3 zoning in the Lents Town Center. The interior of the study area has several scattered nodes of small-scale CM1 zoning, most notably at SE 72nd and SE Flavel, and along SE 52nd at the intersections with SE Duke, SE Bybee, and SE Flavel.
- Employment and industrial zoning is clustered in the southeastern corner of the area along southern portions of SE 82nd and near the I-205 Freeway, with a smaller amount of industrial zoning at the southwestern corner of the study area.

STUDY AREA ZONING BREAKDOWN

Zoning	% of area	Predominant development
Single dwelling	**73.5%**	
R2.5	17.4%	Houses or attached houses, typically on 2,500 SF lots, duplexes
R5	50.6%	Houses, typically on 5,000 SF lots, corner duplexes
R7	5.3%	Houses, typically on 7,000 SF lots
Multi-dwelling	**10.1%**	
RMP	0.9%	Manufactured dwelling parks
RM1	7.3%	Multi-dwelling development, up to 3 stories
RM2	2.0%	Multi-dwelling development, up to 4 stories
Commercial/ mixed use	**5.9%**	
CM1	1.1%	Commercial and/or multi-dwelling development up to 3 stories
CM2	3.2%	Commercial and/or multi-dwelling development up to 4 stories
CM3	0.4%	Commercial and/or multi-dwelling development up to 6 stories
CE	1.2%	Auto-oriented commercial and/or multi-dwelling development
Employment	**2.4%**	
EG1	0.8%	Employment or light industrial on small properties
EG2	1.6%	Employment or light industrial on larger properties
Industrial	**2.0%**	
IG1	0.3%	Industrial uses on small properties
IG2	1.7%	Industrial uses on larger properties
Open space	**6.1%**	**Typically parks and other public open space**
Institutional	**0.0%**	**Medical or educational campuses**
Total	**100%**	



ZONING
CITY OF PORTLAND

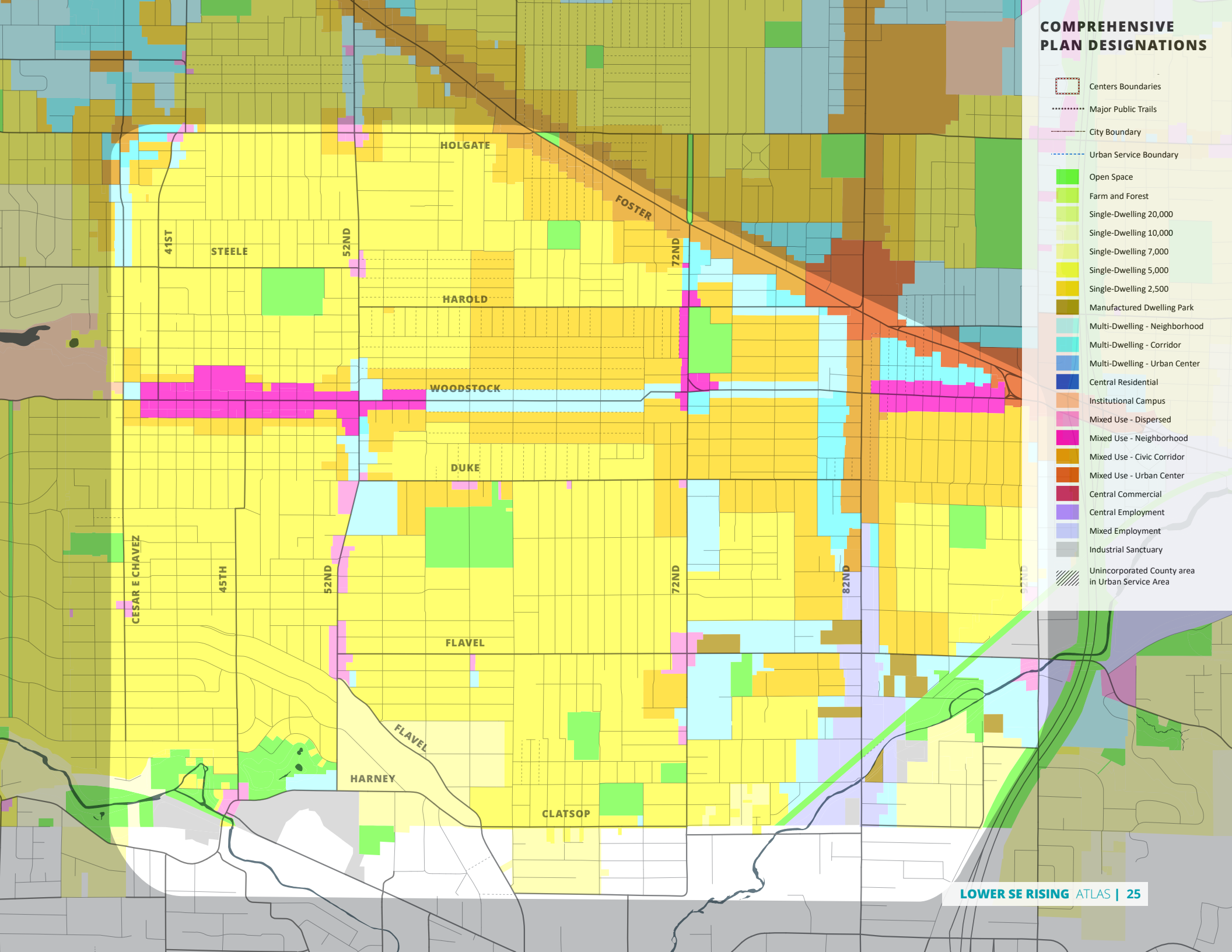
- Major Public Trails
- City Boundary
- Urban Service Boundary
- Open Space (OS)
- Residential Farming (RF)
- Single Dwelling Residential 20,000 (R20)
- Single Dwelling Residential 10,000 (R10)
- Single Dwelling Residential 7,000 (R7)
- Single Dwelling Residential 5,000 (R5)
- Single Dwelling Residential 2,500 (R2.5)
- Residential Manufactured Dwelling Park (RMP)
- Residential Multi-Dwelling 1 (RM1)
- Residential Multi-Dwelling 2 (RM2)
- Residential Multi-Dwelling 3 (RM3)
- Residential Multi-Dwelling 4 (RM4)
- Central Residential (RX)
- Institutional Residential (IR)
- Campus Institutional 1 (CI1)
- Campus Institutional 2 (CI2)
- Commercial Residential (CR)
- Commercial Mixed Use 1 (CM1)
- Commercial Mixed Use 2 (CM2)
- Commercial Mixed Use 3 (CM3)
- Commercial Employment (CE)
- Central Commercial (CX)
- General Employment 1 (EG1)
- General Employment 2 (EG2)
- Central Employment (EX)
- General Industrial 1 (IG1)
- General Industrial 2 (IG2)
- Heavy Industrial (IH)
- County Zoning
- Unincorporated County area in Urban Service Area

Comprehensive Plan Designations

Portland's 2035 Comprehensive Plan, adopted by Portland City Council in December 2016, establishes the framework for the growth and development of the city through 2035. The Comprehensive Plan and associated map designations reflect long-term aspirations for the future development of Portland and are typically broad in terms of their land use direction.

The Comprehensive Plan and Map are implemented through associated zoning designations, the zoning map and zoning code. In some cases, Comprehensive Plan Map land use designations call for more intense development or different land uses than allowed by current zoning on a property, reflecting the long-term intended land uses for the property. In such cases, future zone changes are allowed in conformance with the Comprehensive Plan Map designations when infrastructure is sufficient to support the new land uses.

The Comprehensive Plan Map and zoning map designations in the study area almost entirely match each other (e.g., most properties with single-dwelling Comprehensive Plan map designations also have single-dwelling zoning). However, a small amount of land with single-dwelling zoning (0.3 percent of the area's total land) has Comprehensive Plan designations that are commercial/mixed use or multi-dwelling, which would allow future rezoning to allow those land uses. In areas that currently have single-dwelling zoning, this includes about four acres of land with commercial/mixed use Comprehensive Plan Map designations and about two acres of land with multi-dwelling designations.


COMPREHENSIVE PLAN DESIGNATIONS
Centers Boundaries
Major Public Trails
City Boundary
Urban Service Boundary
Open Space
Farm and Forest
Single-Dwelling 20,000
Single-Dwelling 10,000
Single-Dwelling 7,000
Single-Dwelling 5,000
Single-Dwelling 2,500
Manufactured Dwelling Park
Multi-Dwelling - Neighborhood
Multi-Dwelling - Corridor
Multi-Dwelling - Urban Center
Central Residential
Institutional Campus
Mixed Use - Dispersed
Mixed Use - Neighborhood
Mixed Use - Civic Corridor
Mixed Use - Urban Center
Central Commercial
Central Employment
Mixed Employment
Industrial Sanctuary
Unincorporated County area in Urban Service Area
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Residential Displacement Risk

The latest available displacement risk analysis of Portland shows that almost all of the Census tracts in the study area are experiencing the Dynamic, or mid-stage gentrification. Neighborhoods in this phase of change have higher shares of vulnerable populations, (as defined by an index of the percentage of renters, people living in poverty, people of color, and those with lower educational attainment living in the area) however these populations have been diminishing. The housing market is still low or moderate as compared to citywide costs, but has appreciated significantly since the last analysis was conducted in 2018.

ABOUT THIS DATA SOURCE

Policy makers must consider the impact that plans and investments may have on vulnerable communities and the potential to cause displacement. A first step is to examine where the communities most vulnerable to displacement live.

More information on gentrification typologies can be found in the 2018 Gentrification and Displacement Methodology and Key Findings report: www.portlandoregon.gov/bps/article/700970.

EARLY-STAGE GENTRIFICATION: These neighborhoods are not yet gentrifying or are showing early signs that they could be gentrifying.

Susceptible: These neighborhoods have higher shares of vulnerable populations but have not yet experienced demographic changes. Their housing market is low or moderate, but they are adjacent to tracts whose values are already high or are increasing rapidly.

Early: Type 1: These neighborhoods have higher shares of vulnerable populations but have not yet experienced demographic changes. Their housing market is still low or moderate but has experienced high appreciation since 2008 (or 2012 for rents).

Early: Type 2: These neighborhoods have higher shares of vulnerable populations but have experienced demographic changes whereby they are losing vulnerable populations proportionally. Their housing market is low or moderate, but they are adjacent to tracts whose values are already high or are increasing rapidly.

MID-STAGE GENTRIFICATION

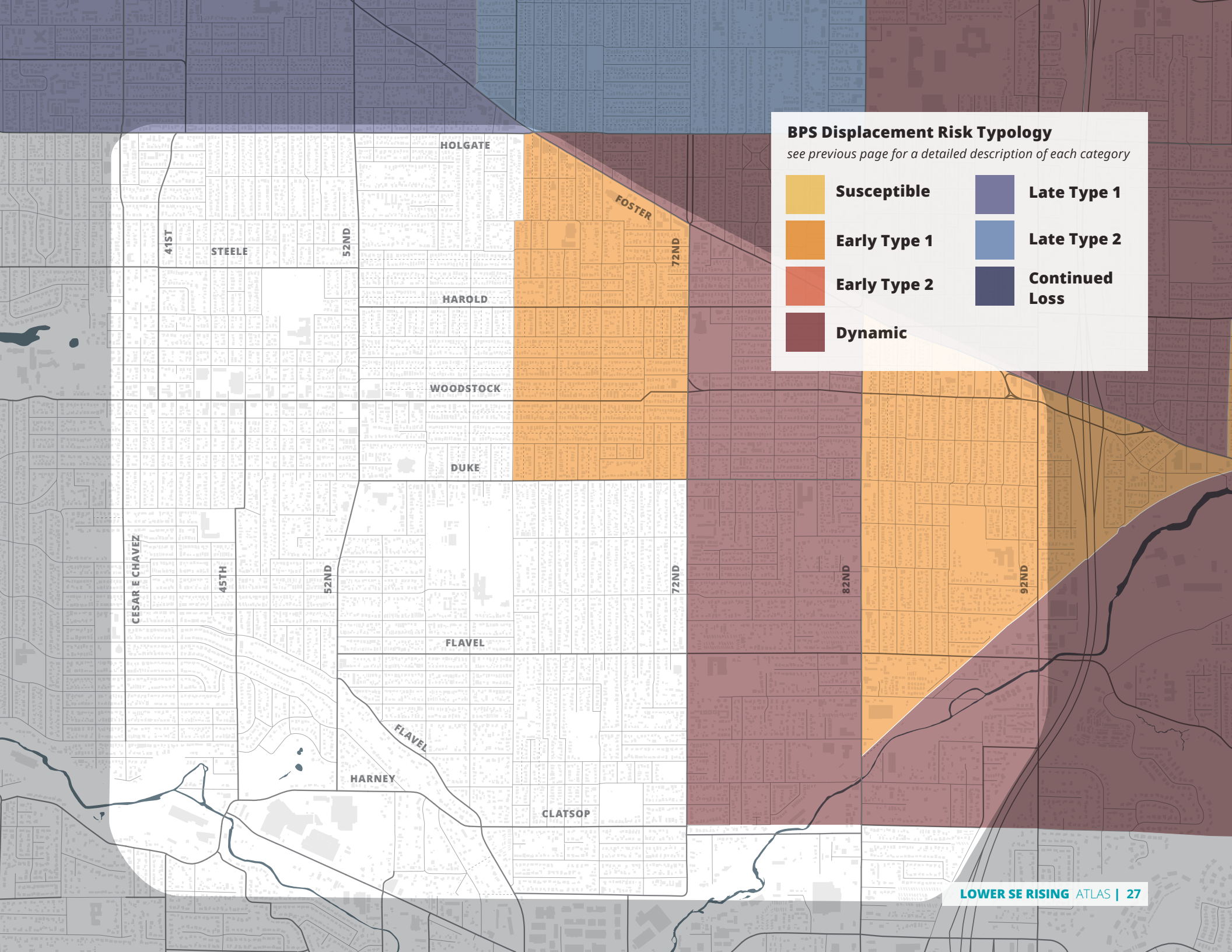
Dynamic: These neighborhoods are currently undergoing gentrification. They have higher shares of vulnerable populations but have experienced demographic changes by losing vulnerable populations proportionally. Their housing market is still low or moderate but has experienced high appreciation since 2008 (or 2012 for rents)

LATE-STAGE GENTRIFICATION: These neighborhoods have mostly gentrified but vulnerable populations may still reside in there. The housing market has completely shifted from low or moderate to high value.

Late: Type 1: These neighborhoods have higher shares of vulnerable populations but have experienced demographic changes by losing vulnerable populations proportionally. Their housing market used to be low or moderate in 2000 but has appreciated rapidly since, and now values are high.

Late: Type 2: A new typology in 2018, these neighborhoods no longer have high shares of vulnerable populations like they used to in 2000 or in 2006-10. They have experienced demographic changes by losing their once-high share of vulnerable populations. Their housing market is still low or moderate but has experienced high appreciation since 2008 (or 2012 for rents).

Continued Loss: These neighborhoods no longer have high shares of vulnerable populations like they used to in 2000 or in 2006-10. The share of white people is growing and/or the share of people with a four-year degree is growing. Their housing market used to be low or moderate in 2000 but has appreciated rapidly since, and now values are high.

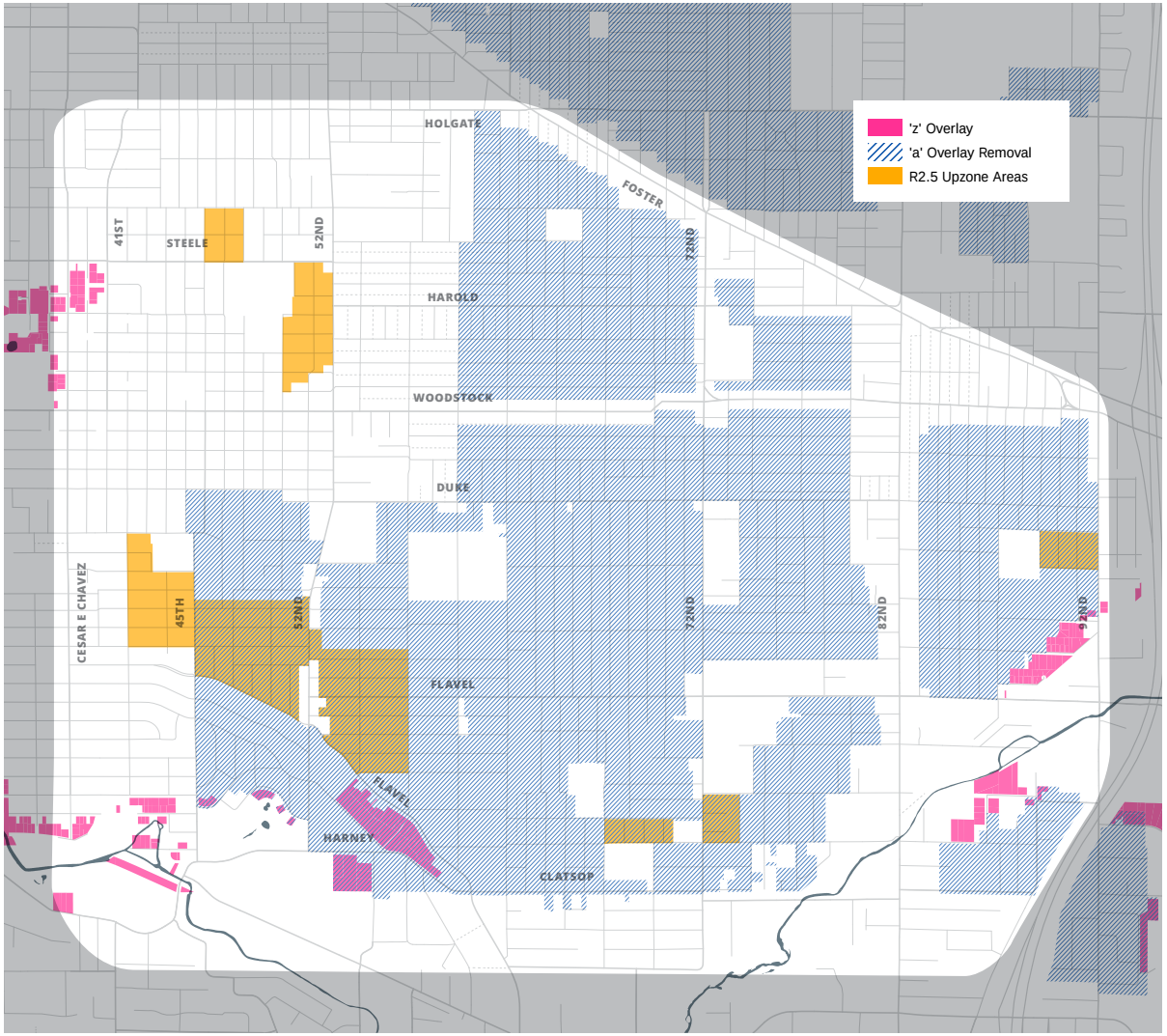

BPS Displacement Risk Typology
see previous page for a detailed description of each category
Susceptible
Early Type 1
Early Type 2
Dynamic
Late Type 1
Late Type 2
Continued Loss
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Residential Infill Project (2020)

The Residential Infill Project (RIP) is an update to Portland's single-dwelling zoning code, intended to allow for the development of 'middle housing' by right in all previously single-dwelling zones. The project also included zoning map changes. Both the zoning code and map changes will be effective in August 2021. One of the aims of the plan is to increase the population density of currently low-density areas in an effort to meet the City's climate, inclusion and anti-displacement goals, as defined in the 2035 Comprehensive Plan. To be effective in August 2021, the new RIP regulations will typically allow up to four units on properties in area's single-dwelling zones (R2.5, R5, R7), with more units possible for affordable housing projects.

As mentioned above, the displacement risk analysis performed as part of RIP showed that there was some risk of displacement for low-income renters in single-family homes, particularly in the southern and easternmost Census tracts of the study area. Those stretches of Brentwood-Darlington and Lents have a higher share of vulnerable populations, as well as a market demand for the types of housing that RIP is likely to incentivize.

The development forecasts conducted during the analysis phase of RIP (see Exhibit B, Appendix B of RIP documentation) showed that almost the entire study area is likely to see an increase in the number of units developed under the new zoning code, and that Brentwood-Darlington and Lents are likely to see more significant increases in new unit production.



82nd Avenue Study: Understanding Barriers to Development (2019)

The 82nd Avenue Study: Understanding Barriers to Development, referred to as the "82nd Avenue Study," focused on understanding the challenges of and exploring opportunities for new development in the corridor as we consider potential transportation improvements. The study was prepared in tandem with ODOT's 82nd Avenue of the Roses Implementation project. The 82nd Avenue Study describes the development potential of properties along 82nd Avenue and identifies barriers that can be addressed in the near-term — with an eye towards long-term solutions.

This study was not intended to be comprehensive planning effort for the corridor. Rather, it is intended to complement the many other projects also happening along the corridor and build on collaborative efforts.

From the 82nd Avenue Study, there were a number of zoning map changes that occurred along SE 82nd Avenue, from SE Woodstock Blvd to the north to SE Clatsop St to the south. These zoning map changes became effective in summer 2019.

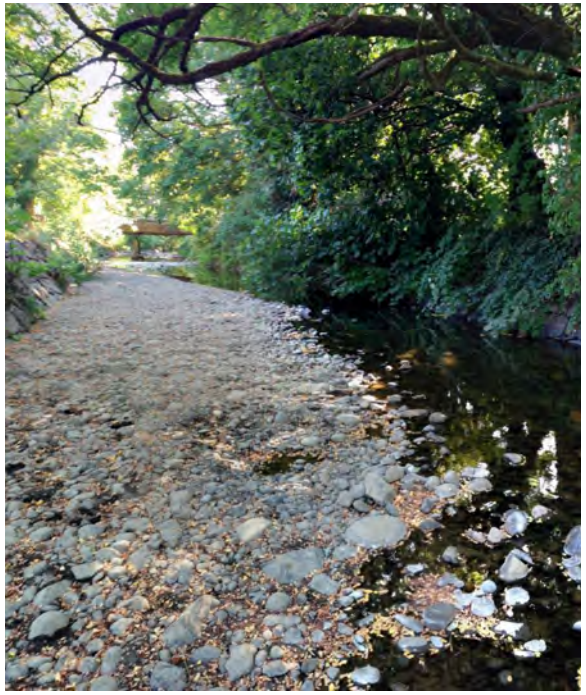
Environmental Overlay Zones Map Correction (Active project)

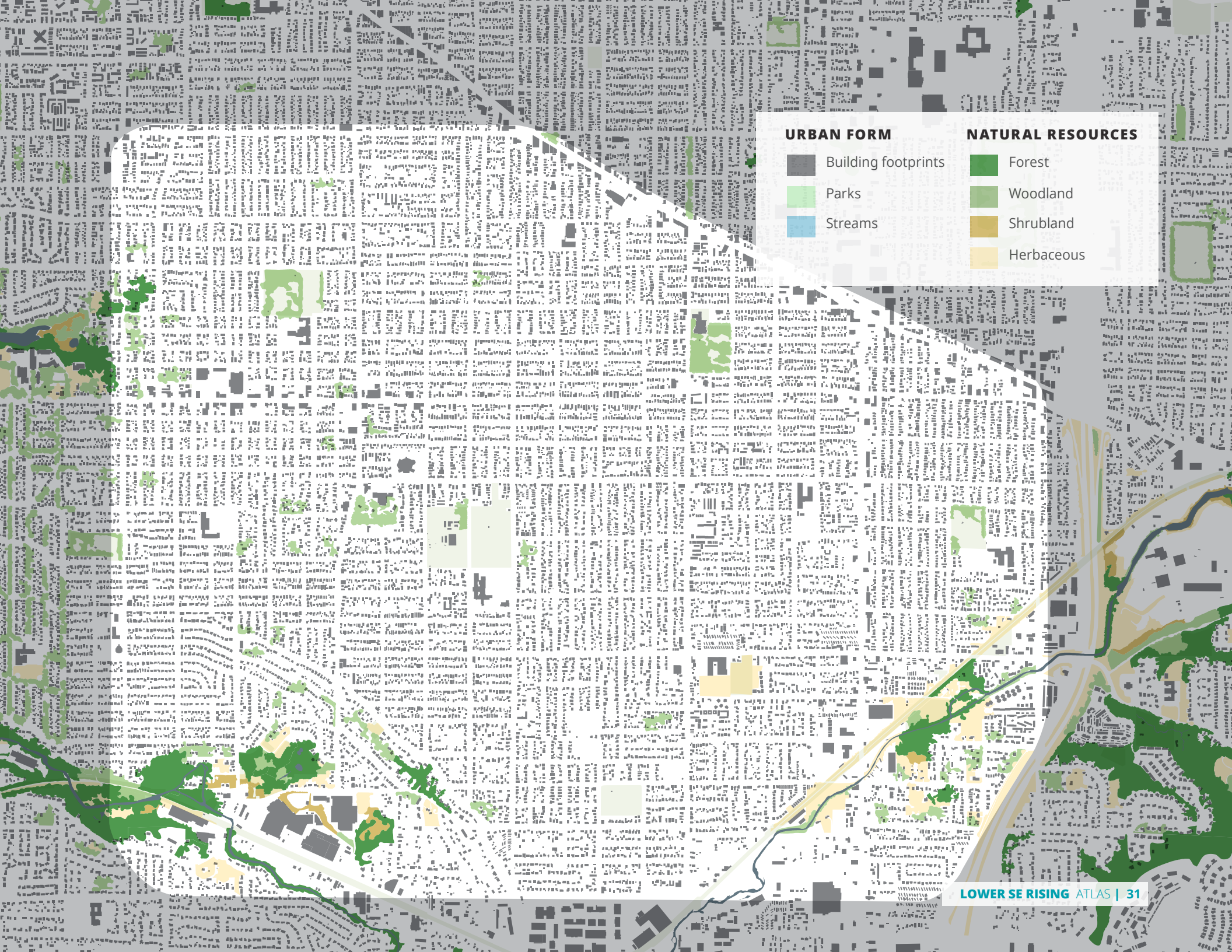
The purpose of the Environmental Overlay Zones Map Correction project is to synchronize the location of the overlay zones with the location of existing natural resources identified in the Natural Resources Inventory (NRI). This is part of bringing the zoning code into compliance with the 2035 Comprehensive Plan and ensures resources across Portland are mapped accurately and are regulated in a consistent way.

Volume 2, Part F: Johnson Creek, Natural Resources Inventory and Protection Decisions pertains to the Johnson Creek Resource Sites, which are located at the southern end of the Lower Southeast Study Area.

Urban Form

The area has a mix of inner neighborhood characteristics, such as compact blocks with fully improved streets and sidewalks (primarily north of SE Woodstock), and eastern neighborhood characteristics, especially in Brentwood-Darlington and other southern portions of the area, where many streets lack sidewalks or are not fully improved. Commercial corridors include a mix of Streetcar-Era main street patterns of traditional storefront commercial buildings (parts of Foster Road and Woodstock) and auto-oriented development with surface parking lots (particularly along the prominent corridors of 82nd Avenue and parts of Foster). The southern portions of the area includes prominent natural features, including Johnson Creek and the Springwater Corridor in the southeastern corner of the study area, and the slopped topography of the Errol Heights area to the southwest, which features a street system that follows the topography rather than the grid predominant elsewhere. These differing urban and natural patterns and characteristics impact how people get around and experience the area, and continue to shape future development in the area.




URBAN FORM
Building footprints
Parks
Streams
NATURAL RESOURCES
Forest
Woodland
Shrubland
Herbaceous

Housing

Existing housing in the Lower Southeast Rising study area predominantly consists of detached houses, with 84 percent of housing units in the area being detached single-family houses, compared to 60 percent citywide. Small-scale multi-unit housing of up to four units ("middle housing" - such as duplexes, townhouses, and tri/four-plexes) makes up another 9 percent of the area's housing units. Multi-family buildings with five or more units provide 6 percent of existing housing, while other housing – primarily manufactured housing – are about 2 percent of housing units in the area.

Growth

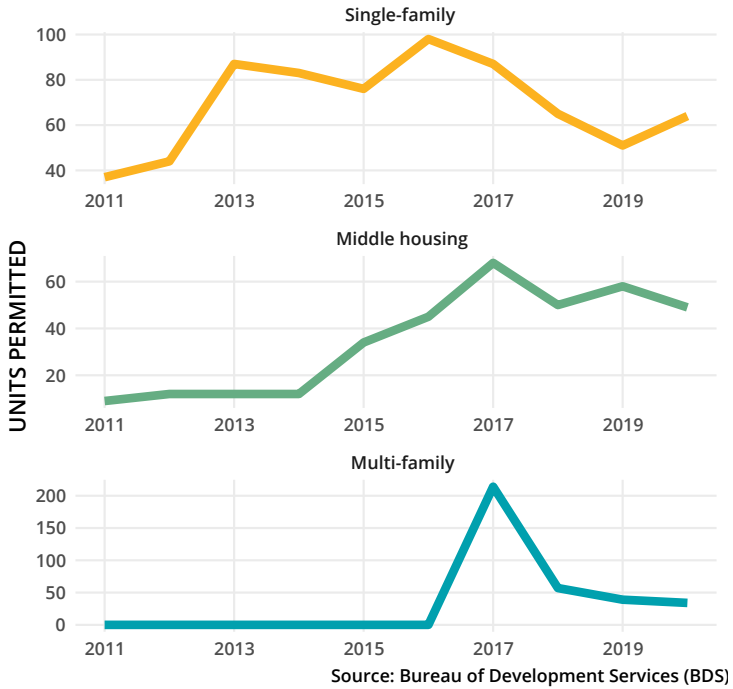
The total number of new housing units permitted 2011-2020 in the study area is 1,385. Of this total number of new units, the majority (50 percent) have been detached houses, 25 percent have been middle housing (duplexes, townhomes, tri/fourplexes, and ADUs), and another 25 percent have been units in larger multi-family buildings. Few multi-family buildings were permitted prior to 2016, with a significant increase in multi-family projects since that year, primarily for buildings located in the Lents Town Center, along SE Foster, and smaller multi-family buildings along SE Woodstock. There has also been a significant increase in middle housing projects since 2016. New detached house and small-scale middle housing projects have been scattered throughout the study area.

Anticipated Growth by 2035

Estimates of residential development through 2035 show a lesser rate of housing growth for the area (15 percent) compared to the city as a whole (25 percent increase). This corresponds to the fact that around 80 percent of Portland's residential growth is anticipated to take place in the Central City and in mixed-use centers and corridors, while the majority of the study area (74 percent) is zoned single-dwelling, with mixed-use centers and corridors located at the periphery of the study area.

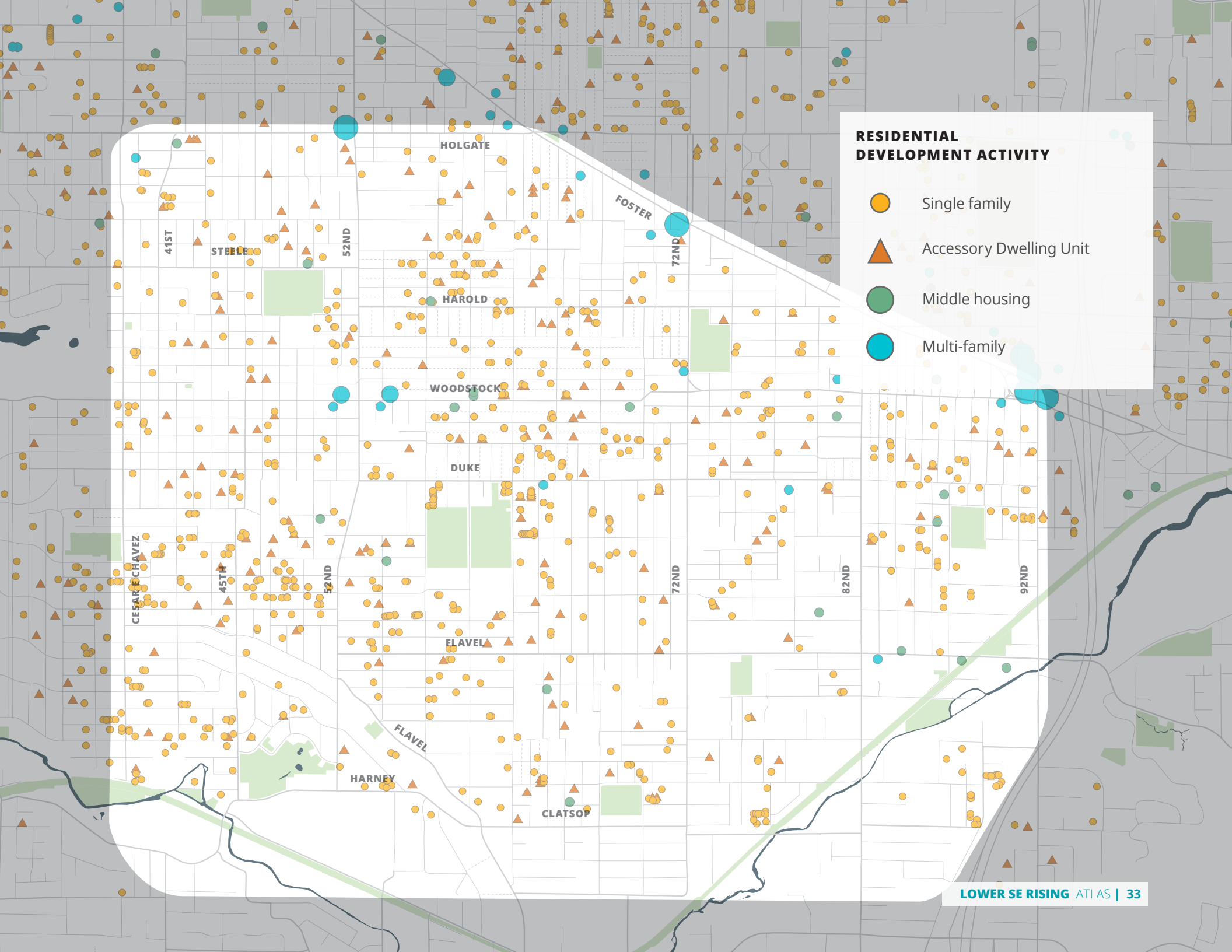
ANTICIPATED GROWTH BY 2035	
2015 existing housing units	15,600
Additional units by 2035	2,350
2035 total housing units	17,950
% increase in housing units	15% (citywide increase is 25%)

Residential Permit Activity by Unit Type
Lower SE, 2011-2020



Source: Bureau of Development Services (BDS)

EXISTING HOUSING TYPES		
Housing type	Percentage	Units
Detached single family	84%	11,477
Middle housing (up to 4 units)	9%	1,301
Small multi-family (5-9 units)	2%	207
Medium multi-family (10-19 units)	2%	246
Large multi-family (20+ units)	1%	145
Other (mobile home, boat, RV, van)	2%	322
Total housing units	100%	13,698


RESIDENTIAL DEVELOPMENT ACTIVITY
Single family
Accessory Dwelling Unit
Middle housing
Multi-family
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Employment

The Lower Southeast Rising study area is primarily composed of residential and neighborhood serving commercial land uses. The main employment zoning in the study area runs along 82nd Ave from is mainly zoned Commercial Employment and General Employment, which allows for employment uses with retail components, such as car lots, tire stores, auto repair shops, and car washes, among other small and large scale retailers, such as cabinet shops, furniture makers and wholesalers, and appliance stores. Just south of where the Springwater Corridor crosses 82nd Ave. a food cart pod has grown into an established landmark and restaurant incubator.

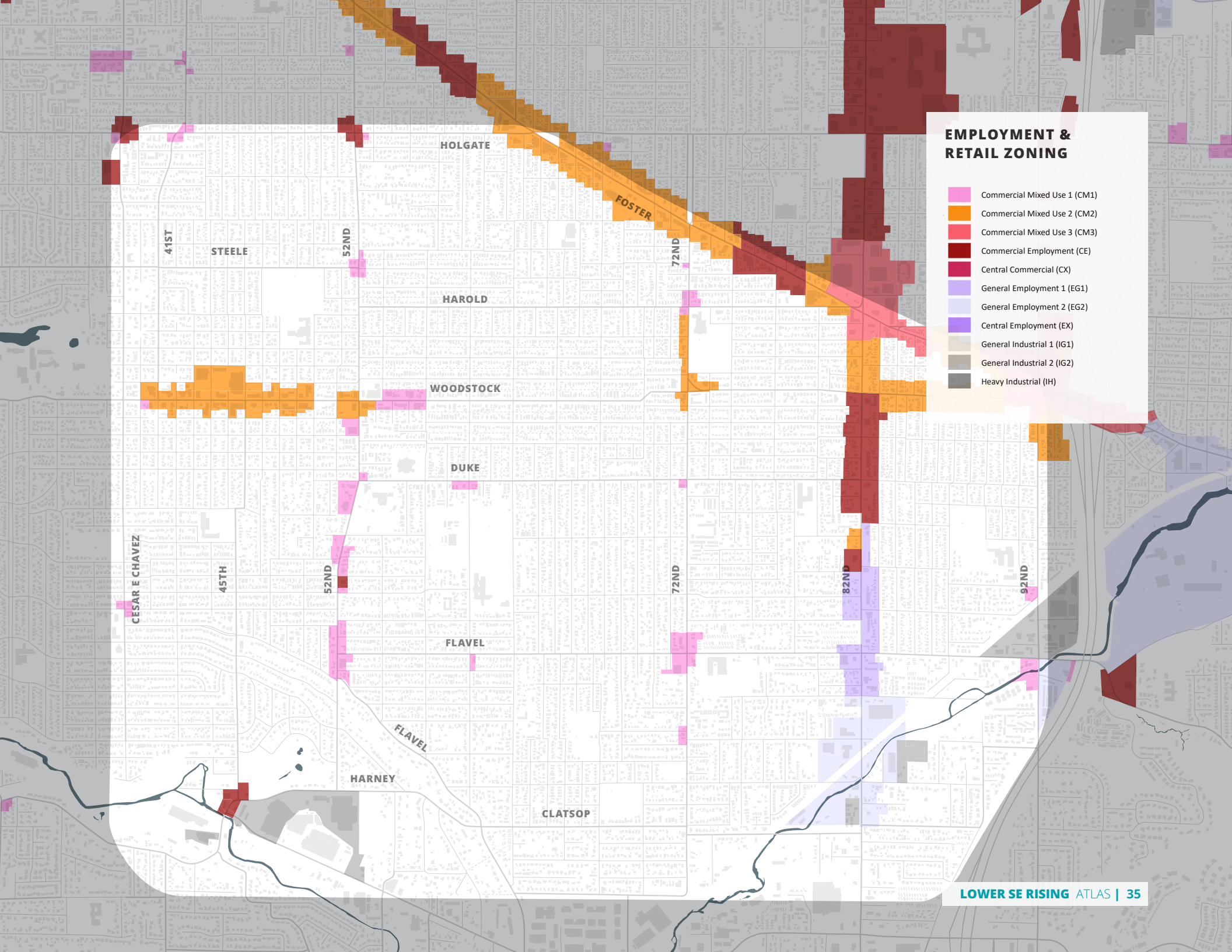
South of the Springwater Corridor and Johnson Creek Blvd. there are pockets of Industrial zoning that feature warehouses, small manufacturers and industrial materials suppliers. This area extends beyond Portland's southern border into Clackamas County, and is an area of significant employment density.

Retail

The study area is made up of three main business districts along Foster, Woodstock and 82nd Ave, as well as a number of smaller commercial nodes that dot the landscape. The retail land uses along Foster Blvd between 52nd and 82nd Ave. are extremely diverse. The area, mostly zoned CM2 (Commercial Mixed Use), with some Commercial Employment (CE) zoning at each end of the corridor, features a mix of business types, from small retail storefronts, such as coffee shops, restaurants, and boutiques, to larger commercial retail outlets, such as plumbing supply vendors, discount retailers, and a landscaping materials company yard. The heart of the Foster business district, between 60th and about 66th Ave. underwent a roadway configuration in the past five years that has significantly improved the pedestrian feel of the area, and there has been a marked increase in the number of people seen sitting at sidewalk cafes or walking around the area. The Portland Mercado, which features an indoor marketplace as well as a collection of Latin American-themed food carts also provides a hub of retail activity at the corner of 72nd and Foster.

82nd Avenue runs north-south toward the eastern edge of the study area, and is generally characterized by more intense retail uses than Foster. Given that 82nd is also state highway 213, this stretch of the study area is highly auto-oriented, dominated by retail and employment uses that include large, prominent parking lots, few shade trees, and a somewhat intimidating pedestrian character.

The Woodstock business district, located between 40th and 57th Avenue on Woodstock Blvd., is characterized as a neighborhood center. The area is mostly zoned CM2 and features a wide variety of stores, restaurants, and boutiques. It is well served by grocery stores and has several bank branches, and retail reflecting the higher income mix of the surrounding residential area.


EMPLOYMENT & RETAIL ZONING
Commercial Mixed Use 1 (CM1)
Commercial Mixed Use 2 (CM2)
Commercial Mixed Use 3 (CM3)
Commercial Employment (CE)
Central Commercial (CX)
General Employment 1 (EG1)
General Employment 2 (EG2)
Central Employment (EX)
General Industrial 1 (IG1)
General Industrial 2 (IG2)
Heavy Industrial (IH)
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Schools

Enrollment Growth

Enrollment at Portland Public School (PPS)'s elementary, K-8 and middle schools has had an upward trend over the last ten years. Elementary schools have seen a slight downward trend the last five years. For schools in the plan area, enrollment at K-8 has declined since 2013, while enrollment at high schools has increased during the last ten years.

Student Diversity

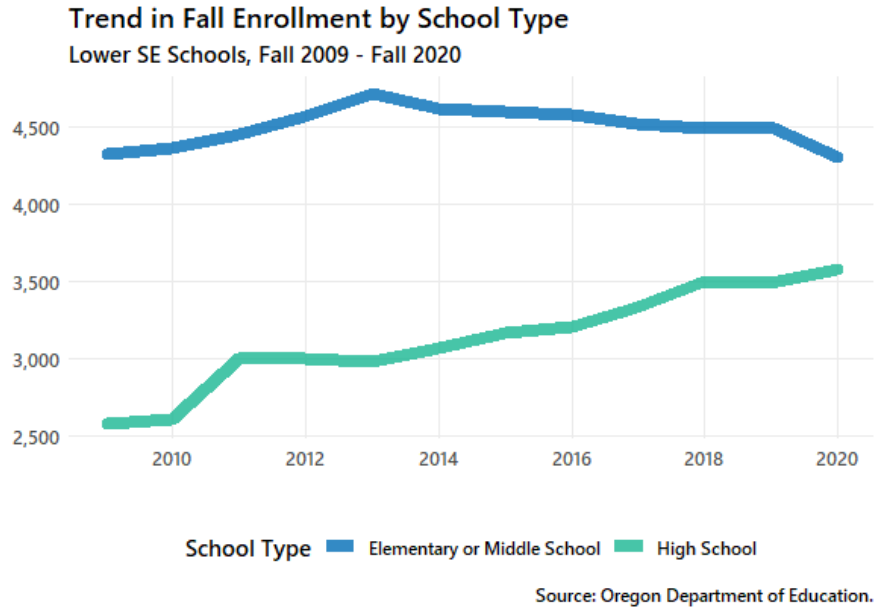
At area schools, Hispanic/Latino students make up between 5% to 50% of the student populations depending on school, and Asian-American students range from 10% to 25% depending on school. African-American students meet the school district average of 8% in most schools, but have low enrollment at Woodstock and higher enrollment at Woodmere K-5 and Lane Middle School. Native American enrollment is close to the school district average of 0.5%. Area schools range in enrollment of white students from 50% to 23%. By comparison, PPS' student population is less diverse, with 55.9% white student population. Lent (53%) and Woodstock (56%) K-5 schools and Lane Middle School (23%) have a higher proportion of English Language Learners and Immersion students as PPS elementary and middle schools as a whole.

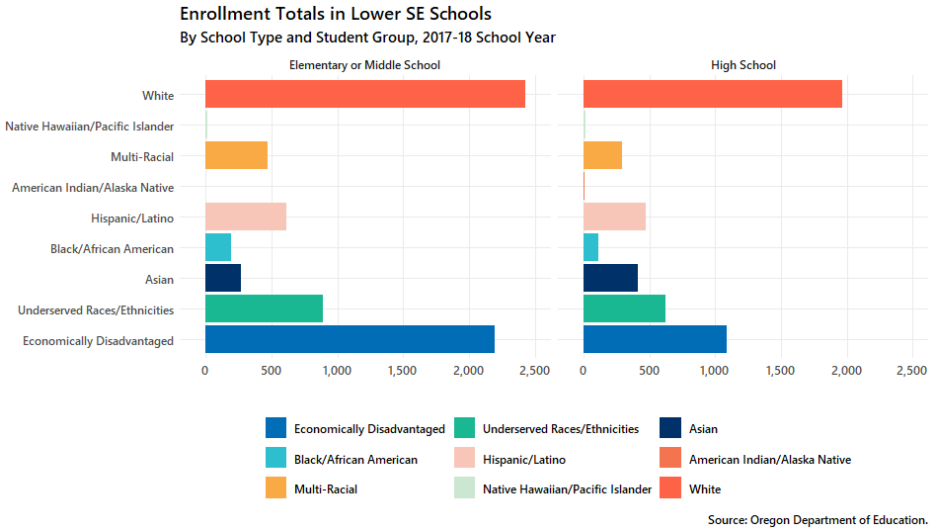
Student Poverty

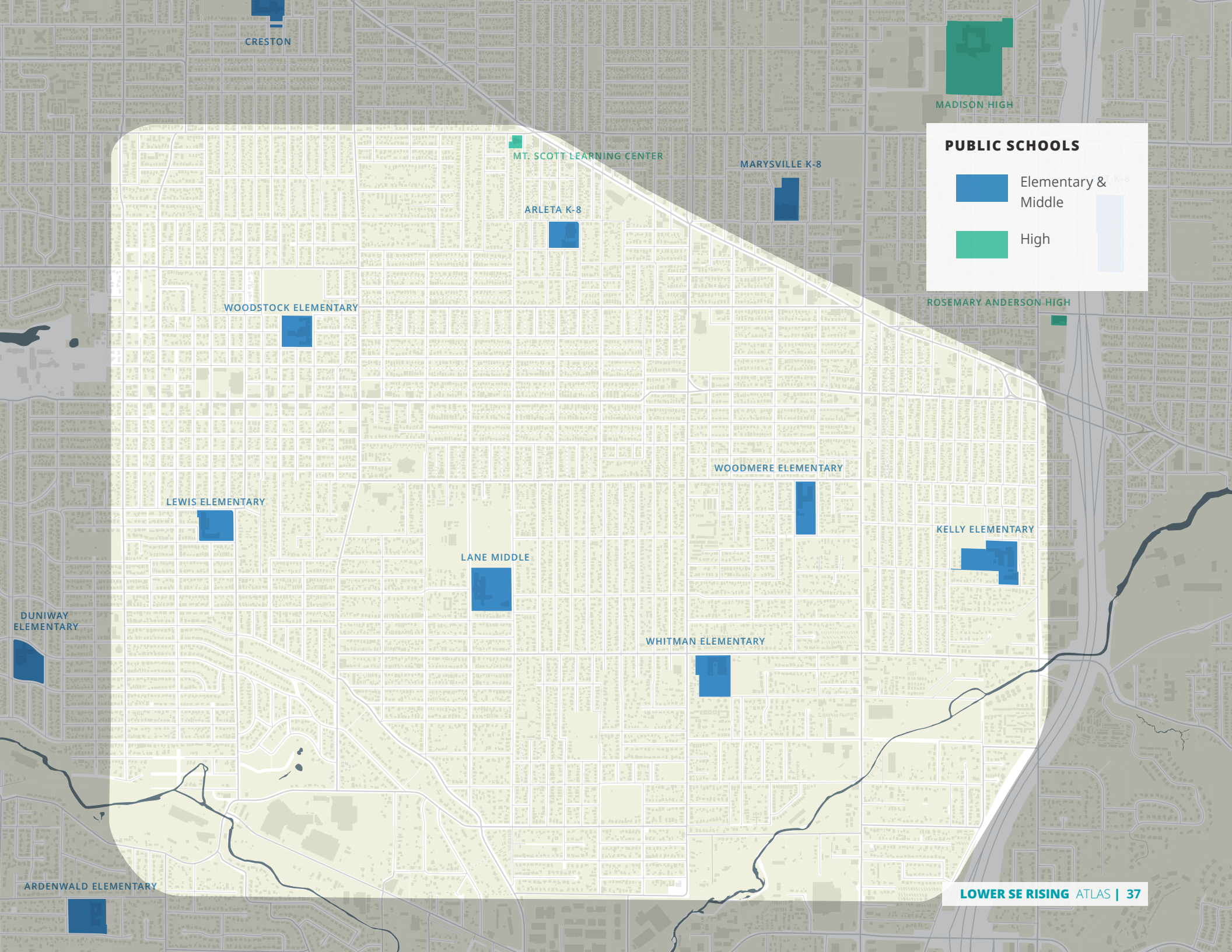
Poverty is a feature of life for many children and youth in the study area. Lent, Whitman, and Woodmere K-5 schools and Lane Middle School meet the definition of a Title IA School for 2021-2022, which is at least 33% of the K-8 students need to be receiving support from the state.

Major Facilities Changes

Arleta School, one of the study area's public schools, is currently going through an "enrollment balancing" process. Under the approved enrollment boundaries, Arleta, Marysville, Creston and Lent schools will convert their K-8 structure to a K-5 structure. Students in grades 6-8 in those schools will move to Kellogg starting in the 2021-2022 school year. The Lane Middle School-Based Health Center closed in recent years, and ACCESS Academy Alternative Program now shares the Lane Middle School campus.






CRESTON
MADISON HIGH
MT. SCOTT LEARNING CENTER
MARYSVILLE K-8
ARLETA K-8
PUBLIC SCHOOLS
Elementary & Middle
High
WOODSTOCK ELEMENTARY
ROSEMARY ANDERSON HIGH
WOODMERE ELEMENTARY
LEWIS ELEMENTARY
KELLY ELEMENTARY
LANE MIDDLE
DUNIWAY ELEMENTARY
WHITMAN ELEMENTARY
ARDENWALD ELEMENTARY

Public Facilities and Services

Water
The study area is fully integrated into Portland's municipal water system, managed by the Portland Water Bureau. This city is known for the high quality of its drinking water. There are relevant issues concerning wastewater and stormwater services, however, especially concerning the area within the Johnson Creek Basin Plan District. These are covered in the sewer and stormwater sections below.

Sewer (or Wastewater)
Until about thirty years ago, only the western part of the study area was within the city, and served by municipal sewer system. Sewers in the Brentwood-Darlington neighborhood were constructed in the late 1980s by the City of Portland as part of the Mid-County Sewer Project. This project was paid for using a combination of sources including contributed funds by local property owners, federal grants, State loans and City funds.

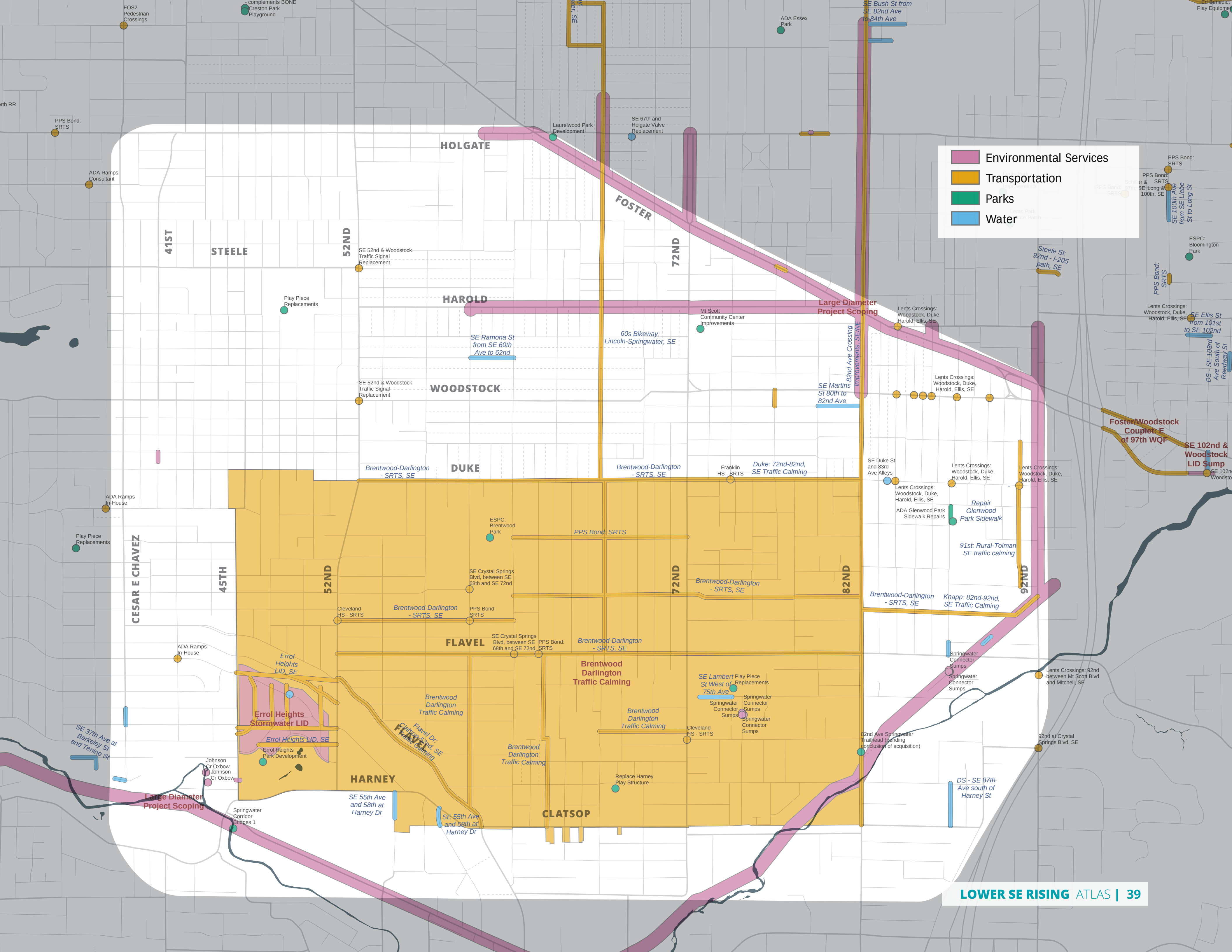
Brentwood-Darlington's initial lack of sewers accounted in part for the neighborhood's low-density development, since lots had to be large enough to accommodate a drainfield. The large lots increased the per-unit cost for sewer improvements, which required property owner contributions. Today, some of the large lots are being subdivided bringing change to the area.

Stormwater
Portland's stormwater management practices have been undergoing significant changes and investment. To satisfy provisions of the federal Clean Water Act, the City is required to carry out programs that reduce, to the maximum extent practical, industrial and waste-related pollution of lakes, rivers and streams.

To this end, Portland is undertaking two broad stormwater management initiatives. First, it is separating and adding capacity to its sewer and stormwater pipes to prevent what are known as "Combined Sewer Overflows" (CSOs) into the river and Johnson Creek during rain events.

Runoff in the study area flows towards Johnson Creek. Current efforts by the Bureau of Environmental Services to restore Johnson Creek focus on restoring its natural resource functions. This type of restoration provides flood storage, water quality benefits, and increases fish and wildlife habitat by returning some of the natural historic conditions and functions to the watershed.

Stormwater-related capital improvements are anticipated for the study area itself. It is evident that the presence of so many unimproved and substandard streets present a real opportunity to improve stormwater management locally. These streets currently allow a significant infiltration of water, a positive attribute. Still, their improvement would benefit the neighborhood, and could carry out incorporating good stormwater practices.


Environmental Services
Transportation
Parks
Water
HOLGATE
FOSTER
STEELE
HAROLD
WOODSTOCK
DUKE
FLAVEL
HARNEY
CLATSOP
41ST
52ND
72ND
82ND
92ND
45TH
CESAR E CHAVEZ
Large Diameter Project Scoping
Brentwood Darlington Traffic Calming
Errol Heights Stormwater LID
Errol Heights LID, SE
Errol Heights Park Development
Foster/Woodstock Couplet: E of 97th WQF
SE 102nd & Woodstock LID Sump
Brentwood-Darlington - SRTS, SE
Duke: 72nd-82nd, SE Traffic Calming
60s Bikeway: Lincoln-Springwater, SE
SE Ramona St from SE 60th Ave to 62nd
SE Martins St 80th to 82nd Ave
82nd Ave Crossing Improvements, SE/NE
PPS Bond: SRTS
Repair Glenwood Park Sidewalk
91st: Rural-Tolman SE traffic calming
Knapp: 82nd-92nd, SE Traffic Calming
SE Lambert St West of 75th Ave
SE 55th Ave and 58th at Harney Dr
DS - SE 87th Ave south of Harney St
SE 37th Ave at Berkeley St and Tenino St
Flavel Dr: Clatsop-52nd, SE Traffic Calming
Steele St: 92nd - I-205 path, SE
SE Ellis St from 101st to SE 102nd
SE Bush St from SE 82nd Ave to 84th Ave
SE 52nd & Woodstock Traffic Signal Replacement
SE Crystal Springs Blvd, between SE 68th and SE 72nd
Lents Crossings: Woodstock, Duke, Harold, Ellis, SE
Lents Crossings: 92nd between Mt Scott Blvd and Mitchell, SE
Springwater Connector Sumps
Springwater Corridor Bridges 1
82nd Ave Springwater Trailhead (pending conclusion of acquisition)
92nd at Crystal Springs Blvd, SE
Replace Harney Play Structure
Play Piece Replacements
ESPC: Brentwood Park
ESPC: Bloomington Park
Mt Scott Community Center Improvements
Laurelwood Park Development
SE 67th and Holgate Valve Replacement
ADA Ramps In-House
ADA Ramps Consultant
ADA Essex Park
ADA Glenwood Park Sidewalk Repairs
Cleveland HS - SRTS
Franklin HS - SRTS
SE Duke St and 83rd Ave Alleys
Johnson Cr Oxbow
FOS2 Pedestrian Crossings
PPS Bond: SRTS

Public Facilities and Services (continued)

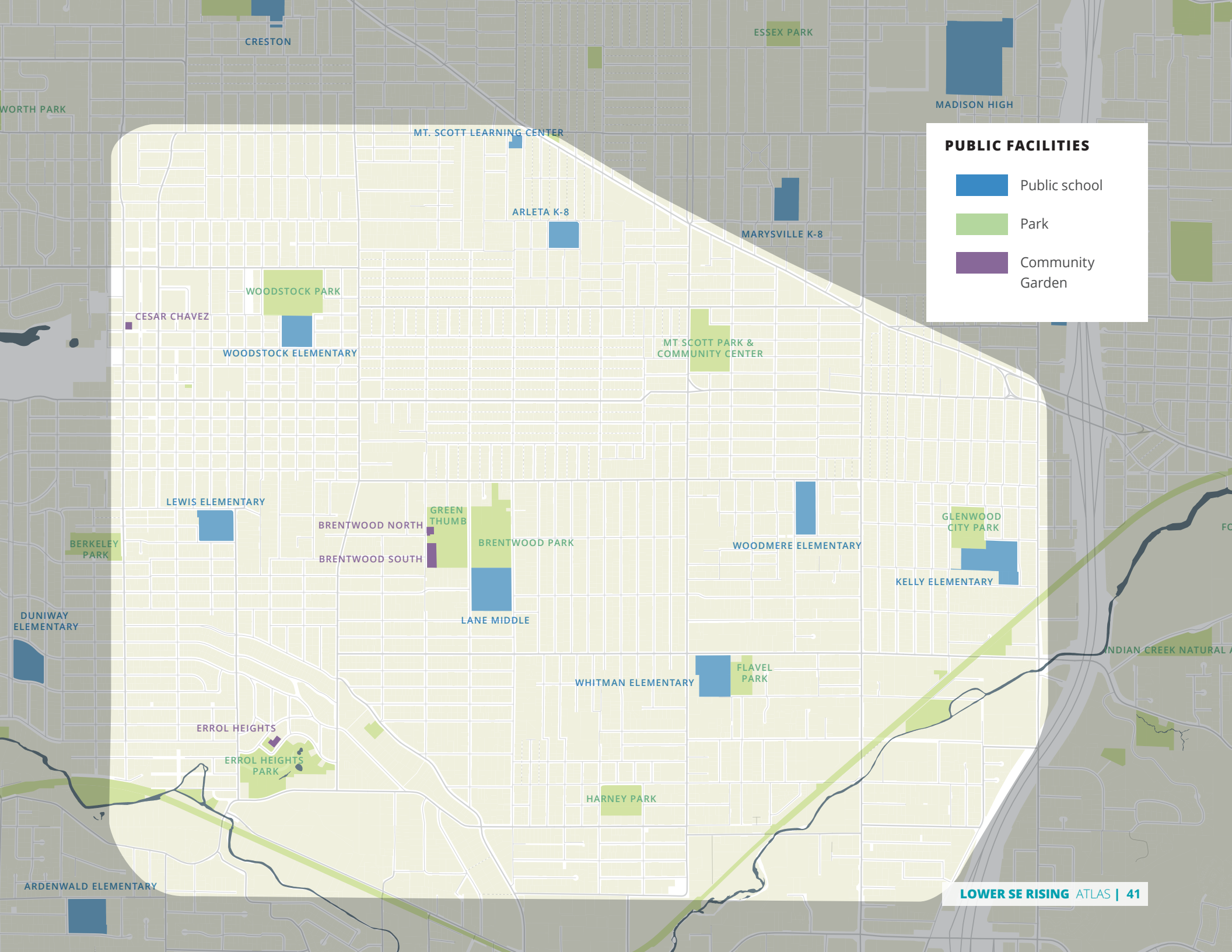
Parks, Public Open Space and Recreation

PARK FACILITIES AND COMMUNITY GARDENS
The study area is relatively well-served by parks, with 100 percent of area residents living within a half mile of a public park or open space. The area includes the Mount Scott Community Center, the only such full-service public community center located in Southeast Portland west of the I-205 freeway. Area parks include:

- Brentwood Park and Community Garden (14 acres)
- Errol Heights Park and Community Garden (16 acres)
- Flavel Park (4 acres)
- Glenwood Park (7 acres)
- Harney Park (7 acres)
- Mt. Scott Park and Community Center (11 acres)
- Woodstock Park (14 acres)

SCHOOL GROUNDS
The Parks 2020 Vision recommends more coordination between Portland Parks & Recreation and the schools to share grounds, develop new sports fields, and conduct recreational programming. This highlights the relevance of school grounds to be a discussion of public open space, especially in neighborhoods with a scarcity of parks.

SUN SCHOOLS
The potential of further partnership between parks and schools is clear, and has been for a long time. Portland Parks & Recreation and Portland Public Schools have worked at co-location and cross-programming for decades. Since the 1970s, Parks has operated before- and after-school programs at PPS and other public district schools. In 1999 with the creation of Schools Uniting Neighborhoods (SUN) program, two of the study area schools, Arleta and Lane, are home to SUN Community Schools.


CRESTON
ESSEX PARK
MADISON HIGH
WORTH PARK
MT. SCOTT LEARNING CENTER
ARLETA K-8
MARYSVILLE K-8
WOODSTOCK PARK
CESAR CHAVEZ
WOODSTOCK ELEMENTARY
MT SCOTT PARK & COMMUNITY CENTER
LEWIS ELEMENTARY
BERKELEY PARK
BRENTWOOD NORTH
GREEN THUMB
BRENTWOOD PARK
BRENTWOOD SOUTH
WOODMERE ELEMENTARY
GLENWOOD CITY PARK
KELLY ELEMENTARY
LANE MIDDLE
DUNIWAY ELEMENTARY
INDIAN CREEK NATURAL
WHITMAN ELEMENTARY
FLAVEL PARK
ERROL HEIGHTS
ERROL HEIGHTS PARK
HARNEY PARK
ARDENWALD ELEMENTARY
PUBLIC FACILITIES
Public school
Park
Community Garden

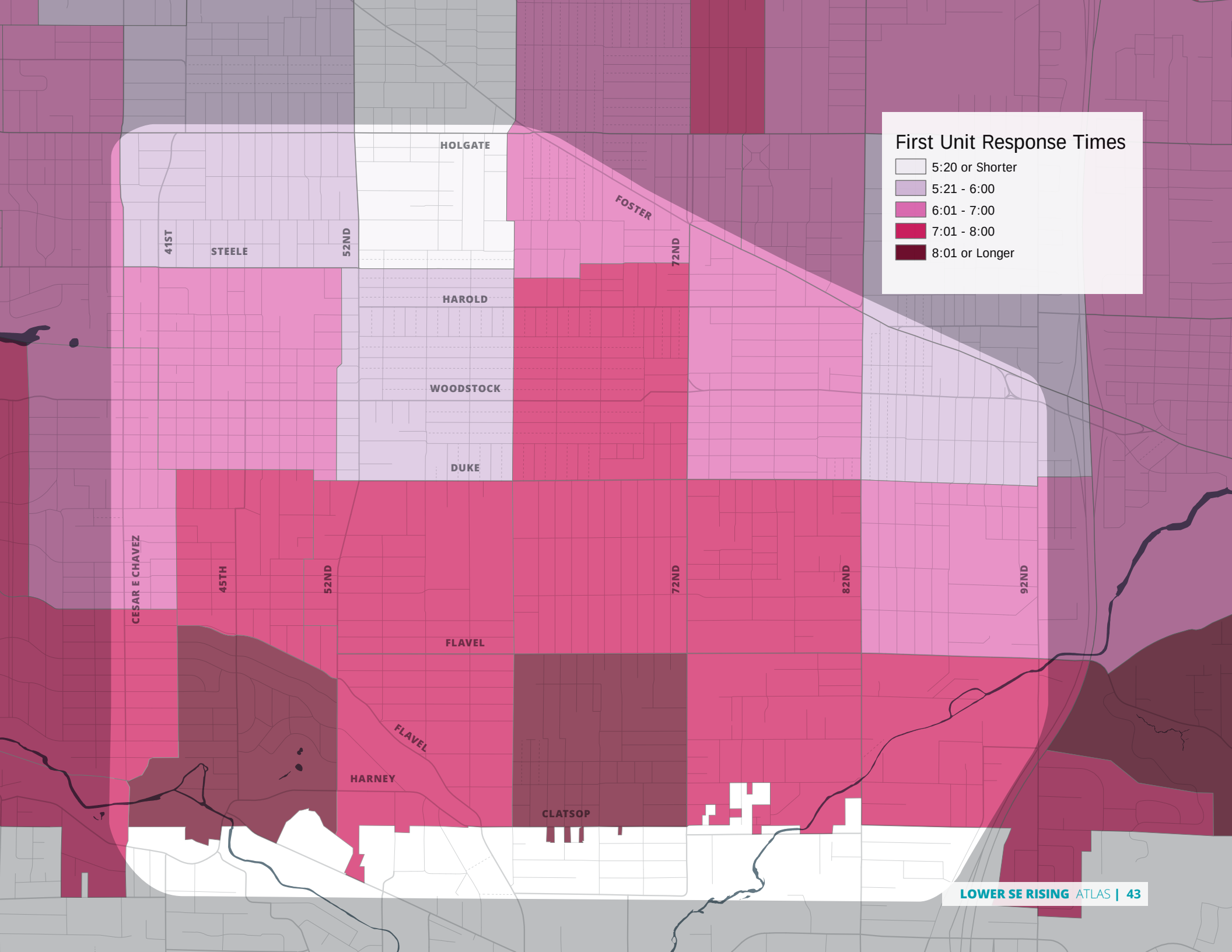
Public Facilities and Services (continued)

Public Safety
Personal safety is a key ingredient of neighborhood livability. Safe neighborhoods are composed of many things, including access to work and services, well-designed public spaces, people watching out for each other – and good police, fire protection and emergency services.

EMERGENCY RESPONSE TIMES
Portland Fire & Rescue provides fire, emergency medical, and special response services to the city. Emergency medical response has become the Bureau's most critical service, and accounts for by far the greatest number of incidents. The map on the following page illustrates average emergency response times. The Bureau serves neighborhoods from 30 fire stations around the city, and two of these serve different parts of the study area.

- **Station 25** - Woodstock at 5211 SE Mall Street, handles calls for the Woodstock, Brentwood-Darlington, and Mt. Scott-Arleta neighborhoods within the study area.

- **Station 11** – Lents at 5707 SE 92nd Avenue serves the Lents neighborhood.


First Unit Response Times
5:20 or Shorter
5:21 - 6:00
6:01 - 7:00
7:01 - 8:00
8:01 or Longer
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Climate

Tree Canopy

Tree canopy in the study area is comprised of a few large stands of mature Douglas fir as well as individual trees in yards and along streets. Combined, 24 percent of the study area is covered by tree canopy, compared to about 33 percent citywide. The amount of tree canopy in the area is slightly less than the Portland Plan objective for every residential neighborhood to have at least 25 percent tree canopy coverage. Most of the area's tree canopy is located on private property. Many of the area's streets do not have street trees, either due to curb-tight sidewalks that do not provide space for trees, or because many streets lack sidewalks entirely. While the area does not have large forested areas such as Forest Park and the West Hills's forested slopes, there are notable larger stands of trees near Johnson Creek and in smaller parks.

Urban Heat

Due to climate change, Portland's future is expected to include hotter, drier summers with an increased frequency of high-heat days. Hotter summers may result in significant impacts, including poor air quality and increased heat-related illnesses. The increased summer temperatures will be magnified in some locations by the urban heat island effect, which results from higher concentrations of paved surfaces and lack of vegetation in the urban environment. Locations in the study area that have higher temperatures include:

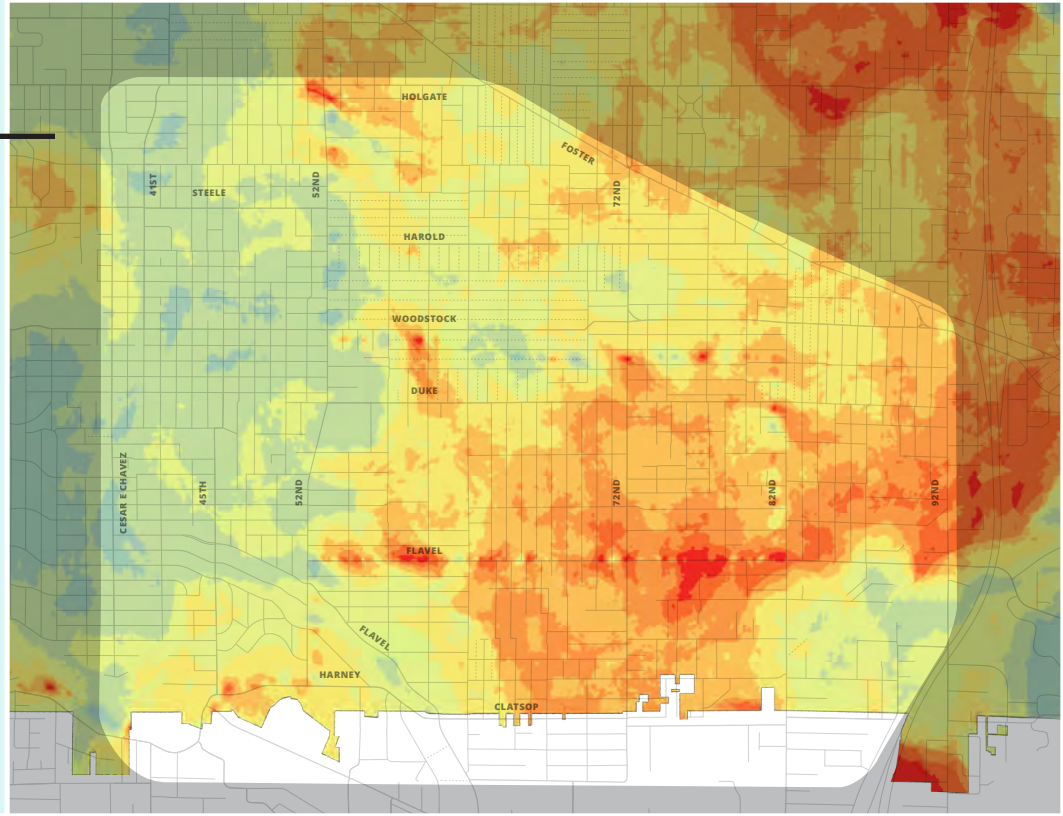
- Commercial and light industrial areas with large paved areas near SE 82nd and the Springwater Corridor;
- Along SE Flavel, which has a wide paved right-of-way with no street trees; and
- Some residential areas in southern portions of the study that have relatively sparse tree canopy

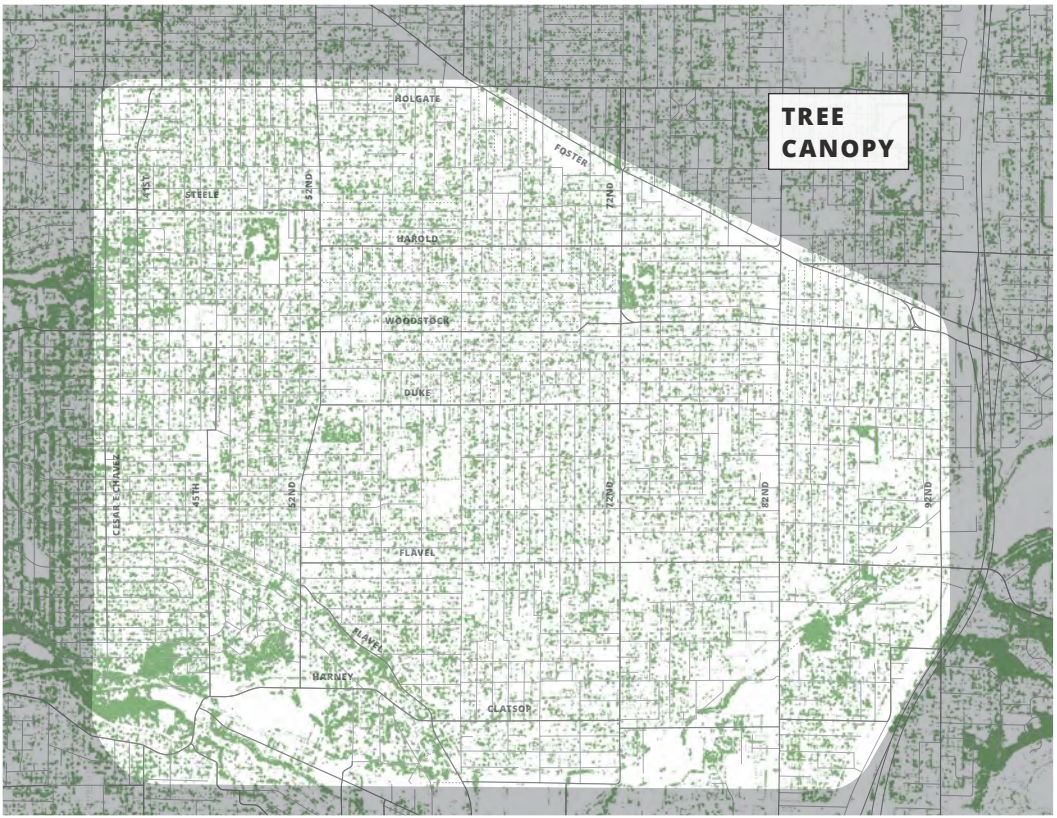
Streams and Floodplains

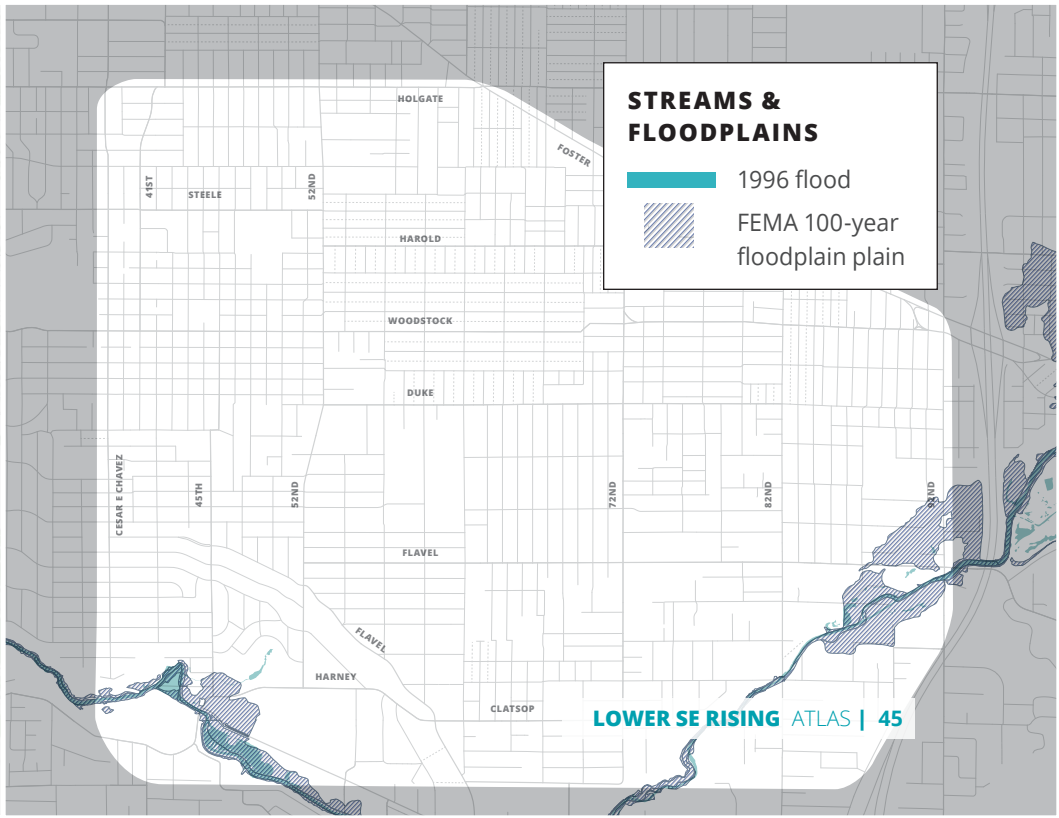
The study area is within the Johnson Creek watershed. In the southwestern portion, Johnson Creek, Errol Wetland, Flavel Wetlands and associated floodplain form an important habitat complex for beaver, amphibians, resident fish, and migratory birds. Forested portions of the adjacent Errol Heights ridgeline also support this area's habitat function, especially for migratory birds. The southeastern corner of the study area includes a portion of Johnson Creek and associated floodplain, primarily east of SE 82nd. Due to climate change, Portland's future is expected to include wetter, warmer winters. This could increase the frequency or duration of localized flooding. Johnson Creek has a Portland Water Quality Index (PWQI) score of 53, which falls short of Portland Plan objectives for PWQI scores of 60 or higher.

URBAN HEAT ISLAND
AFTERNOON TEMPERATURE
Lower — Higher

On June 29th, Portland experienced its highest recorded temperature (116 degrees F) following a weekend of record-setting weather. In Multnomah County, at least 59 people died of heat-related causes, with some of the highest numbers of heat-related deaths in the 97266 and 97206 zip codes, which overlap with the eastern and central sections of the Lower SE Rising Area Plan area. The Urban Heat Island map at right shows that the effect of these record-level temperatures may have been magnified by environmental factors, such as lack of tree canopy/ vegetation and high concentrations of paved surfaces.








STOP
ALL WAY

Transportation Network

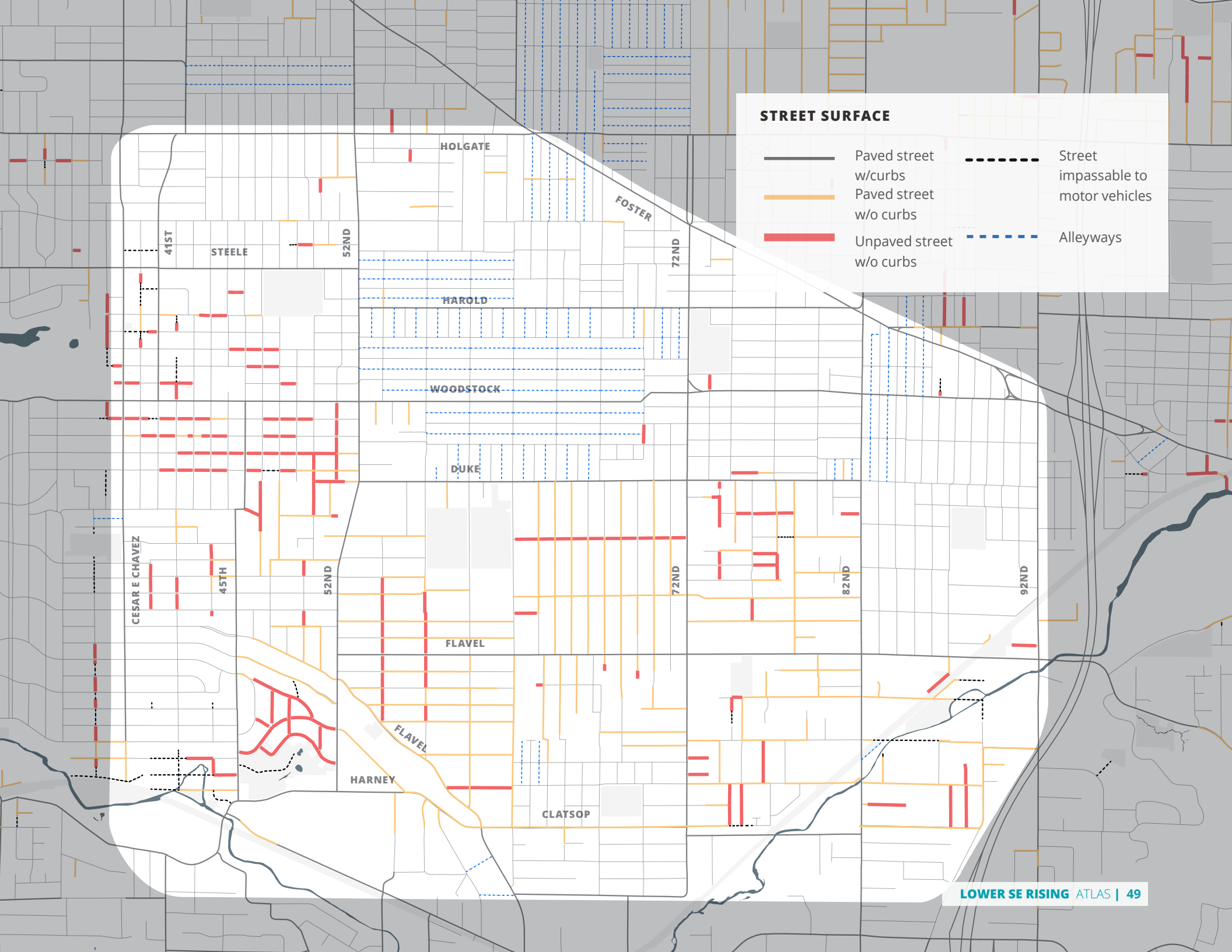
The majority of the street grid for the Lower Southeast Rising plan area developed during the late 1800s/early 1900s as urban streetcar lines extended further east. As the main form of transportation shifted to the motor vehicle by mid-century, many of the streetcar lines were paved and development became more auto-oriented. However, the compact street grid provides an opportunity to get around without a vehicle and there is a desire by many to improve infrastructure for pedestrians and people biking.

The infrastructure and transportation characteristics within the plan area can vary significantly by neighborhood. The following section documents these differences by illustrating the plan area's: street surfaces, sidewalk coverage, crossings and bike network connectivity, existing transit routes, recent crashes, commute patterns, traffic volumes, characteristics of typical streets, and current Transportation System Plan classifications. Understanding the current transportation network, as well as deficiencies and needs, will help determine project recommendations and how investments should be prioritized.

Street Surface Types

The condition of street infrastructure varies throughout the project area, but some clear patterns are evident:

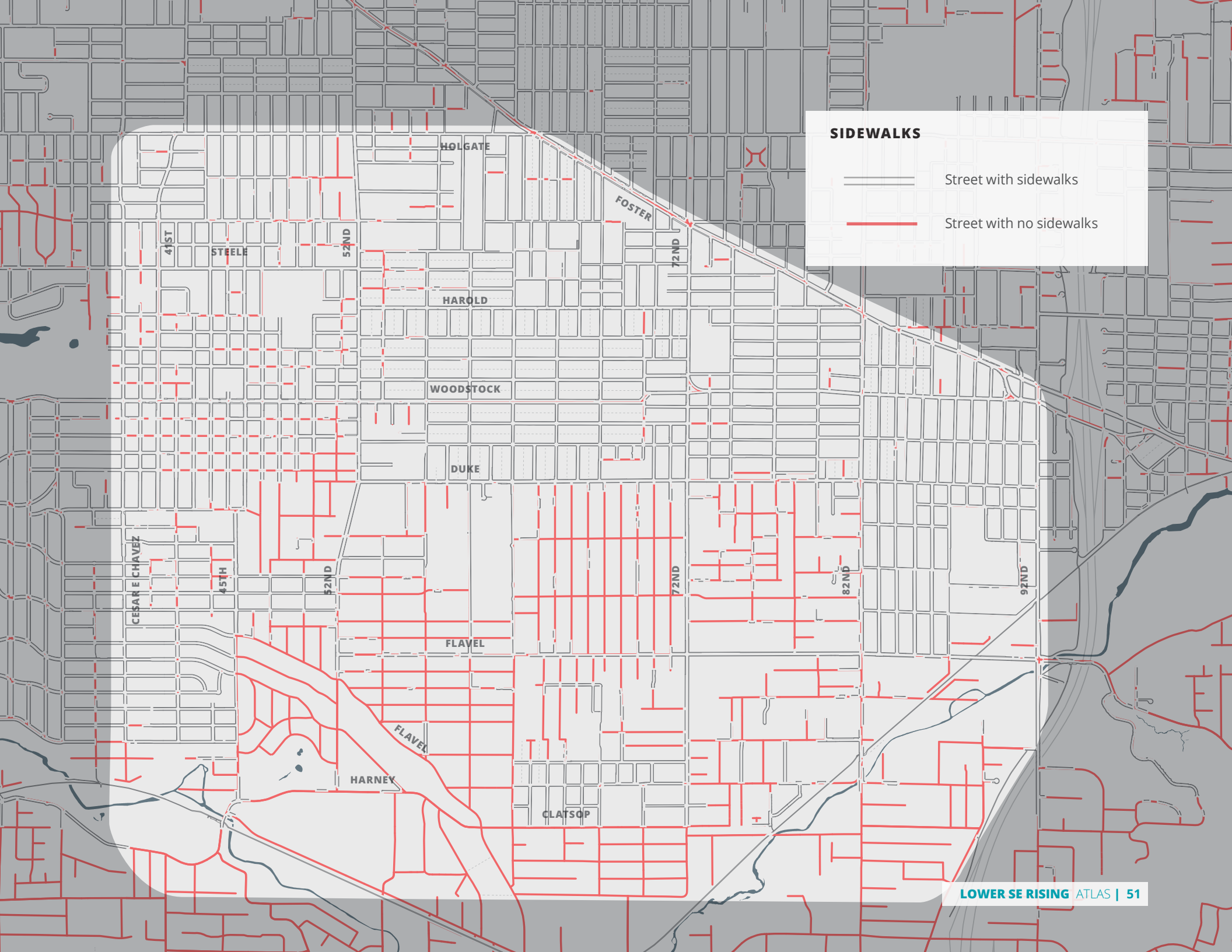
- **In Brentwood-Darlington**, most streets are paved, but most of those paved streets are missing sidewalks, and lack curbs to channel stormwater to the drainage system. There are also several long gravel streets west of 72nd, and a high concentration of short gravel streets throughout the area east of 72nd Ave. There is also a general lack of connectivity and regular block structure in the area of Brentwood-Darlington between 72nd and 82nd Ave.
- **Errol Heights**, an area within Brentwood Darlington south of Flavel Drive, has a high concentration of unpaved streets. However, a recently-formed Local Improvement District has funded an upcoming project to pave these streets.
- **In the Woodstock area**, there are high concentrations of unpaved gravel streets running east-west in the areas just north and south of the Woodstock main street. While this area of Woodstock has the small block structure found in many inner Portland neighborhoods, the relative lack of paved streets limits the benefits that small blocks usually offer for pedestrian connectivity and traffic circulation.
- **Most streets in the Mt Scott-Arleta neighborhood** are paved with curbs and full sidewalks, and in comparison to the rest of the project area has the best quality of basic roadway infrastructure. However, there are some small segments of unpaved streets or streets without curbs. The area also features a long-block pattern with alleys in much of the neighborhood. These alleys vary in condition, with some of them well-used and passable, and others overgrown and impassable.
- **The portion of Lents within the project area** has a similar block structure as Mt Scott Arleta, and has an area with alleys just south of Foster and east of 82nd Ave. It also has a high concentration of paved streets with curbs and sidewalks north of the Springwater Corridor. The area of Lents south of the Springwater Corridor, however, has many unpaved and/or curbless streets, and a lack of connectivity to the rest of the project area.


STREET SURFACE
Paved street w/curbs
Paved street w/o curbs
Unpaved street w/o curbs
Street impassable to motor vehicles
Alleyways
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Sidewalk Presence

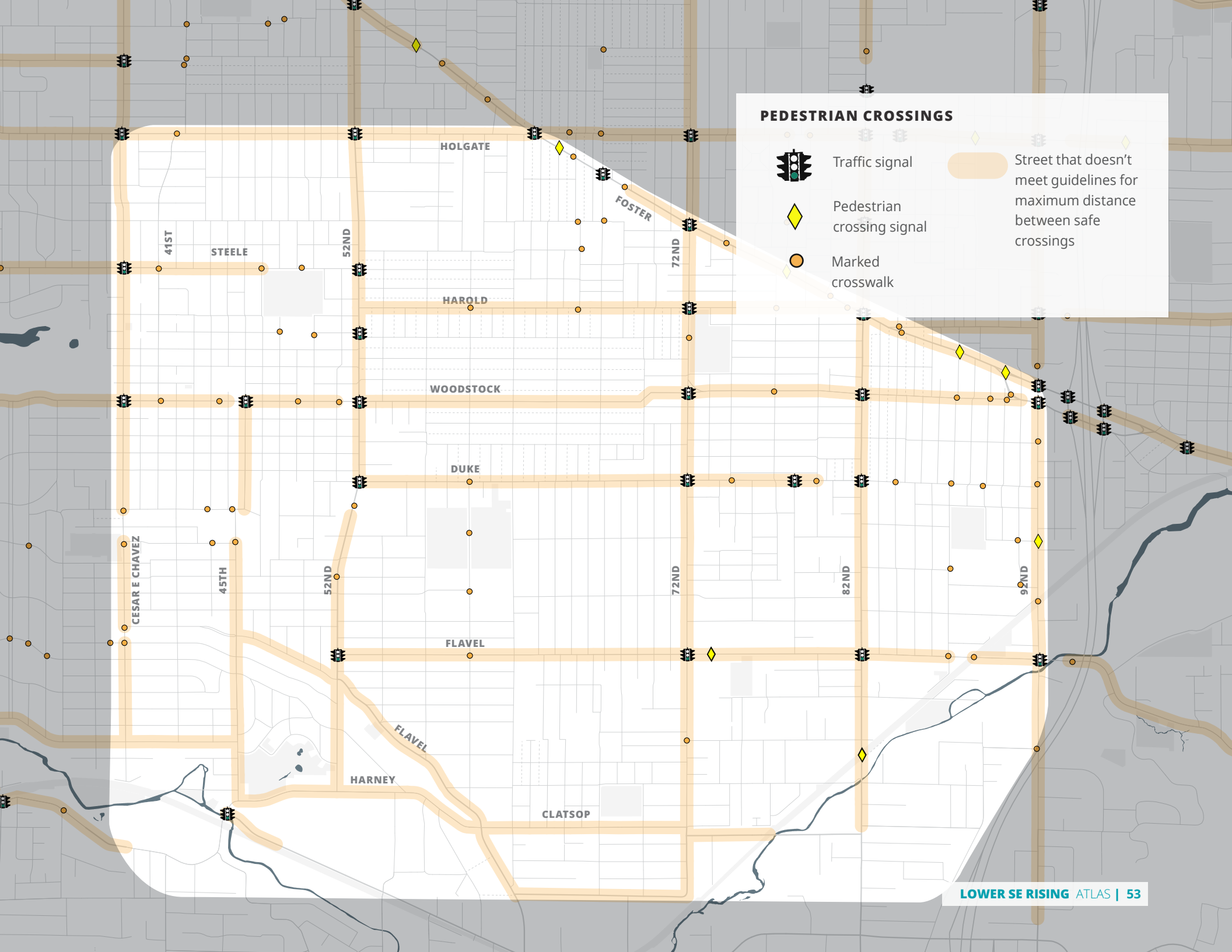
For the most part, the highest concentration of sidewalks in the project area are found in the areas that were annexed into Portland in the early 20th century, including Woodstock, Mt Scott Arleta, and most of Lents. These are areas where the original housing developers built sidewalks as a typical practice, and eventually sidewalks were required by the City of Portland for most new housing projects. The only concentrations of streets without sidewalks in these areas are where unpaved streets exist, for example in Woodstock north and south of the main street.

The Brentwood Darlington neighborhood, as well as the area of Lents south of Flavel, largely developed pre-annexation in the mid-20th-century in unincorporated Multnomah County land, during a time when sidewalks were not typically included in housing developments and were not required by the County. This has resulted in Brentwood Darlington having very few streets with sidewalks, despite being surrounded by neighborhoods with high sidewalk coverage. Even busier streets like Flavel Street, Duke Street, and 52nd Ave have many sidewalk gaps, as sidewalks have been built piecemeal over the years by individual property owners. There is, however, one small area around Harney Street between 62nd Ave and 72nd Ave with full sidewalk coverage, built using Community Development Block Grant Funding.


SIDEWALKS
Street with sidewalks
Street with no sidewalks
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Pedestrian Crossings and Crossing Gaps

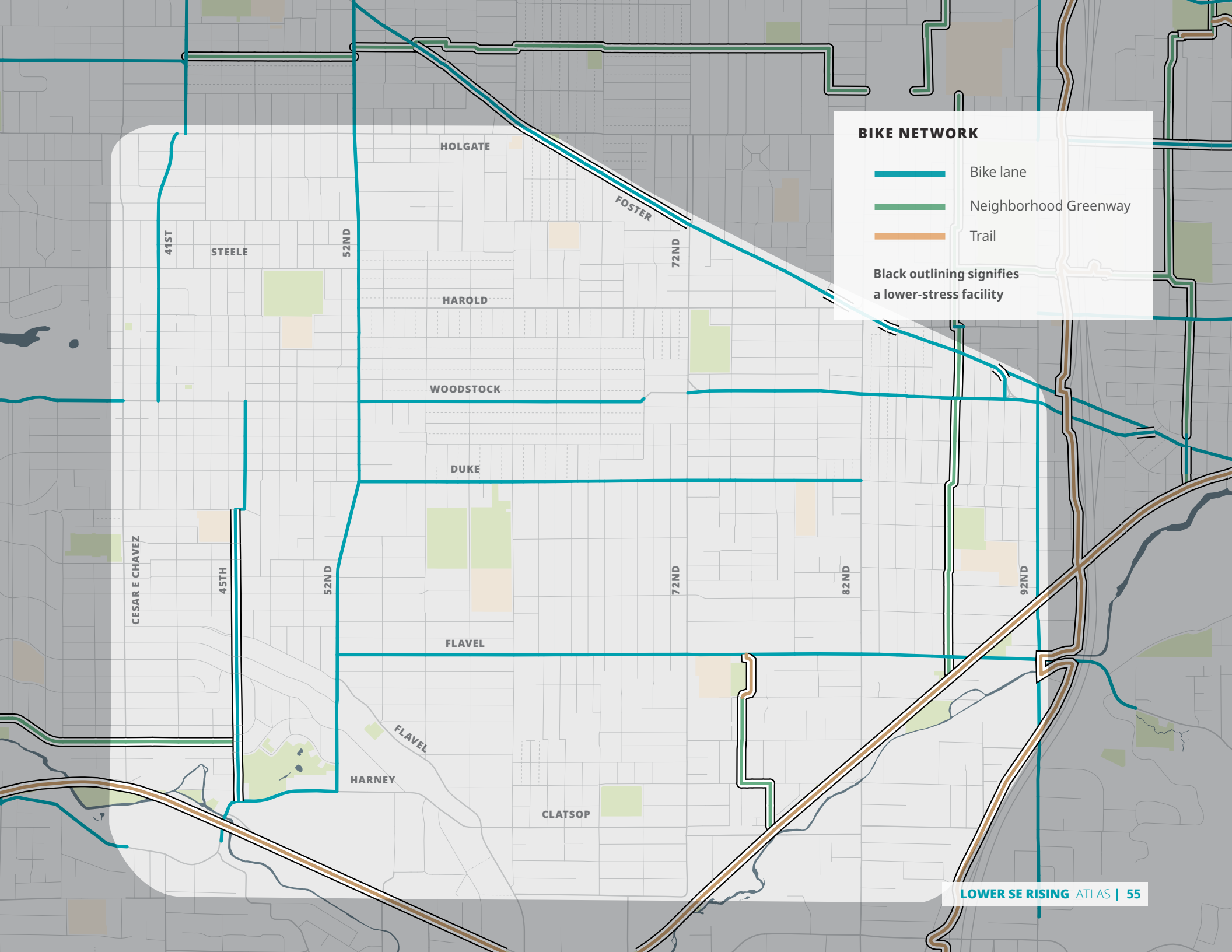
The City recently adopted crossing guidelines as part of PedPDX. This guidance states that pedestrian crossings should be every 800' (or 530' feet in established pedestrian districts). As the map illustrates, most of the major streets in the plan area do not meet these guidelines. This includes gaps on SE Woodstock Boulevard between SE 52nd and SE 72nd avenues, on SE 72nd and SE 82nd avenues between SE Duke and SE Flavel Streets, and on SE Flavel, SE Harney, and SE Clatsop.


PEDESTRIAN CROSSINGS
Traffic signal
Pedestrian crossing signal
Marked crosswalk
Street that doesn't meet guidelines for maximum distance between safe crossings
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Existing Bicycle Network

The plan area has bike lanes on several of the major streets in the area, but many of the bike facilities do not meet city guidelines for what is low-stress. There are low-stress bike routes along the edges of the project area, like the Springwater Corridor trail, but there are limited connections to these facilities.

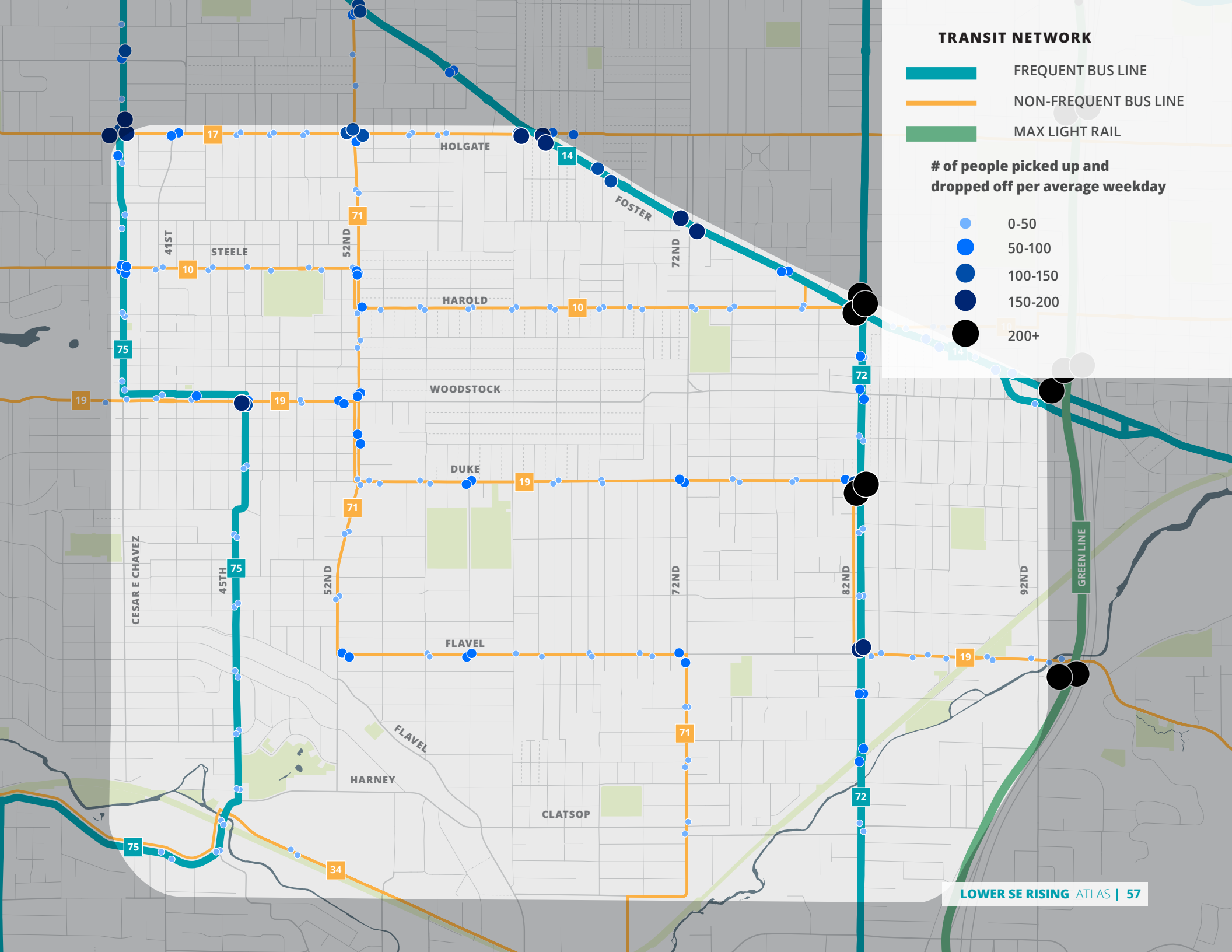
A recently constructed project now connects Flavel Park to the Springwater Corridor trail, and will eventually continue north as part of the 70s Neighborhood Greenway. However, many parts of the bike network in the project area are fragmented and don't connect to any other facilities.


BIKE NETWORK
Bike lane
Neighborhood Greenway
Trail
Black outlining signifies a lower-stress facility
HOLGATE
FOSTER
41ST
STEELE
52ND
72ND
HAROLD
WOODSTOCK
DUKE
CESAR E CHAVEZ
45TH
52ND
72ND
82ND
92ND
FLAVEL
FLAVEL
HARNEY
CLATSOP

Existing Transit Network

High-frequency transit service in the project area consists of a few major bus lines around the edges of the area, on Chavez/45th (Line 75), Foster (Line 14), and 82nd Ave (Line 72), as well as the MAX light rail Green Line at the very eastern edge along I-205. The center of the project area, in Brentwood Darlington and Mt Scott Arleta, does not have any frequent transit service, and is instead served by a number of lower-frequency and limited-span bus lines that "stair-step" through the neighborhood to provide basic coverage service. Lines 10, 19, and 71 all share these attributes, shifting from street to street in a way that provides most areas with a transit line within half a mile, but leaves some important streets (like portions of Woodstock, Flavel, and 72nd Ave) without transit service and does not provide the simple east-west and north-south grid of frequent or near-frequent service found in many other neighborhoods of Portland. The Line 10 and 19 also have very limited frequency and span, with half-hour to hourly headways on both and, in the case of the Line 10, no evening or weekend service.

Ridership on these transit lines generally follows the level of frequency and span, with the most useful frequent service lines seeing the highest-ridership stops. Especially high-use stops are found at major transfer points and commercial nodes, such as 82nd & Foster, 82nd & Duke, 45th & Woodstock, and the two MAX stations. On the lower-frequency bus lines, higher-ridership stops are mostly at commercial nodes such as Flavel & 72nd, Duke & 72nd, and various locations along 52nd Ave.


TRANSIT NETWORK
FREQUENT BUS LINE
NON-FREQUENT BUS LINE
MAX LIGHT RAIL
# of people picked up and dropped off per average weekday
0-50
50-100
100-150
150-200
200+
HOLGATE
FOSTER
STEELE
HAROLD
WOODSTOCK
DUKE
FLAVEL
HARNEY
CLATSOP
CESAR E CHAVEZ
41ST
45TH
52ND
72ND
82ND
92ND
GREEN LINE
17
14
71
10
75
19
72
34

Transportation Safety - Vision Zero-Focused Crashes

In 2016, the City of Portland made a commitment to Vision Zero, the achievement of zero deaths or serious injuries as a result of traveling around Portland. It rejects the complacent mindset that the current level of traffic deaths and serious injuries is an acceptable "cost of doing business" in modern society. As a part of all transportation planning efforts, PBOT looks at the most recent 5 years of crash data to try to understand where these crashes are occurring and what the city can do to prevent them.

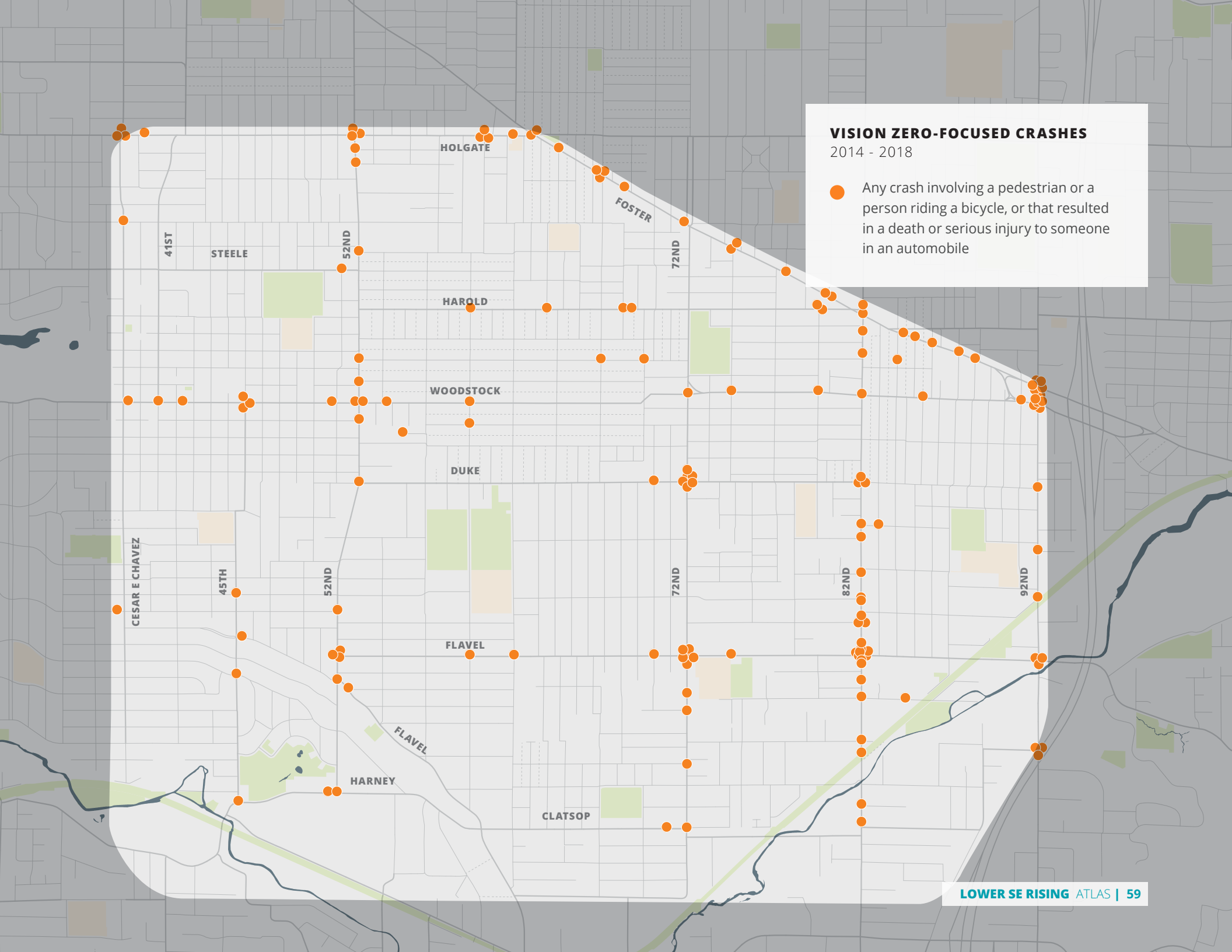
As a part of the 2016 Vision Zero commitment, PBOT analyzed where crashes were happening and found that the majority of crashes happen on just a handful of streets. PBOT designated the 30 streets with the highest crash rates the High Crash Network with an eye to addressing those streets first. The Lower Southeast Rising Plan Area is bounded and bisected by five of the 30 most dangerous streets in Portland: Cesar E Chavez Blvd, Holgate St, Foster Road, 82nd Avenue, and 92nd Avenue.

Shown on the map on the following page are the Vision Zero-focused crashes (see definition at right) that took place in the Plan Area during the most recent five years of crash data (2014-2018). Most of these crashes took place along Vision Zero high crash streets (82nd Avenue, Foster Road), other busy streets (72nd Avenue, 52nd Avenue, Woodstock St), and at intersections of collector/arterial-type streets (92nd Avenue & Foster Rd, 82nd Avenue & Flavel, 72nd Avenue & Flavel, 72nd Avenue & Duke).

The following set of pages will explore how these patterns play out by travel mode: pedestrians, people biking, and people driving. Understanding which types of users were affect at different locations is essential for coming up with appropriate solutions.

WHAT IS A VISION ZERO-FOCUSED CRASH?

While there are many more crashes in the project area than are mapped here, the City of Portland focuses first on preventing the subset of crashes that result in fatalities or life-altering injuries for people walking, biking, and driving on Portland's streets. For people in cars, that means we focus on those crashes that result in fatalities and serious injuries. For pedestrians and people biking, we look at all crashes; without the protection of a car around them, for people walking and biking, the difference between being knocked down and a life-altering injury can be a matter of milliseconds, so we take all reported collisions involving people walking and biking into account. We also know that crashes involving bicyclists and pedestrians are significantly underreported.

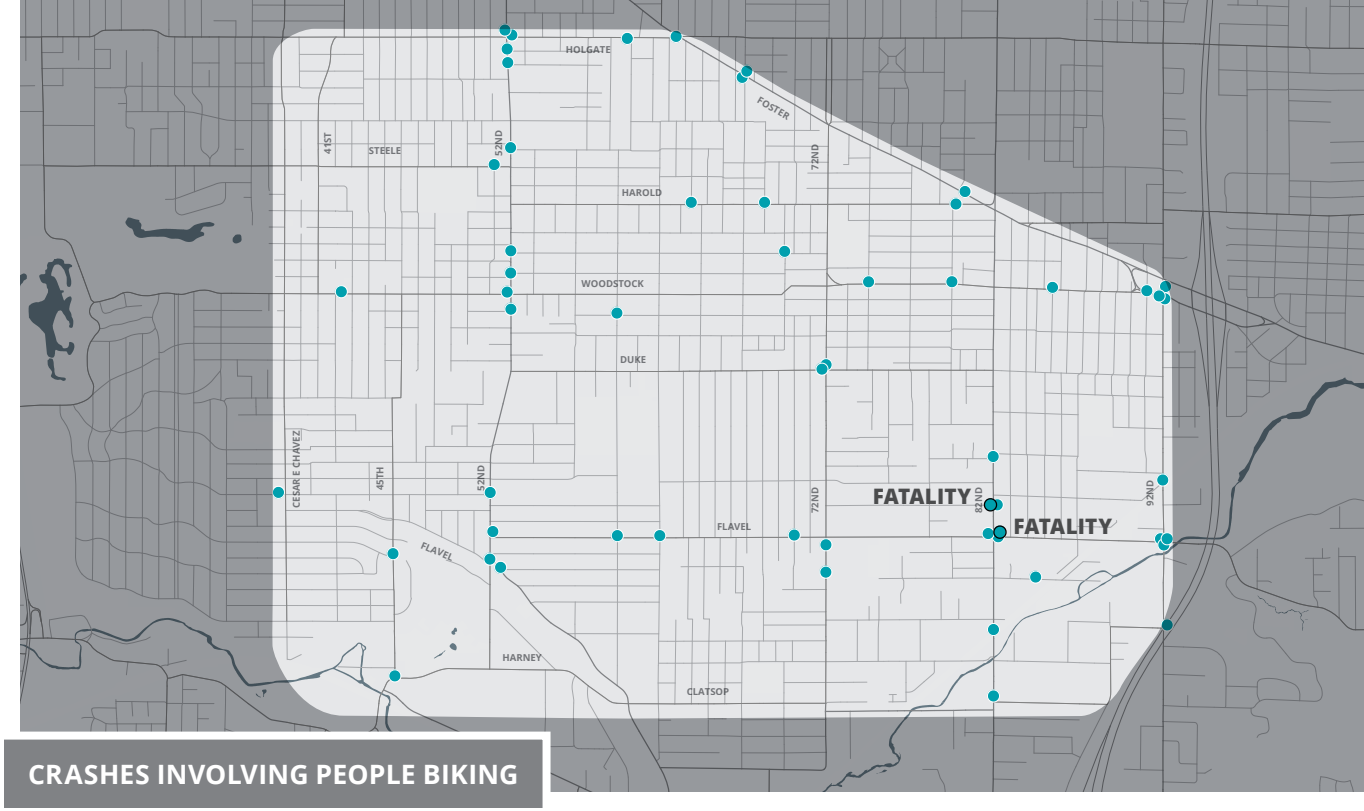


VISION ZERO-FOCUSED CRASHES
2014 - 2018

- Any crash involving a pedestrian or a person riding a bicycle, or that resulted in a death or serious injury to someone in an automobile

People Killed/Injured Biking

Two people were killed while biking in the focus area, both on SE 82nd Ave within a block of each other; one at the intersection of SE 82nd Ave and SE Flavel St. and the other at the intersection SE 82nd Ave and SE Henderson St. There were 13 non-fatal bike crashes reported along SE 52nd Ave, mostly clustered at the busier intersections of SE Holgate Blvd., SE Woodstock Blvd., and SE Flavel St. There were ten non-fatal bike crashes reported along SE Flavel St., nine non-fatal bike crashes reported along SE Woodstock Blvd., and six non-fatal bike crashes reported on SE 82nd Ave. In general, the busier the road, the higher the frequency of bike crashes.

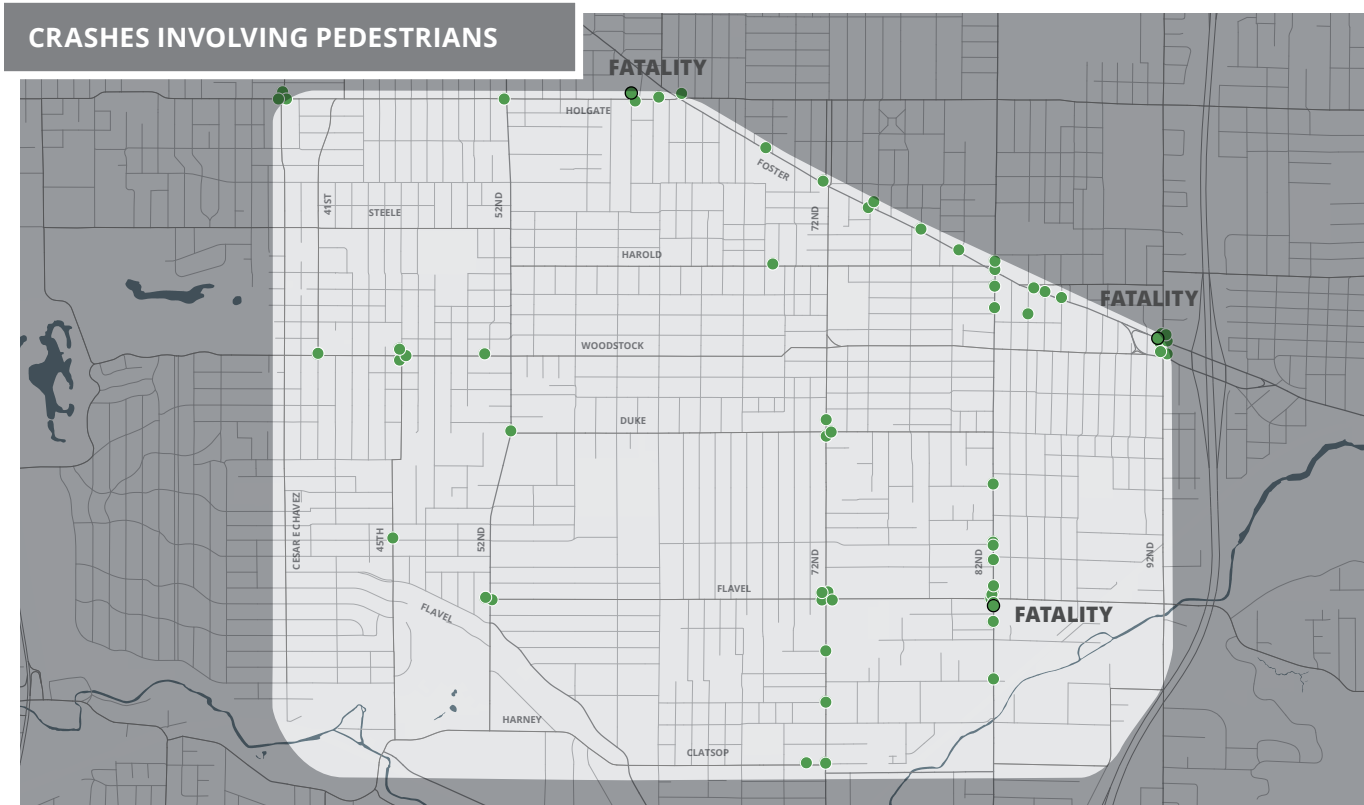


CRASHES INVOLVING PEOPLE BIKING

CRASHES INVOLVING PEDESTRIANS

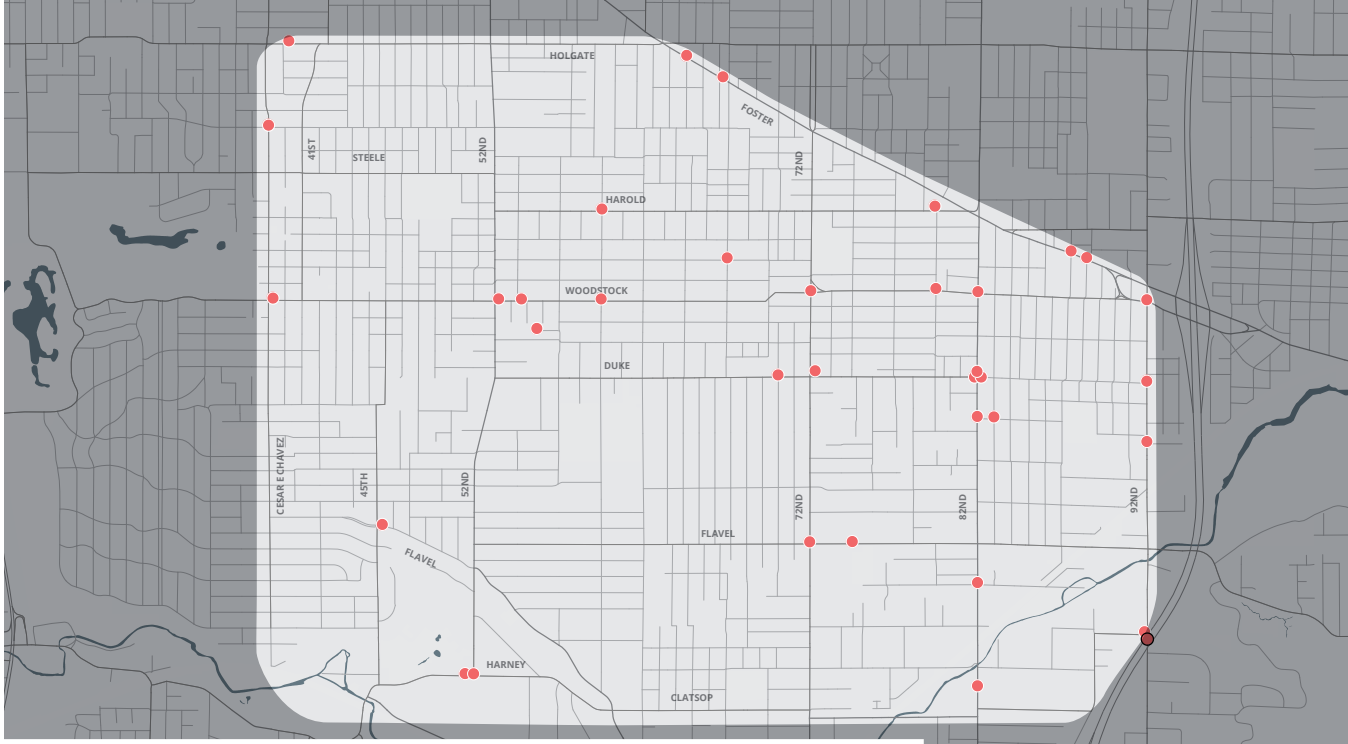
Pedestrians Killed/Injured

There were three reported fatalities in the focus area involving pedestrians; one on SE Holgate, one at the intersection of SE 92nd Ave and Foster Rd., and one at the intersection of SE 82nd Ave and SE Flavel St. There were 15 reported non-fatal crashes involving pedestrians along SE Foster Rd., 11 reported non-fatal crashes along SE 72nd Ave, and 11 reported non-fatal crashes along SE 82nd Ave.

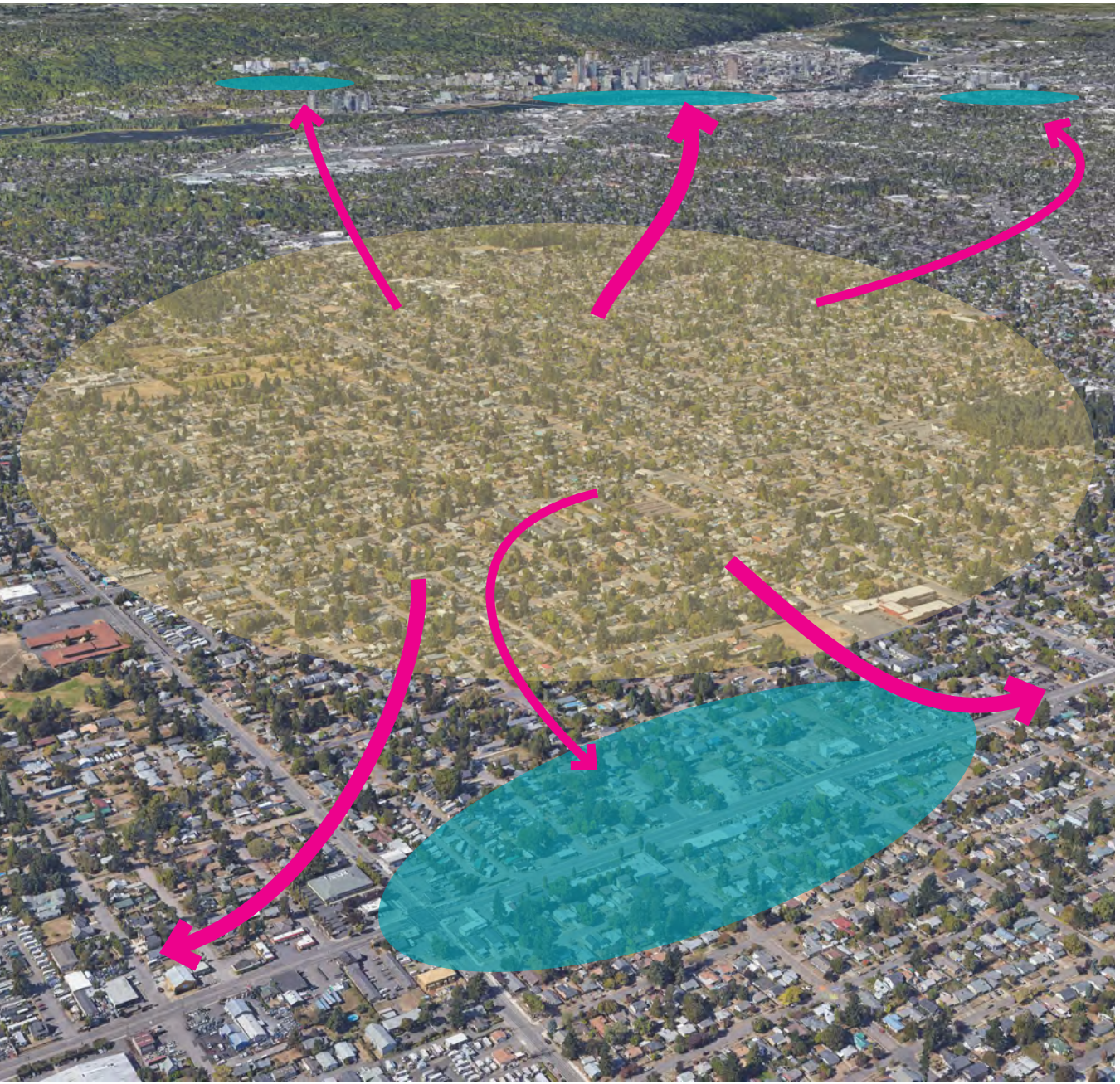


People Killed/Injured in Cars

There were no reported fatalities involving people in cars in the focus area. Areas of concentrated crashes resulting in serious injuries to people in cars are principally along SE Woodstock Blvd. and SE 82nd Ave. The intersection of SE 82nd Ave and SE Duke St. appears to be a particular crash hot spot.



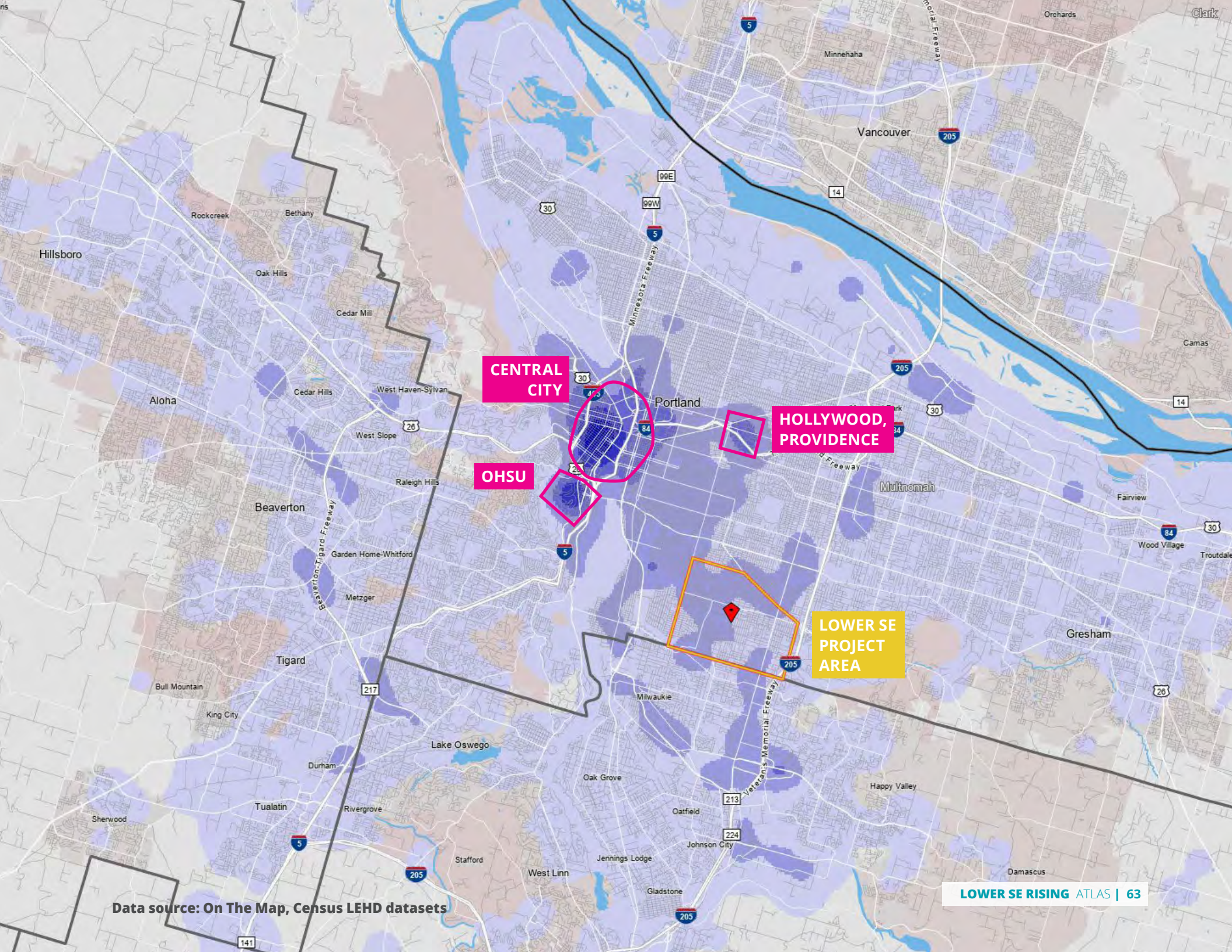
FATAL AND SERIOUS INJURY CRASHES INVOLVING PEOPLE IN CARS



Commute Patterns

People living in the plan area who are also employed tend to commute to the region's major job centers in Portland's Central City, OHSU, and Hollywood/ Providence, as well as to smaller clusters of employment such as the industrial areas on Swan Island, Airport Way, and just south of the city limits (see map on following page).

The next set of pages explores how different people who live in the plan area get to and from their places of employment.



Data source: On The Map, Census LEHD datasets

People Walking

Very few people in the project area walk to work, with the lowest amount in the Brentwood-Darlington neighborhood where only 0.3% walk to work. The frequency of people walking to work is notably higher in every area surrounding the Lower Southeast Rising project area. About 6% of people employed citywide walk to work.

WALK TO WORK - Mode Share

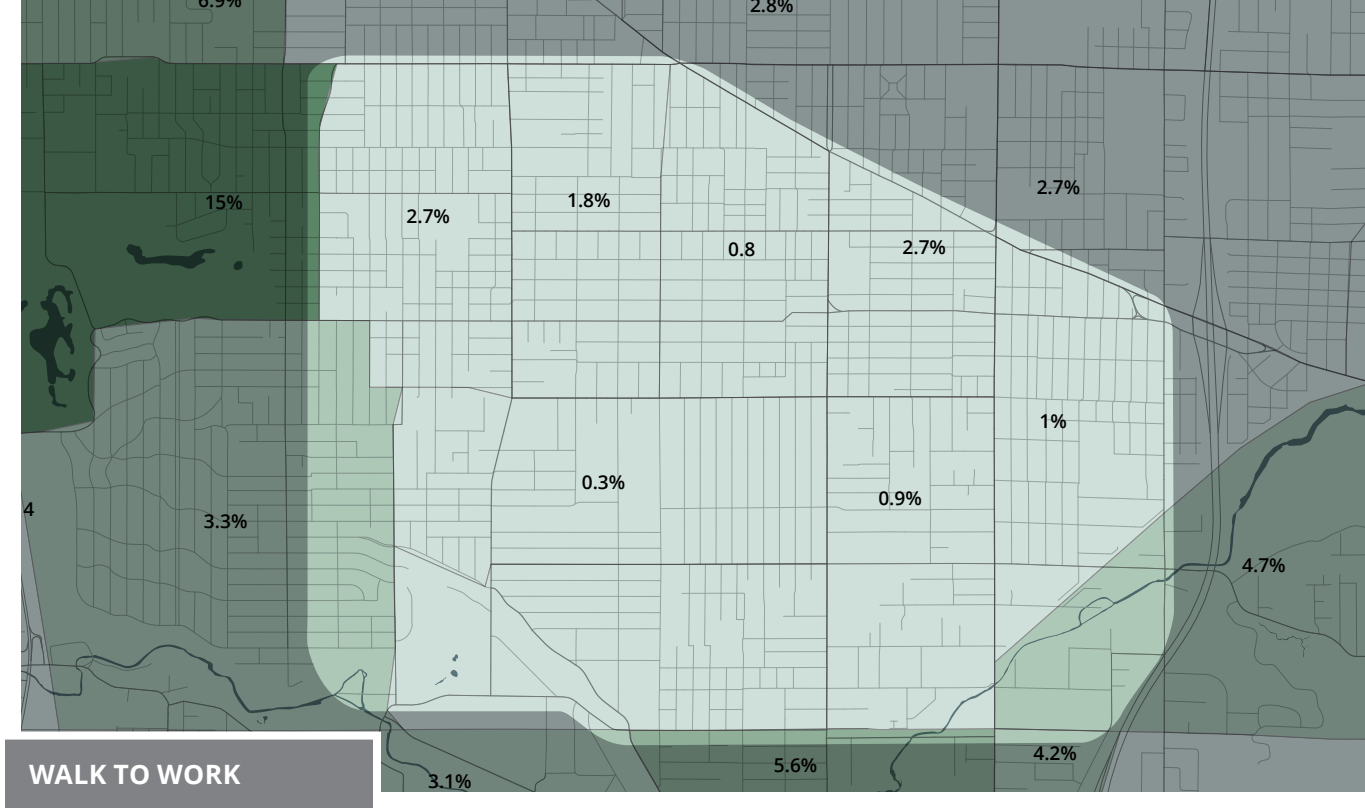
< 3%	3-5%	5-7.5%	7.5-10%	>10%

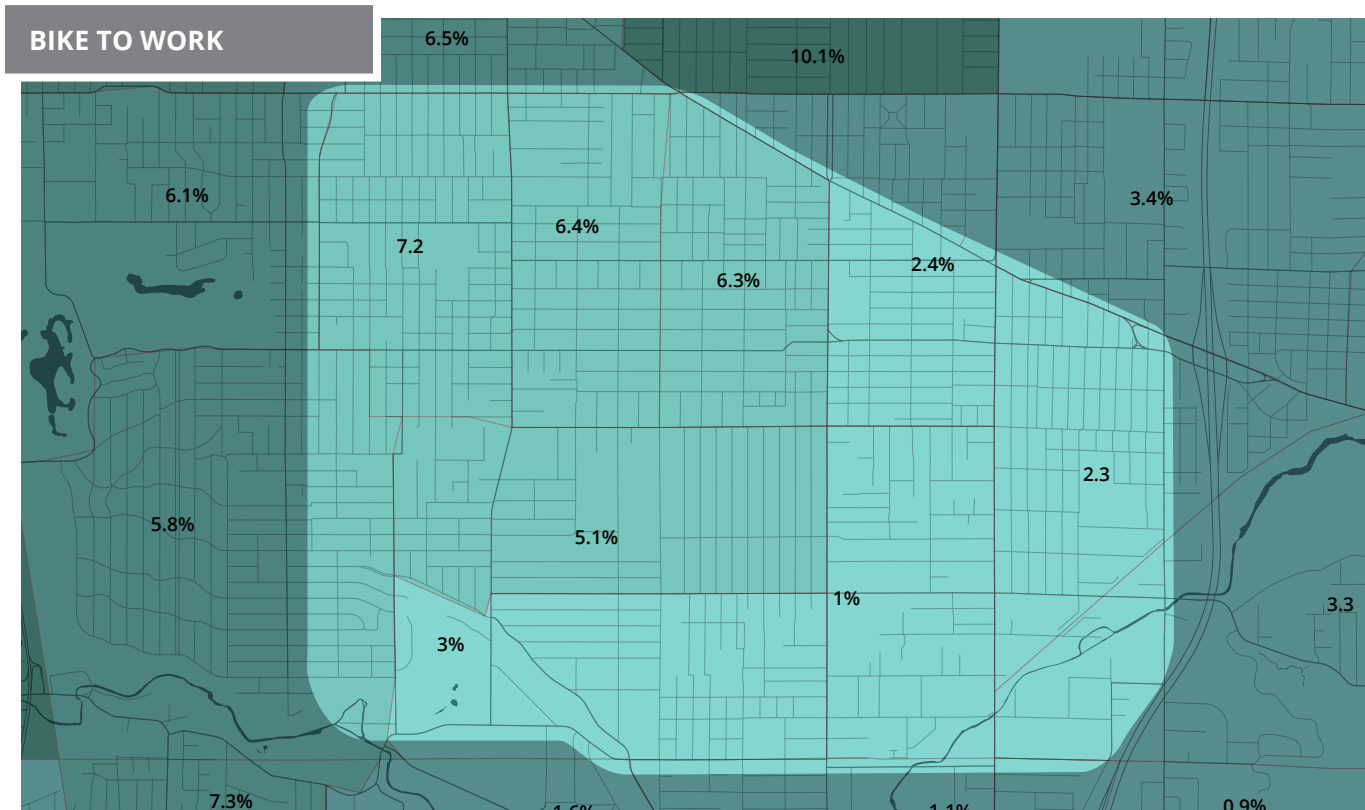
People Biking

The frequency of people biking to work decreases the further away one moves from the city center. This same trend is visible in other parts of the city, but the lack of adequate bike infrastructure may exacerbate this issue in the Lower Southeast Rising project area. About 6% of people employed citywide bike to work.

BIKE TO WORK - Mode share

< 5%	5-7.5%	7.5-10%	10-15%	>15%



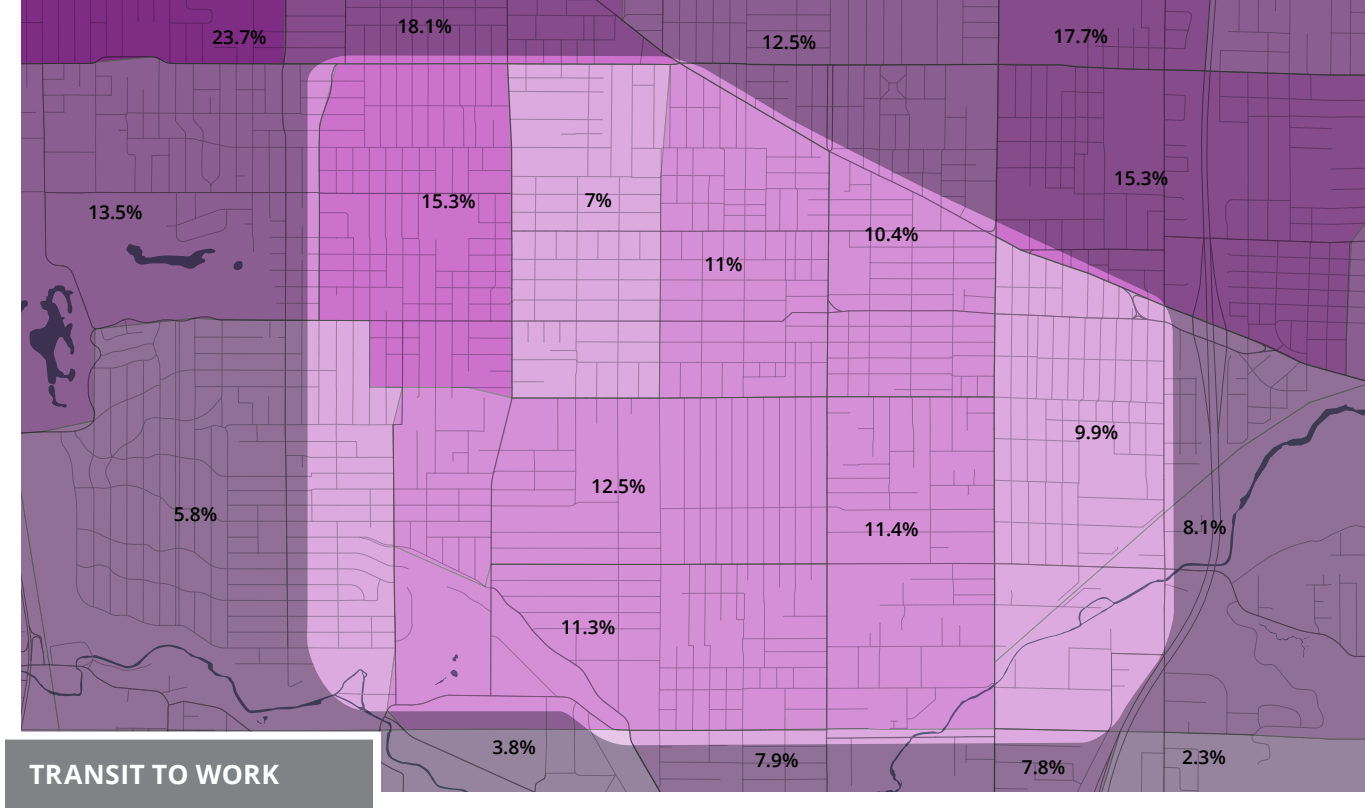


People Taking Transit

Public transit is the second most common mode for arriving at work in the Lower Southeast Rising project area. There is no MAX located within the project area (the MAX orange line runs North and South through Sellwood to the West and the MAX green line also runs North and South along SE 92nd Ave to the East). Bus is the only available public transit option. About 12% of people employed citywide walk to work.

TRANSIT TO WORK - Mode Share

< 5%	5-10%	10-15%	15-20%	>20%



TRANSIT TO WORK

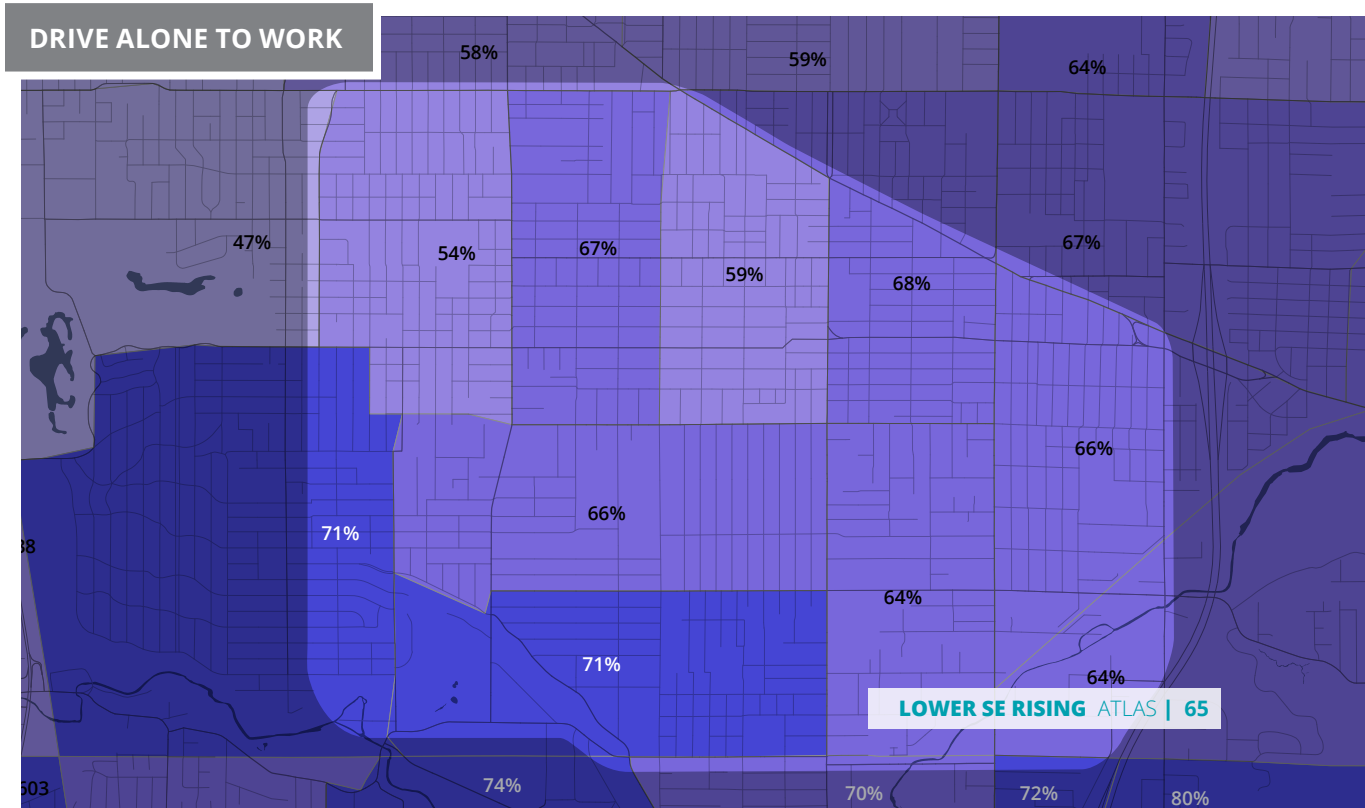
People Driving Alone

The majority of residents in the Lower Southeast Rising project area drive alone to work. Much of the area's infrastructure has not been updated in a way to provide other transportation modes and as a result the use of a car is necessary, which represents a serious cost burden to lower income residents. About 58% of people employed citywide drive to work.

DRIVE ALONE TO WORK - Mode Share

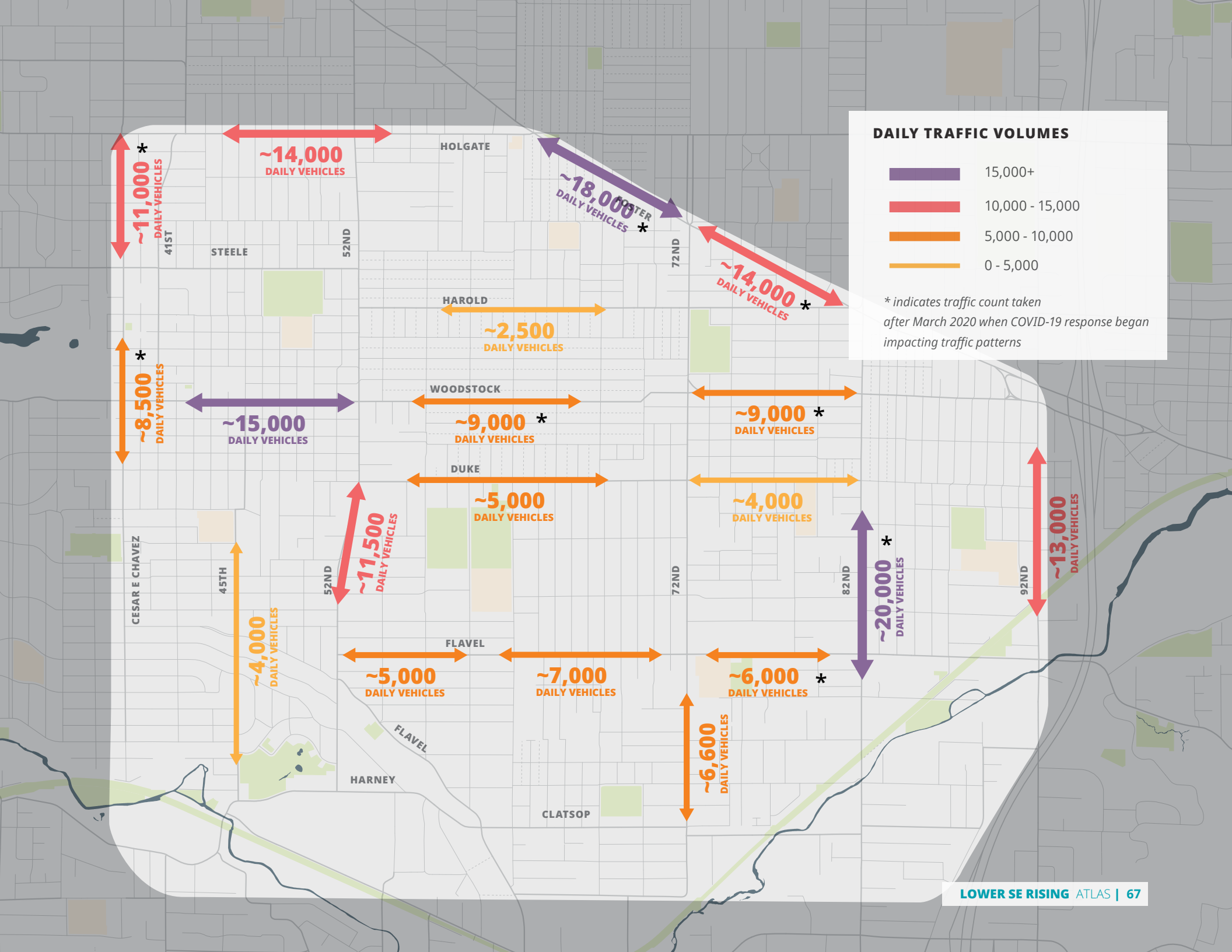
<40%	40-50%	50-60%	60-75%	>75%

DRIVE ALONE TO WORK



Motor Vehicle Volumes

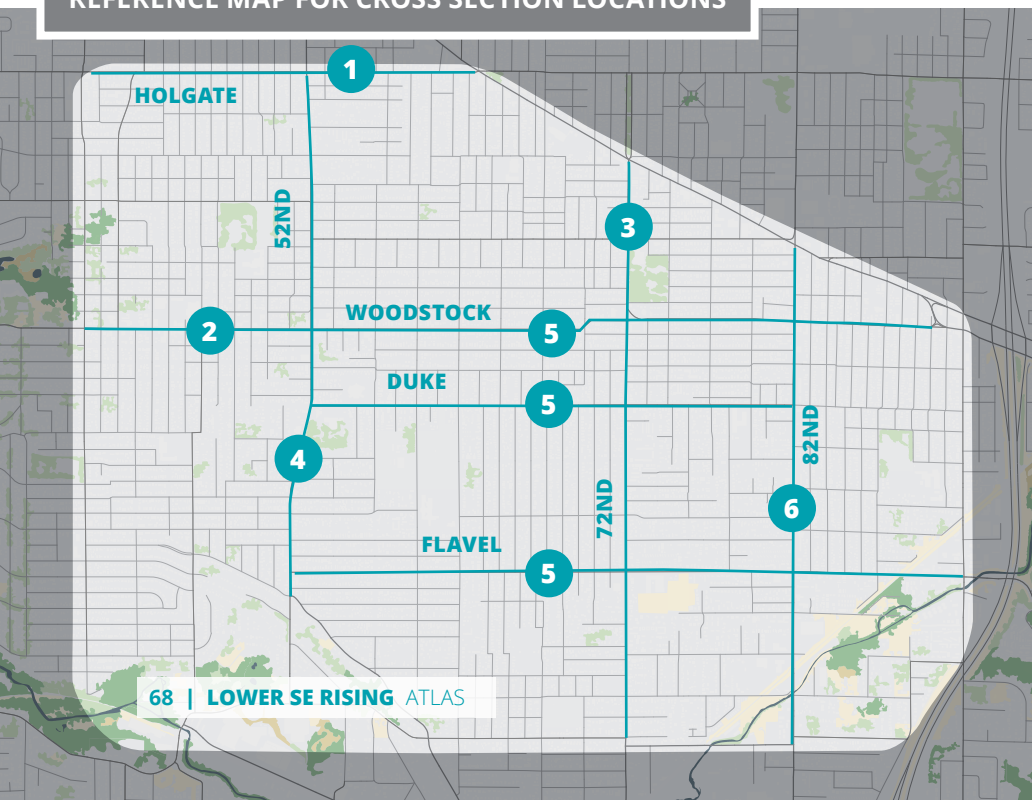
PBOT looks at traffic volumes to understand where the busiest streets are and where there might be excess capacity that can be easily used for other purposes. Many of the highest volume streets in the plan area define its edges (Holgate St, Foster Rd, 92nd Avenue, Cesar E Chavez). Other than 82nd Avenue, 52nd Avenue, and the Woodstock Main Street, most of the arterial- or collector-type streets internal to the plan area have fewer than 10,000 cars on an average weekday. This pattern is consistent with the land use of the area, which is predominantly single dwelling in the middle of the plan area with more major destinations (local- and regional-serving commercial uses) on the edges and outside of the plan area.

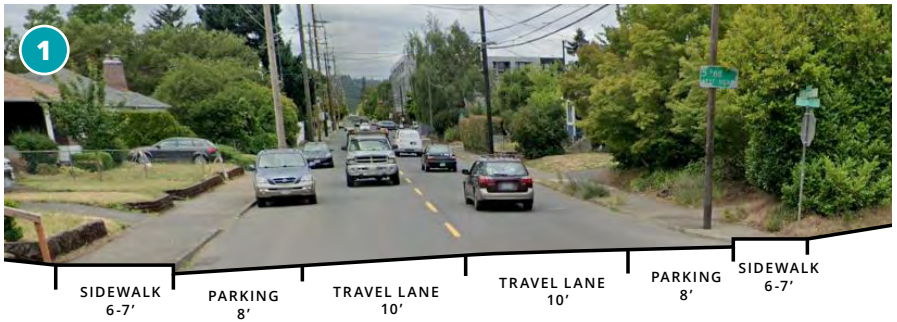

DAILY TRAFFIC VOLUMES
15,000+
10,000 - 15,000
5,000 - 10,000
0 - 5,000
* indicates traffic count taken after March 2020 when COVID-19 response began impacting traffic patterns
~11,000 DAILY VEHICLES *
~14,000 DAILY VEHICLES
~18,000 DAILY VEHICLES *
~14,000 DAILY VEHICLES *
~8,500 DAILY VEHICLES *
~15,000 DAILY VEHICLES
~2,500 DAILY VEHICLES
~9,000 DAILY VEHICLES *
~9,000 DAILY VEHICLES *
~5,000 DAILY VEHICLES
~4,000 DAILY VEHICLES
~11,500 DAILY VEHICLES
~20,000 DAILY VEHICLES *
~13,000 DAILY VEHICLES
~4,000 DAILY VEHICLES
~5,000 DAILY VEHICLES
~7,000 DAILY VEHICLES
~6,000 DAILY VEHICLES *
~6,600 DAILY VEHICLES
HOLGATE
STEELE
HAROLD
WOODSTOCK
DUKE
FLAVEL
HARNEY
CLATSOP
CESAR E CHAVEZ
41ST
45TH
52ND
72ND
82ND
92ND

Cross Sections of Major Streets

There is a significant variety of street types within the project area. The next few pages focus on how the space on the plan area's major streets are allocated between different uses: walking, biking, transit, parking, driving, landscaping, utilities, and medians

REFERENCE MAP FOR CROSS SECTION LOCATIONS





SE HOLGATE

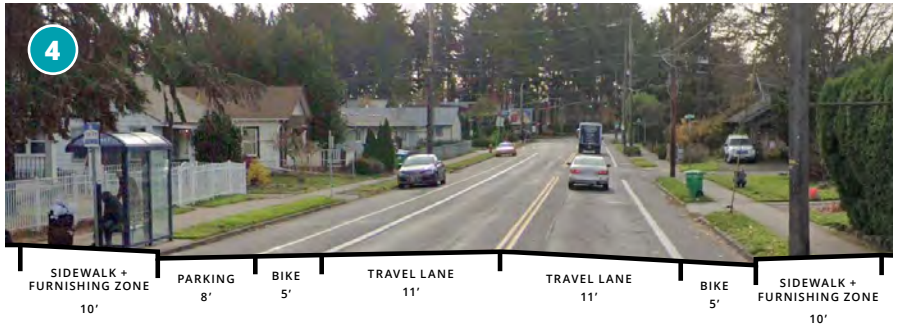
SE Holgate St in the project area consists of two auto travel lanes (one in each direction), two parking lanes, sidewalks on both sides, and utility poles in the sidewalk. This street passes through a mostly single dwelling residential area.

SE WOODSTOCK MAIN STREET (WEST OF 52ND)

The main street segment of SE Woodstock St consists of two auto travel lanes (one in each direction); a center lane, which is sometimes used for turning and sometimes used for landscaped medians and pedestrian crossing islands; two parking lanes; a furnishing zones with trees, utility poles, bus stops, and bike parking in it; and sidewalks on both sides. This street passes through a mostly commercial area.

SE 72ND

SE 72nd Ave (south of Foster Rd) has two auto travel lanes (one in each direction), parking, a furnishing zone on one side, and sidewalks on both sides of the street. This street passes through mostly residential areas and commercial nodes at major intersections.



SE 52ND

SE 52nd Ave has two auto travel lanes (one in each direction), two bike lanes (one in each direction), parking on one side, furnishing zones that include bus stops and utility poles, and sidewalks on both sides. The street passes through mostly residential areas with a few commercial nodes at major intersections.

SE FLAVEL/DUKE/WOODSTOCK (EAST OF 52ND)

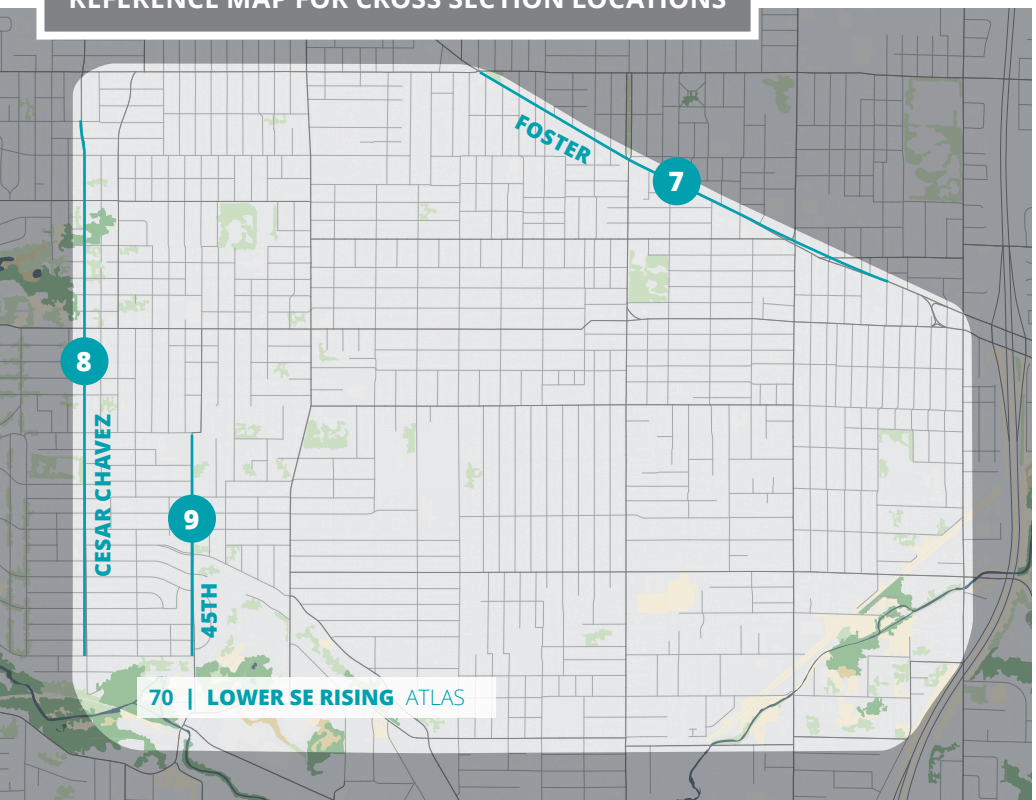
These streets have two auto travel lanes (one in each direction), two narrow bike lanes (one in each direction), parking lanes, and sidewalks on both sides with utility poles. These streets mostly run through residential areas.

SE 82ND

SE 82nd Ave has four auto travel lanes (two in each direction), a center turn lane, and sidewalks on both sides with utility poles. The street passes through mostly commercial areas.

Cross Sections of Major Streets (continued)

REFERENCE MAP FOR CROSS SECTION LOCATIONS

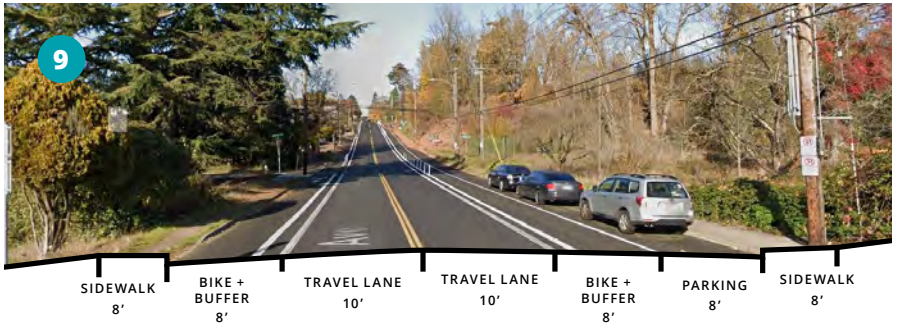


SE FOSTER

SE Foster Rd Has two travel lanes (one in each direction); a center turn lane that also has intermittent pedestrian crossing islands; two bikes lanes (one in each direction); parking on one side; furnishing zones with trees, bus stops, and utility poles; and sidewalks on both sides. The street passes through a mostly commercial area.

SE CESAR E CHAVEZ

SE Cesar E Chavez Blvd has two auto travel lanes (one in each direction), parking on both sides, and sidewalk on both sides. This street passes through residential areas.



SE 45TH

SE 45th Ave has two travel lanes (one in each direction), two bike lanes (one in each direction), parking lanes on both sides, and intermittent sidewalks on both sides. The street passes through residential areas.

The Transportation System Plan

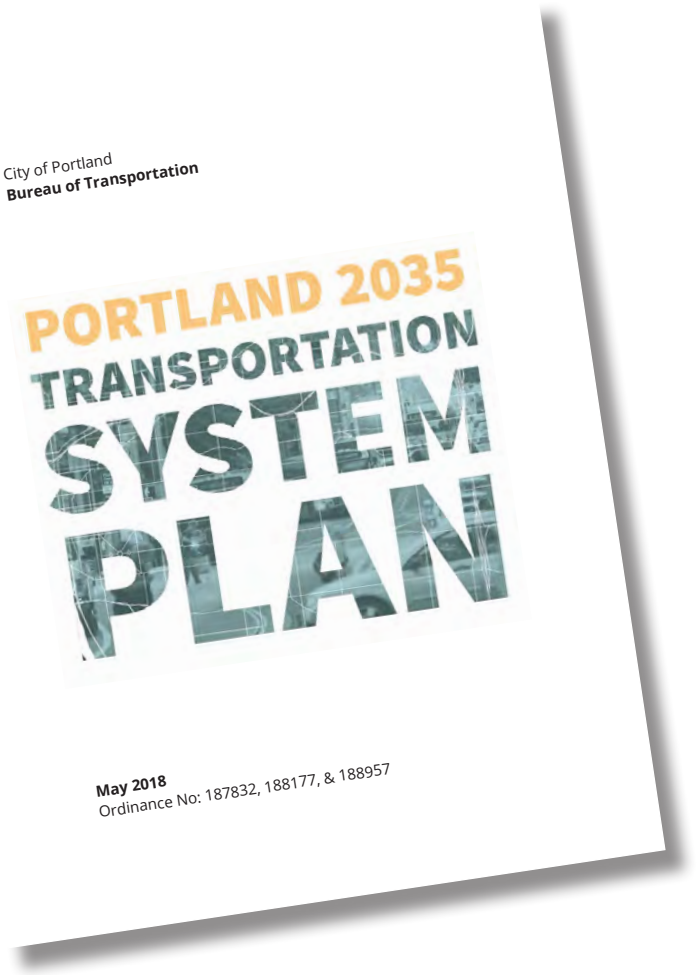
The Transportation System Plan (TSP), a component of the City's Comprehensive Plan, guides the City's transportation policy and investment strategy for the next 20 years. The TSP guides policy and investment through street classifications, area plans, master street plans, and modal plans.

As Portland and the region grow, however, there is a continuing challenge to maintain the natural environment, economic prosperity, and overall quality of life. If in 2035, the percentage of people who drive alone to work remains the same as it is now (nearly 60 percent), traffic, carbon emissions, and household spending on vehicles and fuel will all worsen significantly.

To accommodate this growth, our transportation system must provide Portlanders safer and more convenient ways to walk, bike, and take transit for more trips. The 2035 Transportation System Plan guides investments to maintain and improve the livability of Portland by:

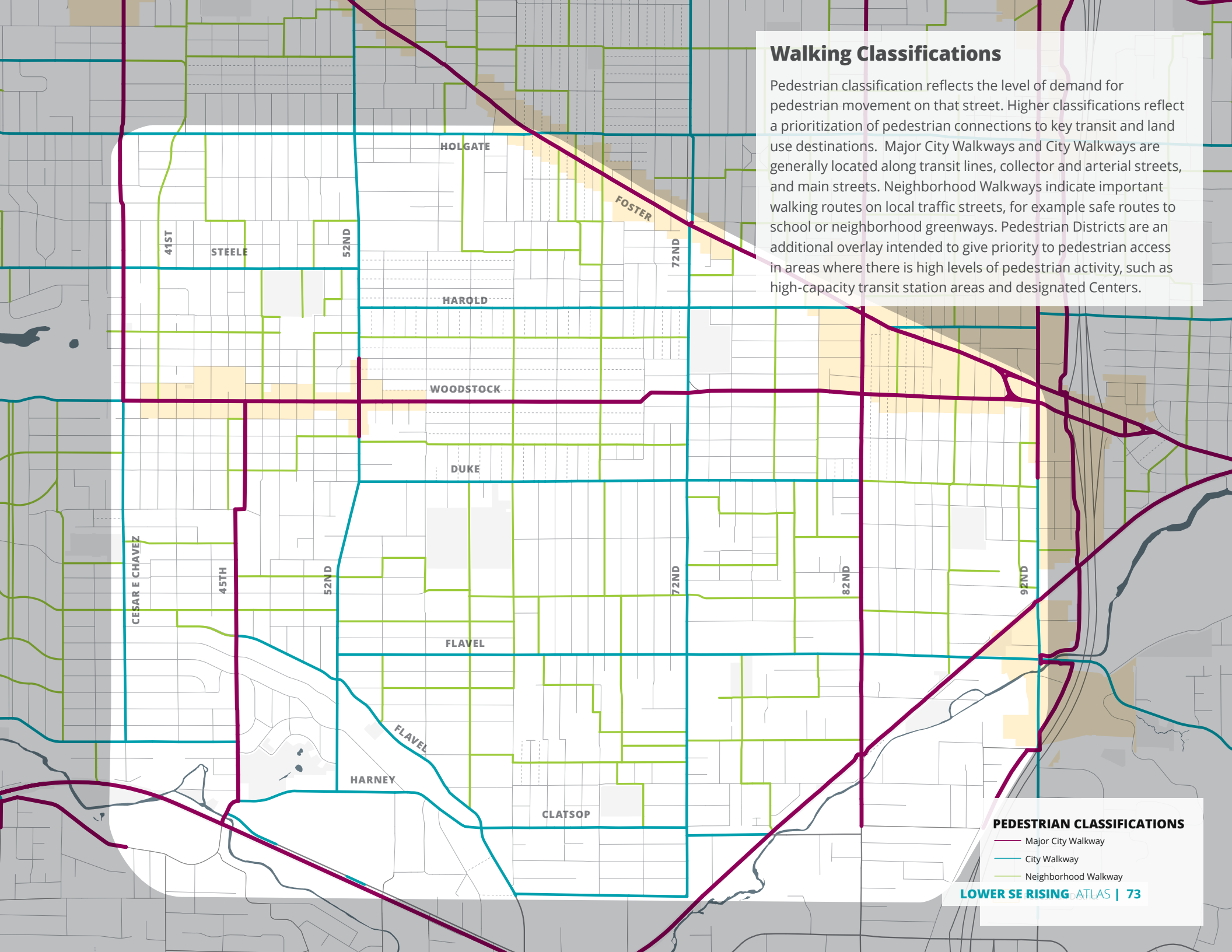
- Supporting the City's commitment to Vision Zero by saving lives and reducing injuries to all people using our transportation system
- Helping transit and freight vehicles to move more reliably
- Reducing carbon emissions and promoting healthy lifestyles
- Keep more money in the local economy by enabling people to spend less on vehicles and fuel; and
- Creating great places.

The following classification maps define how the streets should operate for each travel mode, not necessarily how they operate today. The classifications guide investment to achieve these goals.



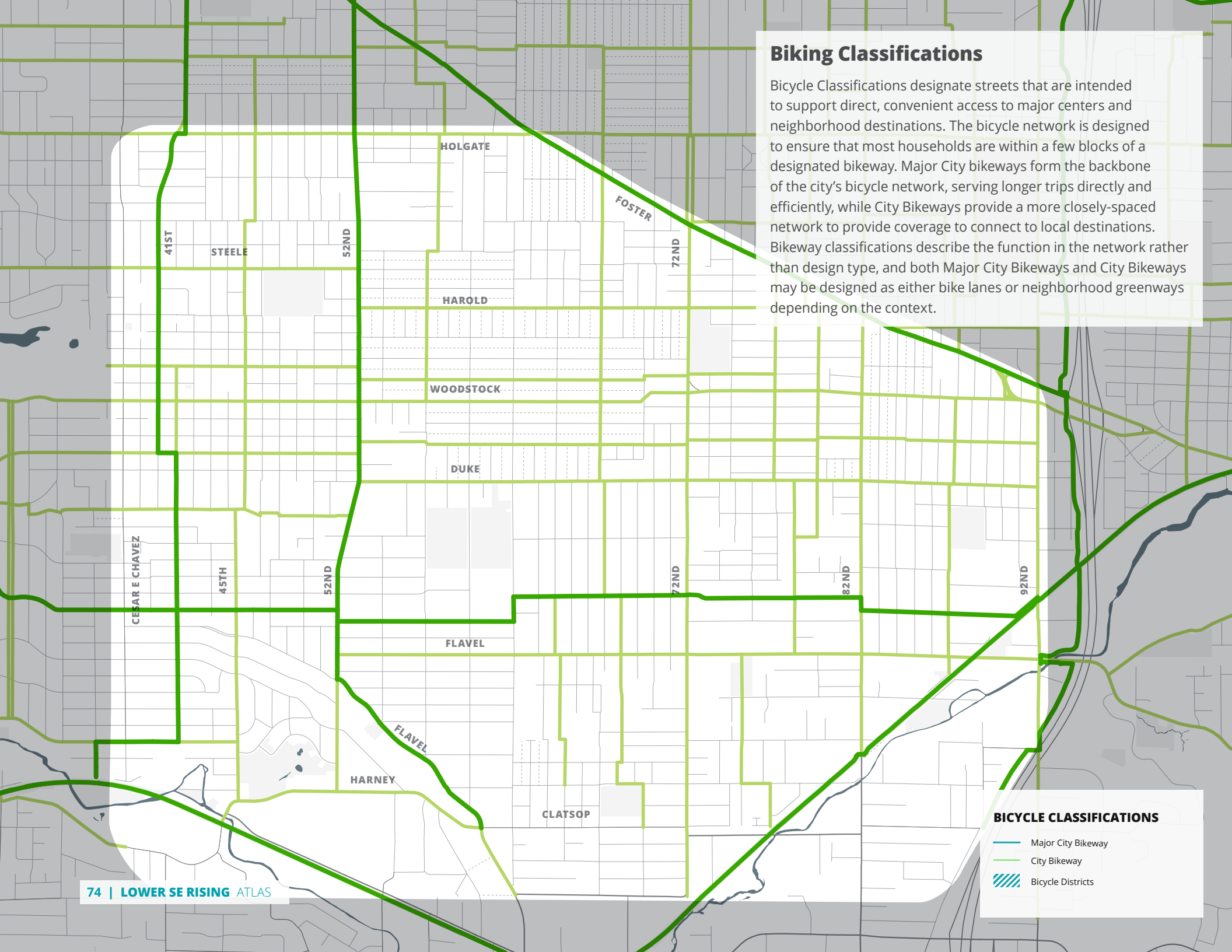
Walking Classifications

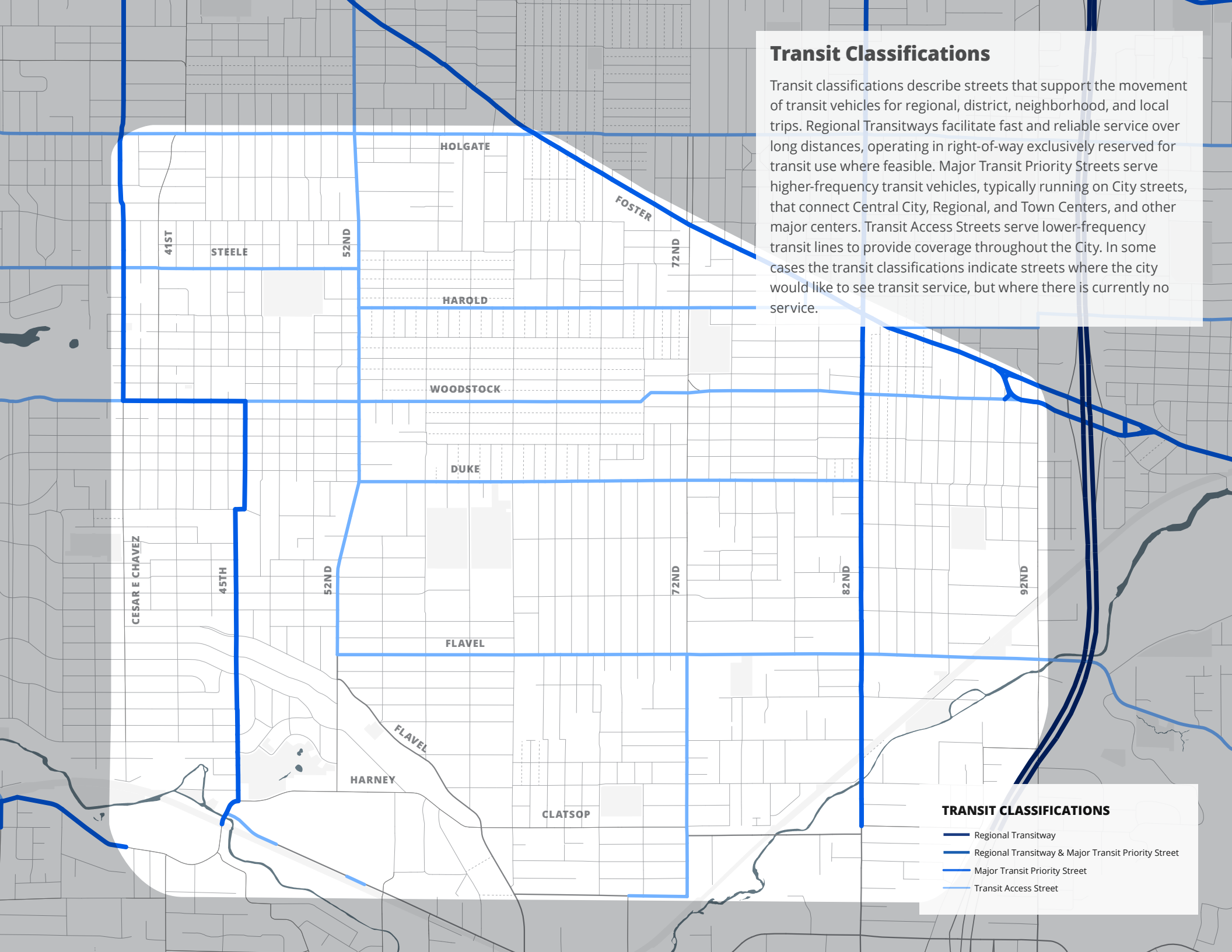
Pedestrian classification reflects the level of demand for pedestrian movement on that street. Higher classifications reflect a prioritization of pedestrian connections to key transit and land use destinations. Major City Walkways and City Walkways are generally located along transit lines, collector and arterial streets, and main streets. Neighborhood Walkways indicate important walking routes on local traffic streets, for example safe routes to school or neighborhood greenways. Pedestrian Districts are an additional overlay intended to give priority to pedestrian access in areas where there is high levels of pedestrian activity, such as high-capacity transit station areas and designated Centers.



Biking Classifications

Bicycle Classifications designate streets that are intended to support direct, convenient access to major centers and neighborhood destinations. The bicycle network is designed to ensure that most households are within a few blocks of a designated bikeway. Major City bikeways form the backbone of the city's bicycle network, serving longer trips directly and efficiently, while City Bikeways provide a more closely-spaced network to provide coverage to connect to local destinations. Bikeway classifications describe the function in the network rather than design type, and both Major City Bikeways and City Bikeways may be designed as either bike lanes or neighborhood greenways depending on the context.





Transit Classifications

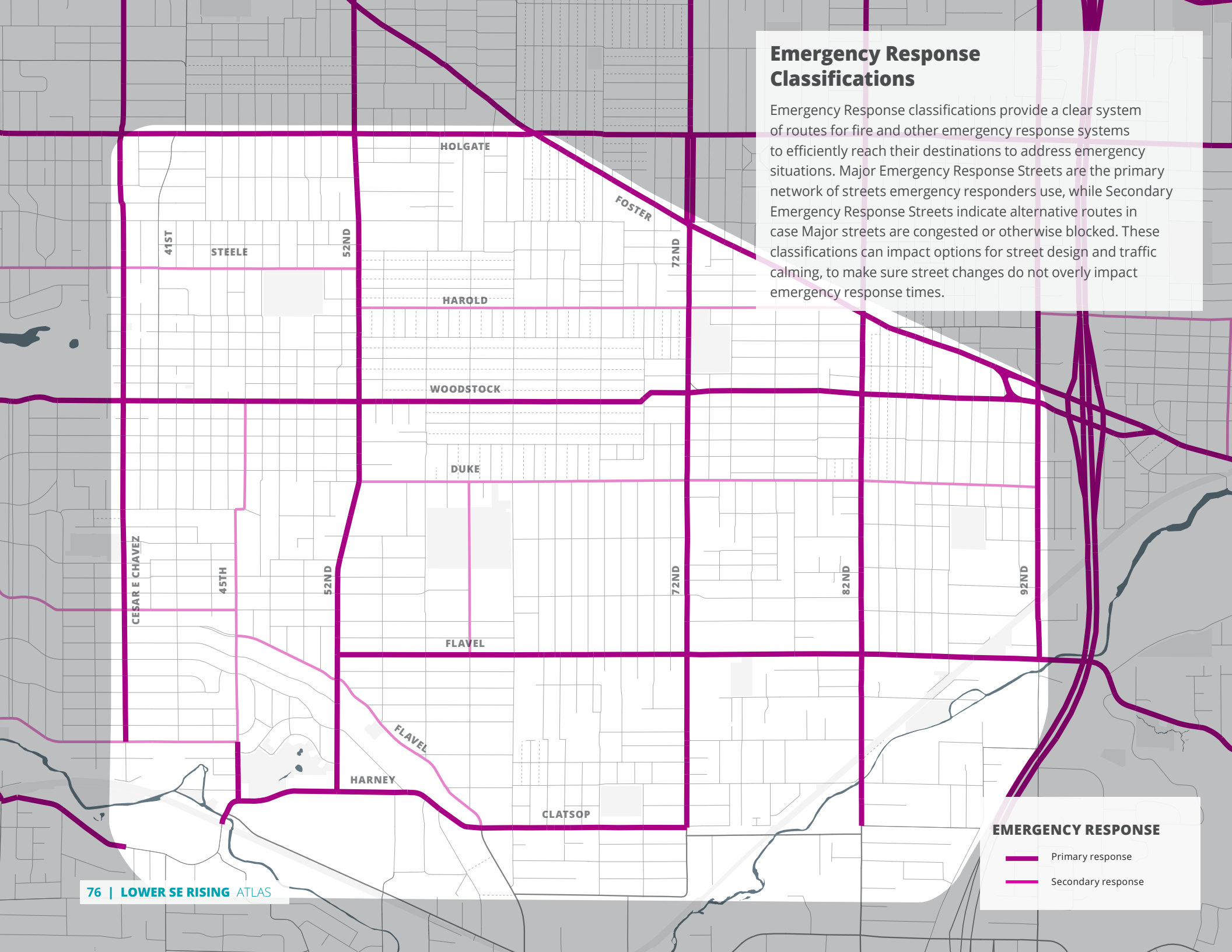
Transit classifications describe streets that support the movement of transit vehicles for regional, district, neighborhood, and local trips. Regional Transitways facilitate fast and reliable service over long distances, operating in right-of-way exclusively reserved for transit use where feasible. Major Transit Priority Streets serve higher-frequency transit vehicles, typically running on City streets, that connect Central City, Regional, and Town Centers, and other major centers. Transit Access Streets serve lower-frequency transit lines to provide coverage throughout the City. In some cases the transit classifications indicate streets where the city would like to see transit service, but where there is currently no service.

TRANSIT CLASSIFICATIONS

- Regional Transitway
- Regional Transitway & Major Transit Priority Street
- Major Transit Priority Street
- Transit Access Street

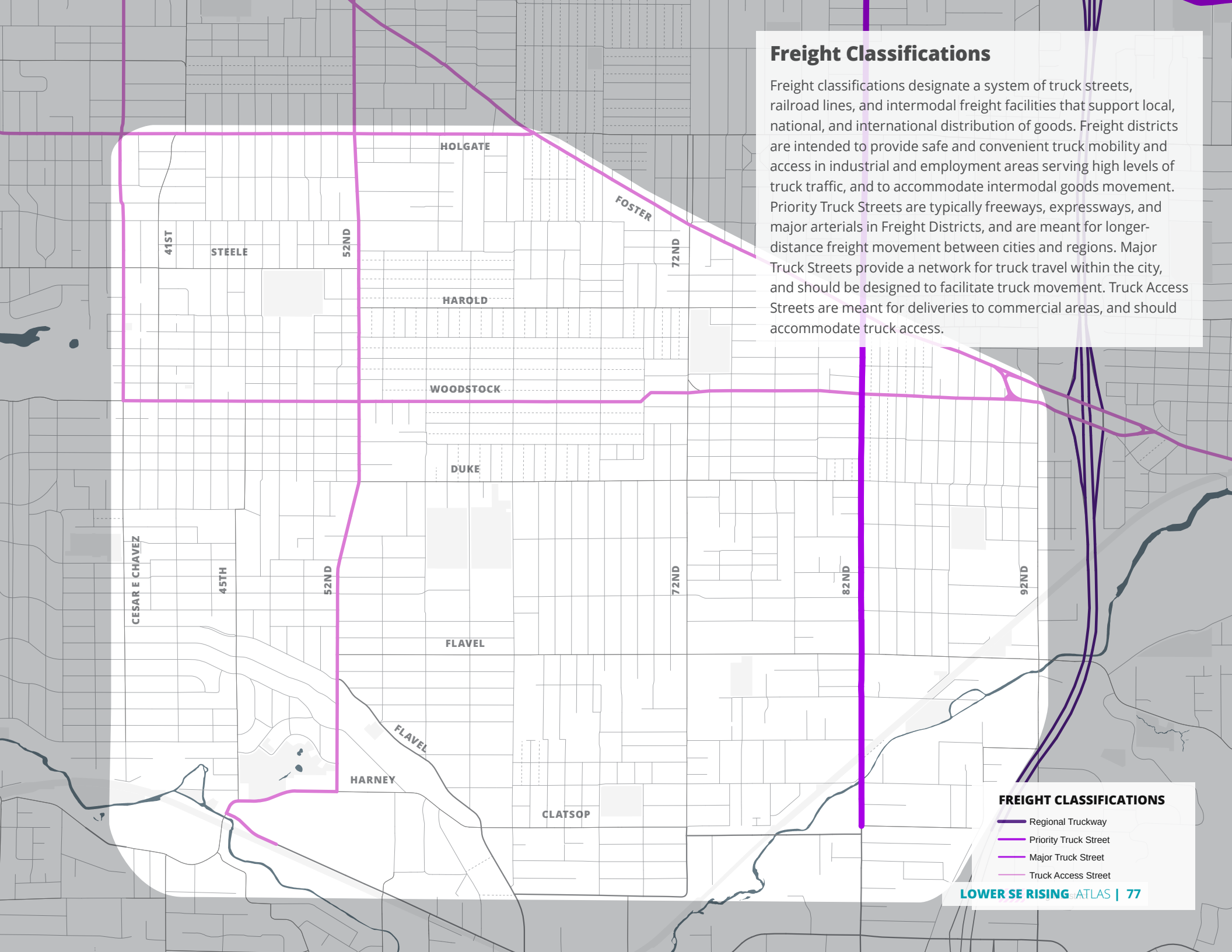
Emergency Response Classifications

Emergency Response classifications provide a clear system of routes for fire and other emergency response systems to efficiently reach their destinations to address emergency situations. Major Emergency Response Streets are the primary network of streets emergency responders use, while Secondary Emergency Response Streets indicate alternative routes in case Major streets are congested or otherwise blocked. These classifications can impact options for street design and traffic calming, to make sure street changes do not overly impact emergency response times.



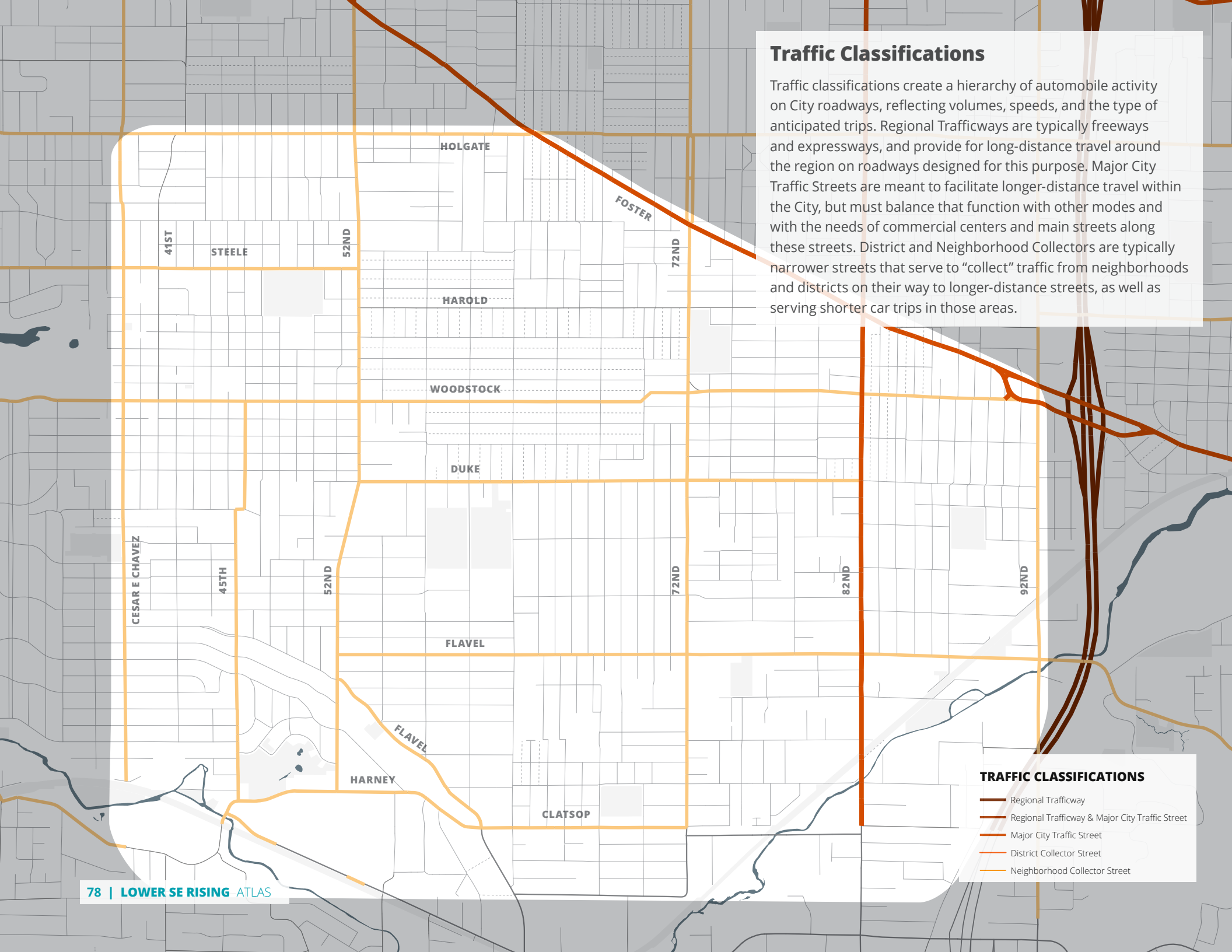
Freight Classifications

Freight classifications designate a system of truck streets, railroad lines, and intermodal freight facilities that support local, national, and international distribution of goods. Freight districts are intended to provide safe and convenient truck mobility and access in industrial and employment areas serving high levels of truck traffic, and to accommodate intermodal goods movement. Priority Truck Streets are typically freeways, expressways, and major arterials in Freight Districts, and are meant for longer-distance freight movement between cities and regions. Major Truck Streets provide a network for truck travel within the city, and should be designed to facilitate truck movement. Truck Access Streets are meant for deliveries to commercial areas, and should accommodate truck access.



Traffic Classifications

Traffic classifications create a hierarchy of automobile activity on City roadways, reflecting volumes, speeds, and the type of anticipated trips. Regional Trafficways are typically freeways and expressways, and provide for long-distance travel around the region on roadways designed for this purpose. Major City Traffic Streets are meant to facilitate longer-distance travel within the City, but must balance that function with other modes and with the needs of commercial centers and main streets along these streets. District and Neighborhood Collectors are typically narrower streets that serve to "collect" traffic from neighborhoods and districts on their way to longer-distance streets, as well as serving shorter car trips in those areas.



Next steps

This *Lower Southeast Rising Plan Existing Conditions Atlas* document provides an overview of the major land use and transportation conditions, as well as the demographic makeup of the neighborhoods within the plan area. However, we also plan to learn about issues and needs from residents and stakeholders that live, work, and play in the project area. This engagement will begin in the summer of 2021 and continue throughout the project. Additionally, the project team will be doing a more detailed analysis of the real estate and retail market, the transit network, active transportation and street improvement needs, and neighborhood access to services. This information, when available, will be shared on the project website.

The information in the *Existing Conditions Atlas*, along with the public feedback and additional analysis, will be used to develop plan recommendations and strategies for implementation. These will be shared with the public for feedback and comment, estimated in late 2022.

STAY INFORMED

The Lower Southeast Rising Plan process is expected to continue until 2023. To stay informed and learn how to get involved, we encourage you to visit the project website and sign up for the email list:

www.portland.gov/bps/lower-se-rising

LOWER SOUTHEAST RISING

Bureau of Planning and Sustainability

PBOT
PORTLAND BUREAU OF TRANSPORTATION