



Lower Southeast Rising Area Plan Project Advisory Committee Meeting #7 August 29, 2022 | 6:30 – 8:00 pm

Meeting Notes

Meeting started at 6:33 pm.

Attendance:

Committee members

Anna Weichsel, Ben Waterhouse, Bevan Augustine, Julie Garner, Kathy Brock, Meesa Long, Michael Kennedy, Nancy Chapin, Nick Sauvie, Pam Hodge, Scott Goodman, and Tim Williams.

City staff

Barry Manning, BPS; Bill Cunningham, BPS; Bryan Poole, PBOT; Cassie Ballew, BPS; Hector Rodriguez-Ruiz, BPS; Laurel Priest, PBOT; Kevin Bond, BPS; Marty Stockton, BPS; and Shane Valle, PBOT.

Introductions:

Bryan mentioned there are new PAC members in this meeting: Bevan Augustine, Meesa Long, and Scott Goodman.

- Name, pronouns, and ice breaker: Labor Day weekend plans – travel or stay at home?

Public Comment:

None. Marty used this time to remind attendees that the Committee meetings are public meetings and do allow time for public comment. Marty quickly reviewed the project goals for new PAC members.

Staff changes and new roles on the project team

Marty Stockton and Barry Manning, BPS; and Bryan Poole, PBOT, presented.

Marty announced her departure from BPS on September 2 to take a new position with Portland Parks and Recreation. Barry thanked Marty for her service and mentioned the BPS staff transition with Bill Cunningham taking over project management duties on the BPS side and Kevin Bond continuing to support the project. The team shared a slide showing all the current project team members with BPS, PBOT, and ODOT.

Final online open house survey results and summer engagement events: Update on project team's outreach following Committee feedback; Final survey results

Bryan Poole, PBOT, presented.

Bryan shared a summary of the online open house survey results. Bryan shared a slide showing some charts and graphs summarizing overall land use priorities and overall transportation priorities.

- Top land use priority – adding more commercial opportunities
- Top transportation priority – pedestrian improvements
- Large support for Land Use Scenario 4
- Support for investments on both 52nd and 72nd Avenues
- Most important major corridors to improve (in descending order): 72nd Ave, 52nd Ave, and Woodstock Blvd.
- Major street priorities: adding pedestrian crossings, improving safety at intersections, reducing vehicle speeding
- Local street priorities: slowing car speeds / traffic calming, adding sidewalks, paving gravel streets
- Support for providing continuous transit service on Woodstock Blvd to Lents Town Center.

Bevan asked if some of the unpaved/gravel roads might become bike, ped streets rather than full vehicle streets? Bryan said the survey results showed that paving gravel streets wasn't a high priority. PBOT still evaluating different options. Other PAC members commented that they are interested in this.

Scott asked how location specific the survey results are. Laurel said that survey data can be broken down by neighborhood. Bryan said we could do an analysis to see what trends might be there.

Bevan commented on project priorities vs feasibility / implementation of improvements. Bevan said some people who took the survey gave their answers based what they would most like to see, but hope that eventually the City will fully implement many of these projects.

Bryan shifted to discussing additional outreach. Marty mentioned that the Latino Network feedback about safety concerns about homeless encampments near schools was shared with the City's Safe Routes to School team. This month the Mayor's Office enacted an emergency camping ban on designated safe routes to school.

Marty mentioned that 526 survey responses were received by the July 11th survey deadline Following the June Committee meeting, project staff conducted focused outreach at ROSE CDC's Country Squire housing community located on SE 72nd Avenue.

Moving to the Preferred Scenario and Priority Transportation Projects: Committee thoughts on preferred scenario direction? Transportation priorities? Other considerations?

Marty Stockton, BPS, and Bryan Poole, PBOT, presented.

Marty presented some initial thoughts on the preferred community development scenario. The project team is considering some modifications to Scenario #4 Centers + Corridors based on feedback and further analysis. Marty shared the updated draft Scenario #4 concept drawing and mentioned we will need a name for the proposed new neighborhood center.

Julie asked about the proposed apartments/townhouse on 72nd Avenue. Will there be any ground floor commercial? Marty answered that yes, the multi-dwelling resident zoning along neighborhood corridors do allow certain limited commercial uses. Meesa is glad to see that proposal near 72nd and Flavel.

Michael asked if we could get rid of parking minimums. Marty answered that the Department of Land Conservation and Development (DLCD), through the recently adopted [Climate-Friendly and Equitable Communities Rulemaking](#), is mandating statewide the elimination of parking minimums or an aggressive Transportation Demand Management program. BPS will be working on an upcoming parking code amendment project to address the state mandate.

Anna asked about education and support for small developers who are hesitant about doing mixed use projects because there is a perception that leasing or financing for the commercial space is difficult. Marty answered that there are City programs, but more coordination is needed with Prosper Portland.

Tim commented on incentives to encourage developers to take advantage of new zoning allowances. Marty said that the market response to zoning changes varies with location, development cycle, and time.

Bevan asked why not use mixed use zoning in these corridors. What about parts of 52nd where no zoning changes are proposed? Marty answered that we will have to vet the extent of proposed commercial mixed use zoning this with public feedback, asking “Did we get it right?” It’s a tradeoff. Mixed use zoning allows single story commercial only buildings with no minimum density requirements. If we want both residential and commercial, then we would need to zone it for multi-dwelling residential, which would necessitate residential uses with any commercial uses.

Scott mentioned that no zoning changes are shown near the Flavel & 92nd MAX station. Marty mentioned that there are some challenges in that area, such as, the I-205 freeway, Johnson Creek bisecting land near the MAX station, and both employment zoning and environmental overlay zoning, but it is worth further discussion.

Bryan said that we may hold a September PAC meeting to dive deeper into the transportation priorities and proposed improvements. Bryan gave a preview of potential new greenways and corridor and local street improvements.

Wrap Up and Next Steps

Bryan gave a wrap up and went over next steps of the project.

- Public release of preferred framework report and community engagement summary
- PBOT working on draft list of projects and priorities
- PBOT talking to TriMet about potential transit changes
- BPS working on anti-displacement strategies
- Team will soon start developing a draft plan
- Possible Committee meeting in September to dive deeper into transportation proposals
- Next Committee meeting is tentatively scheduled on October 24, 2022

Marty highlighted that Unite Oregon is hosting a series of community-led Anti-Displacement PDX Virtual Workshops this fall to inform City anti-displacement efforts.

Marty mentioned that the project webpage, www.portland.gov/bps/planning/lower-se-rising/lower-se-pac, has been updated to include the PAC membership, events, and other info.

Final thoughts: Kathy commented that she is concerned about the corridor proposals on 72nd Avenue regarding a transition from single dwelling to multi-dwelling, parking, and the responsiveness to homelessness population in the area/city. Nancy asked what the name of the neighborhood was before it was Brentwood-Darlington. Pam said it was Errol Heights.

The meeting ended at 8:04 pm.