

# LOWER SOUTHEAST RISING

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Shane Valle (PBOT)



Bureau of Planning and Sustainability  
Innovation. Collaboration. Practical Solutions.

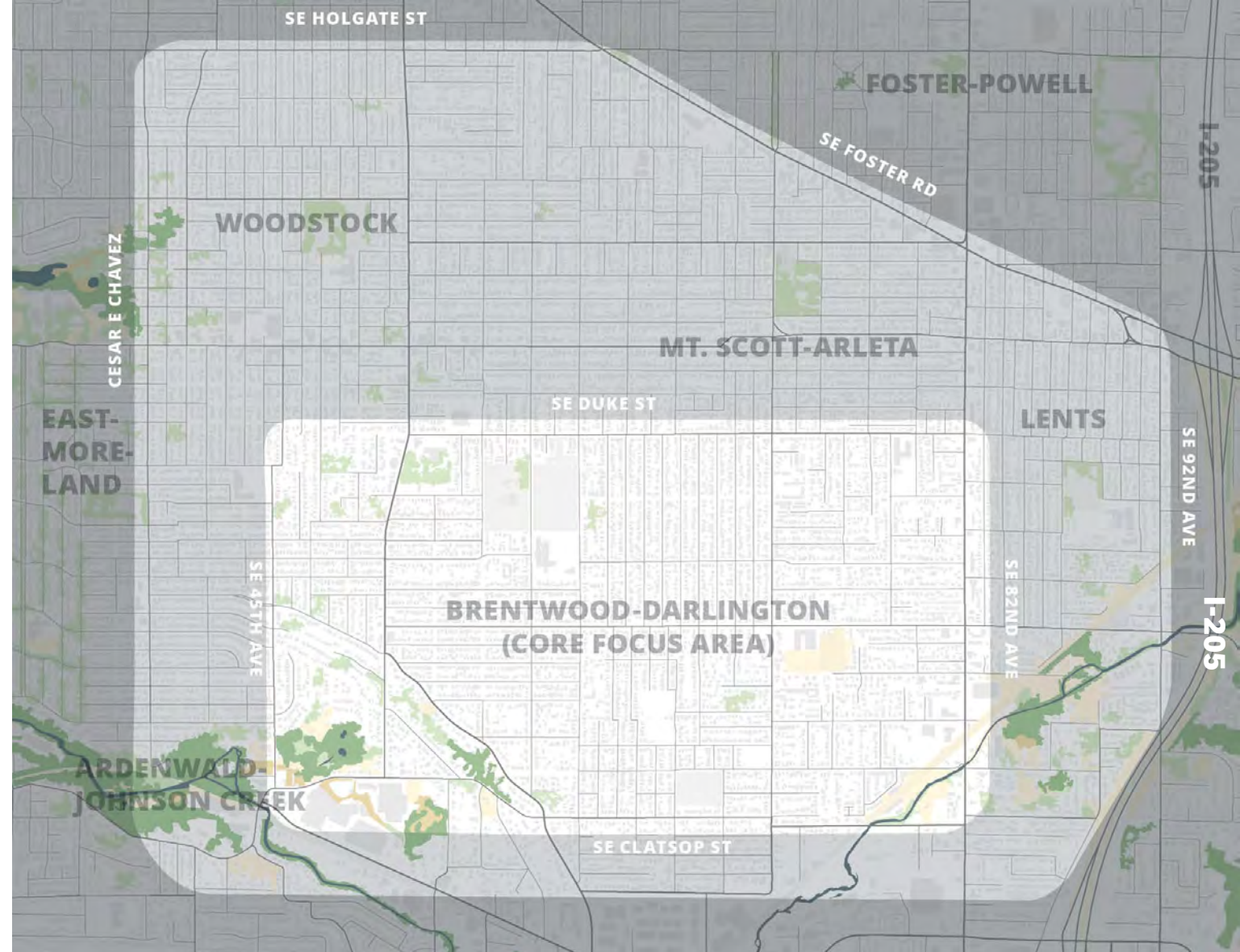
**Planning Commission Work Session**  
November 14, 2023



# Focus of Plan

Land use and transportation issues in the Brentwood-Darlington neighborhood and parts of:

- Woodstock
- Mt. Scott-Arleta
- Lents



# Project Objectives

- Increase opportunities for neighborhood businesses
- Increase housing choices and affordability
- Expand active and green transportation access
- Support community stability



# Staff Proposal for Planning Commission Recommendation to City Council

## 1. Adopt this report

## 2. Amend:

- Comprehensive Plan Urban Design Framework
- Comprehensive Plan Map
- Zoning Map
- Zoning Code maps 120-1 and 130-3

*Transportation components will be part of a citywide update to the Transportation System Plan (TSP) starting 2024/2025.*



# Topics Raised by Planning Commissioners

## Land Use

1. Prioritizing housing stability, preserving home ownership opportunities
2. Vision for 72<sup>nd</sup> and Flavel and rationale for targeted zoning changes
3. BES request to rezone two additional properties to Open Space
4. Zoning of industrial properties near the Springwater Corridor and 82<sup>nd</sup> Avenue



# Topics Raised by Planning Commissioners

## Transportation

1. Review transportation issues raised in testimony, and efforts to address urgent traffic safety issues
2. Additional information on local street improvements - traffic calming, sidewalks, safe routes to schools.
3. Prioritization of transportation investments and relationship to surrounding areas



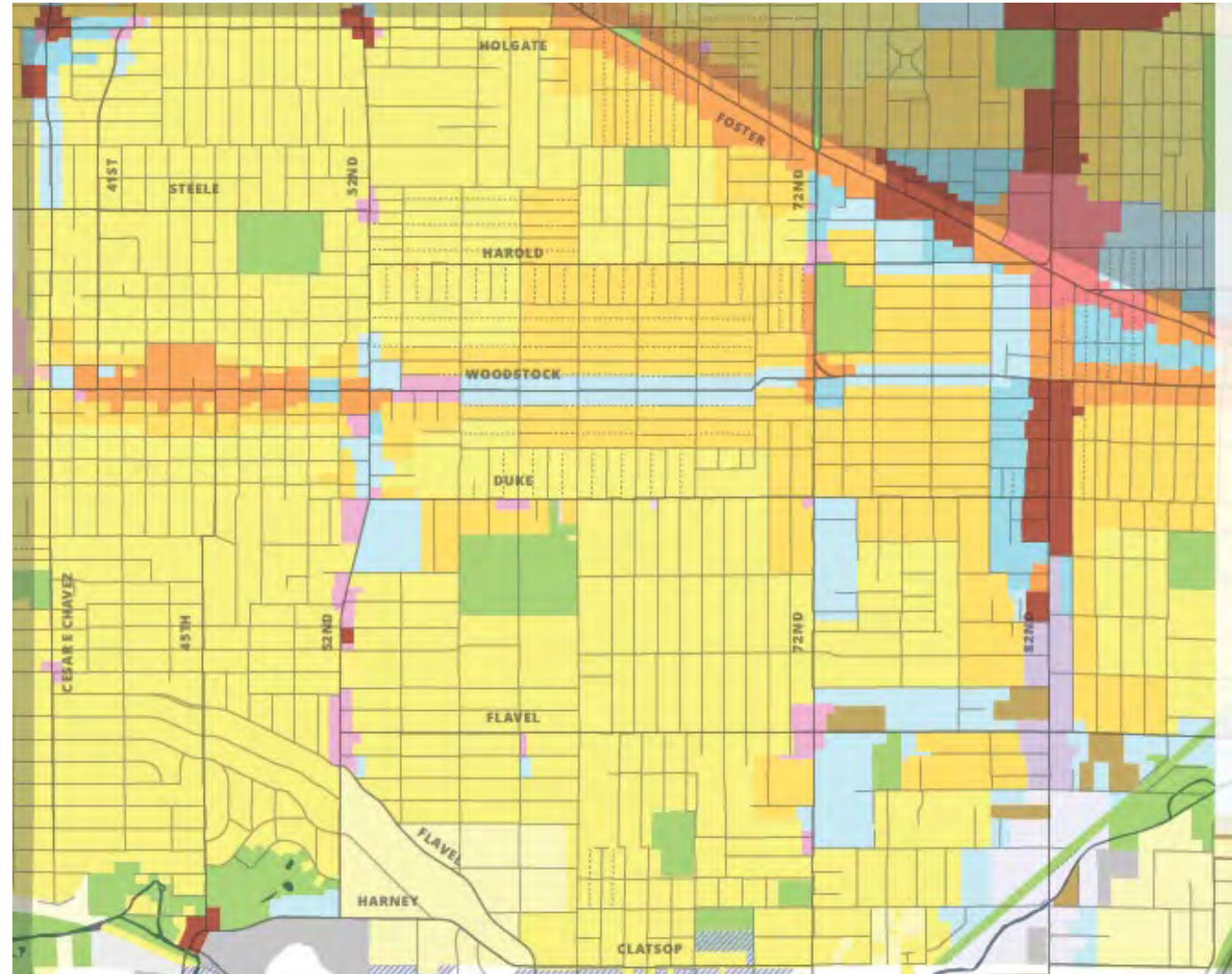
# Land Use Topics



# Background: Current Zoning

## Existing Zoning

- **Single-dwelling** (yellow/orange): **74%**
- **Multi-dwelling** (blue): **10%**
- **Commercial** (red/pink): **6%**
- **Industrial/employment** (gray): **4%**







# Community Stabilization

## Analysis shows little impact on displacement risk from zone changes

- Zone changes avoid existing unregulated low-cost apartments and manufactured home parks
- Small increment of change - zone changes to low-rise multi-dwelling zoning do not increase displacement risk compared to current zoning
- New development provides more housing choice and availability, benefitting existing and future residents at all income levels while likely reducing displacement risk for existing residents.
- Maintaining the status quo will likely lead to a constrained supply, resulting in higher prices and rents without any added amenities or services.

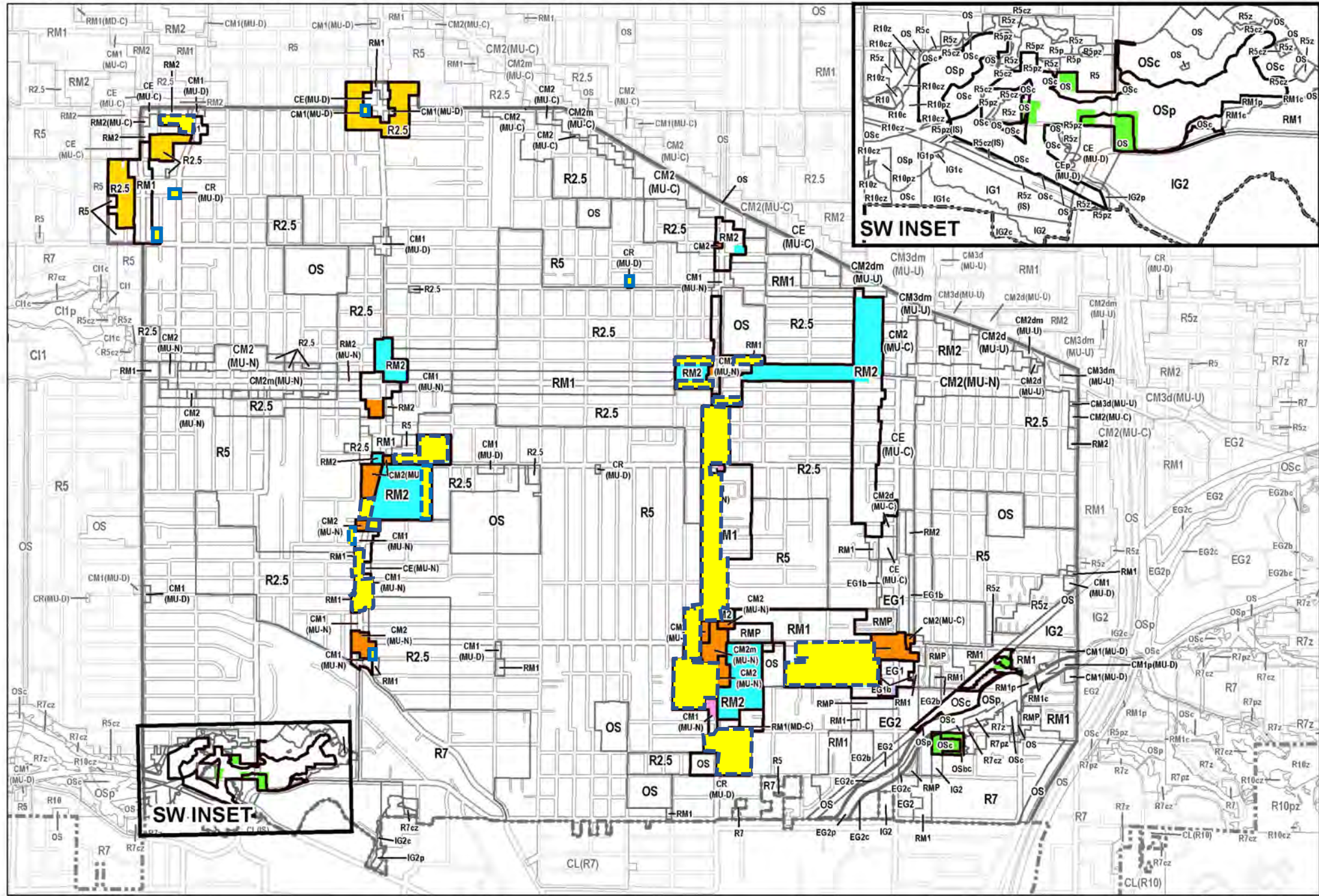


# Homeownership Opportunities

- Plan area zoning will remain predominantly single-dwelling (now 74% of land, 71% with zone changes).
- Townhouses the most feasible and likely development type in the RM1 and RM2 zones (majority of zone changes), especially on small sites.
- Townhouses provide a middle-income homeownership opportunity.
- Tax incentive for ownership housing (HOLTE) applies to houses, townhouses, condominiums with 3+ bedrooms – all of which are built in the multi-dwelling zones.





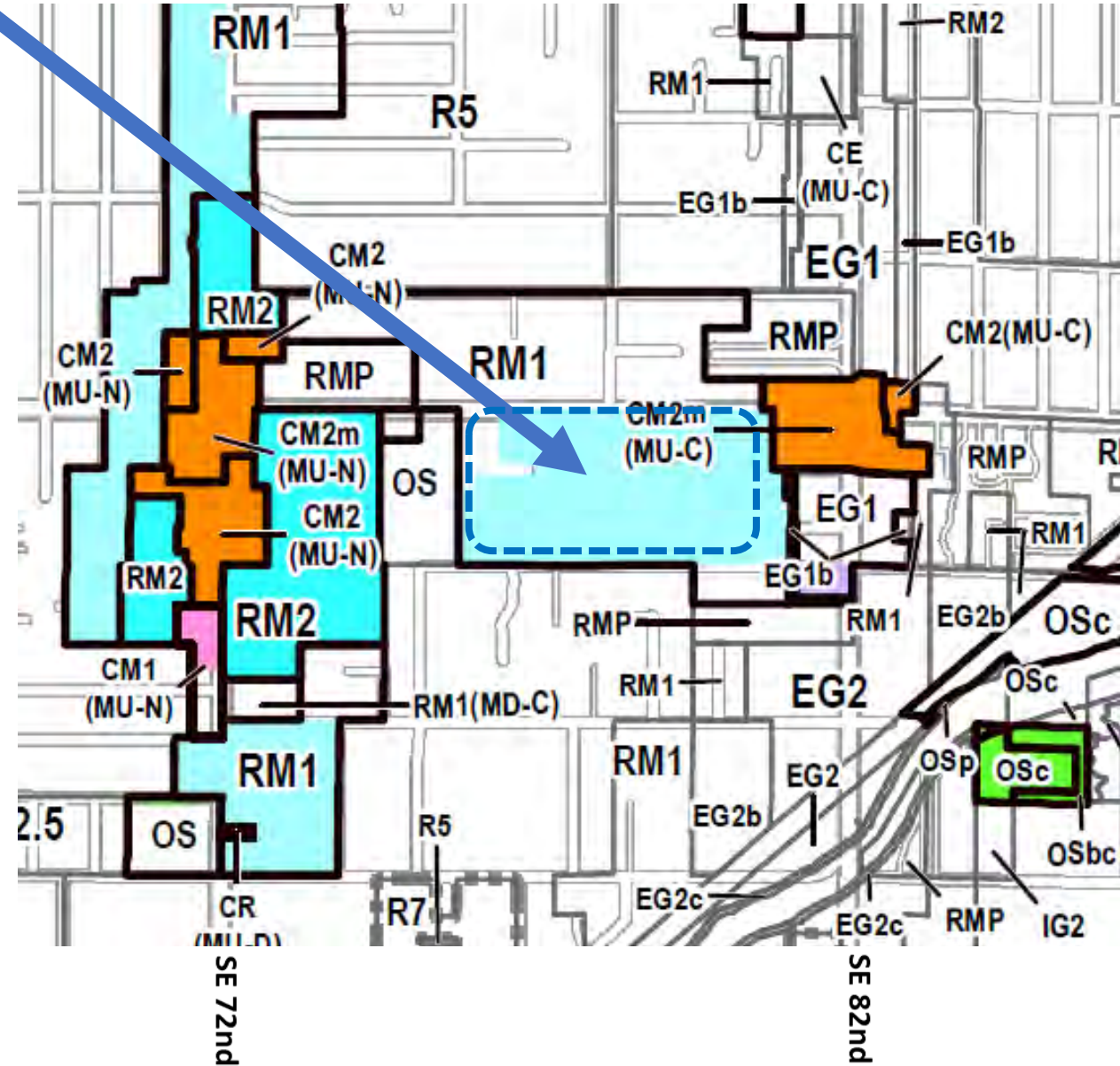


Single-dwelling zoning proposed for zone changes to other types of zones



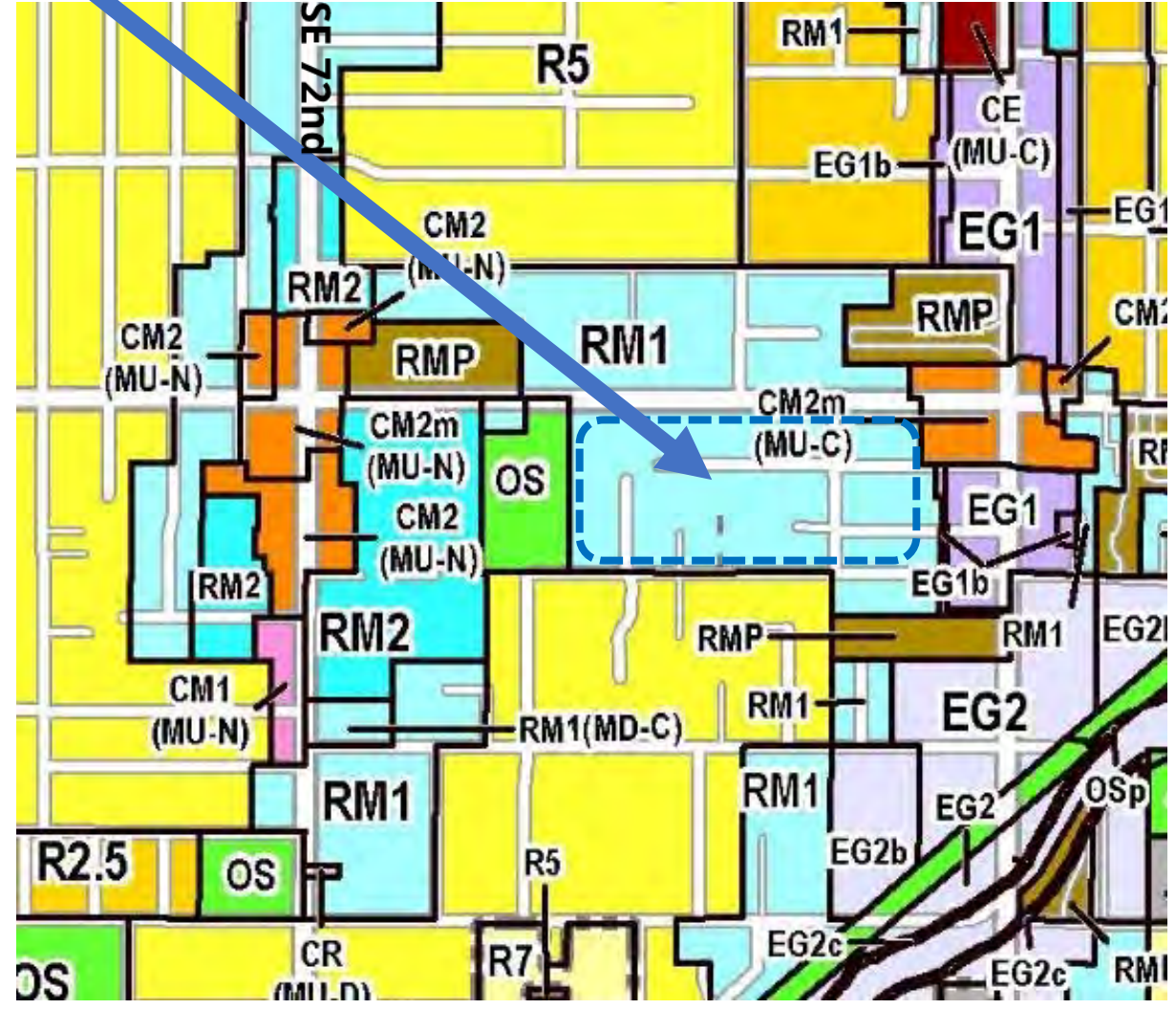
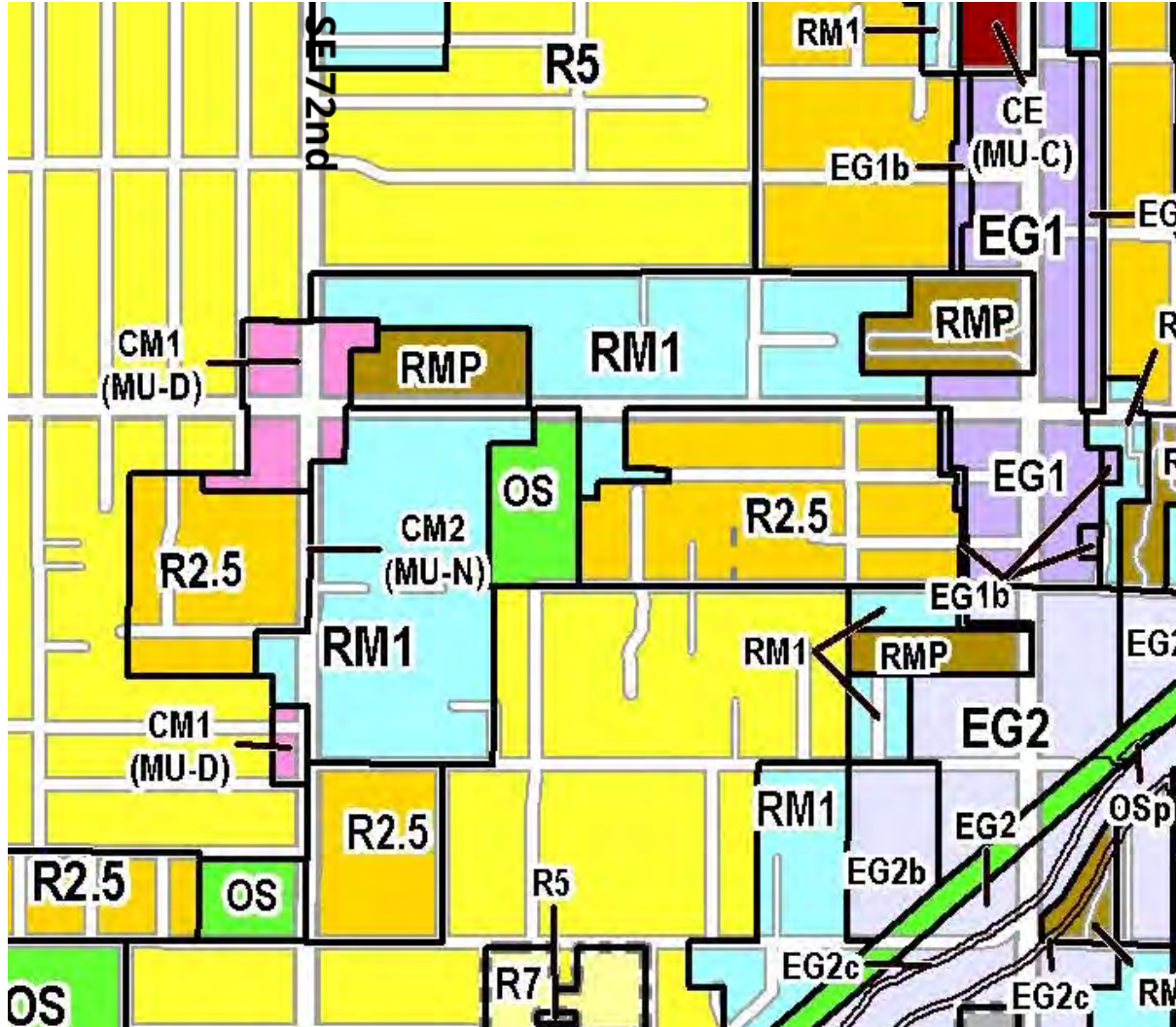
# Malden Street Area

- Proposed for zone change from R2.5 to RM1
- Within proposed neighborhood center
- Located between SE 72<sup>nd</sup> and SE 82<sup>nd</sup> commercial hubs, close to school and park
- Would provide multi-unit housing opportunities off of major corridors
- Adjacent area north of SE Flavel already has RM1 zoning



# Malden Street Area

## Current and Proposed Zoning



# Malden Street Area – R2.5 and RM1 Zones

Residential 2,500 (R2.5)



Residential Multi-Dwelling 1 (RM1)



	R2.5	RM1
Building Height	35 feet (2-3 stories)	35 feet (2-3 stories)
Lot Coverage	45%	50%
FAR	.7:1 – 1:1	1:1
Maximum units	4 per lot (16 for cottage clusters)	Flexible – regulated by building scale



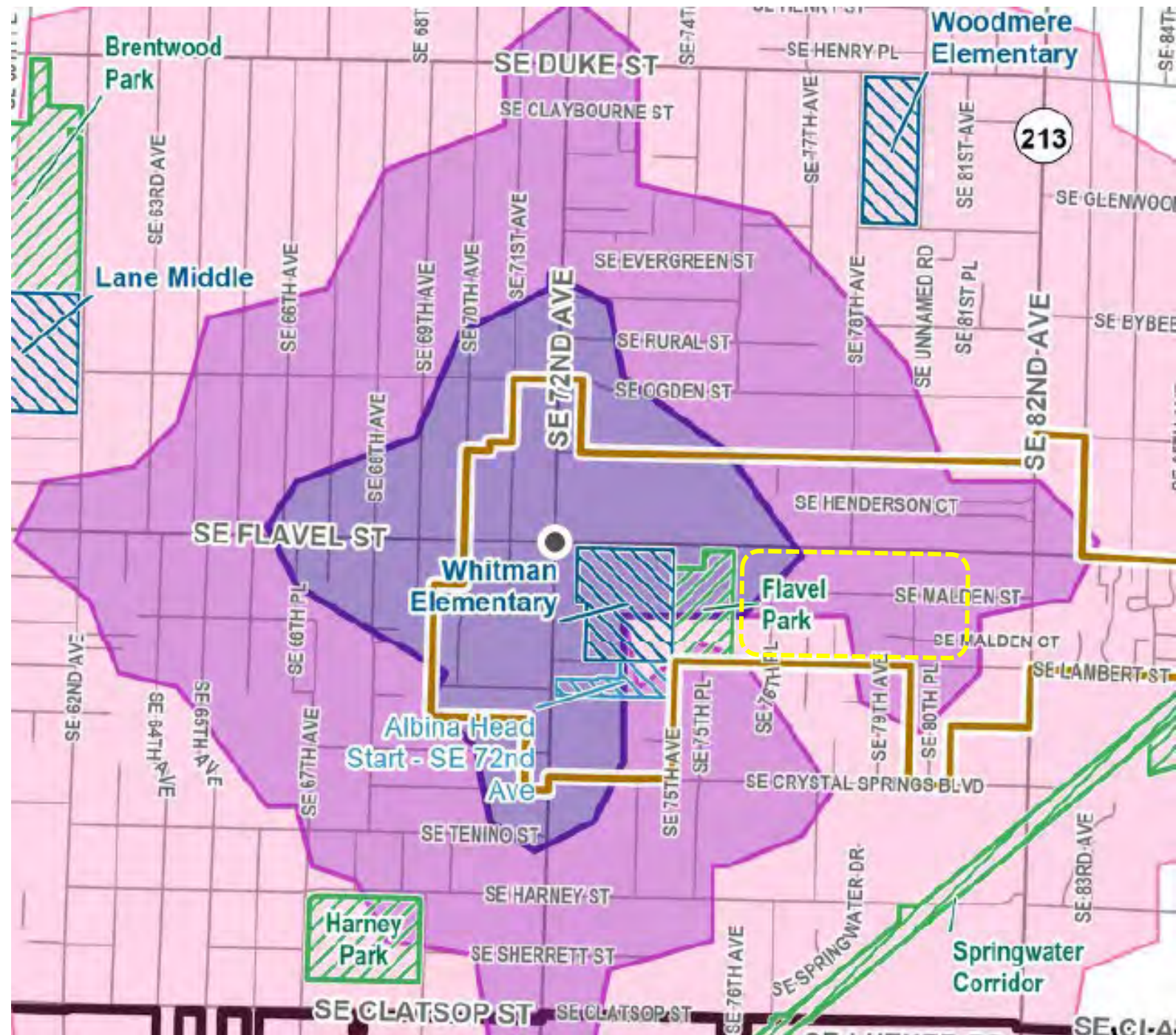


# Malden Street Area

Walking distance from commercial core of proposed center

## Walking Distance

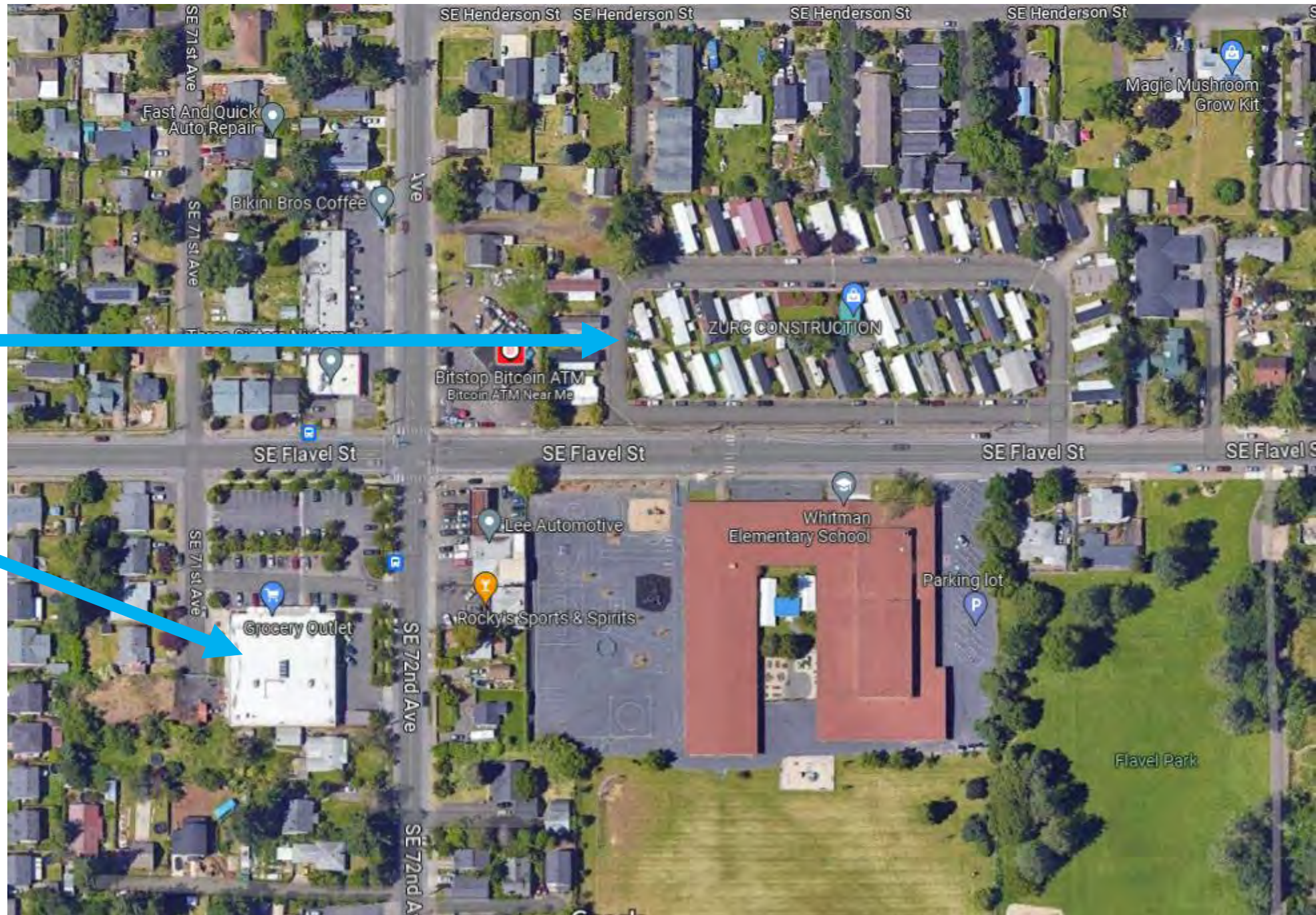
- 1 mile
- 1/2 mile
- 1/4 mile



# 72<sup>nd</sup> and Flavel Area

**Manufactured dwelling park**  
(46 units, RMP zone)

**Grocery**  
(now CM1, proposed CM2)



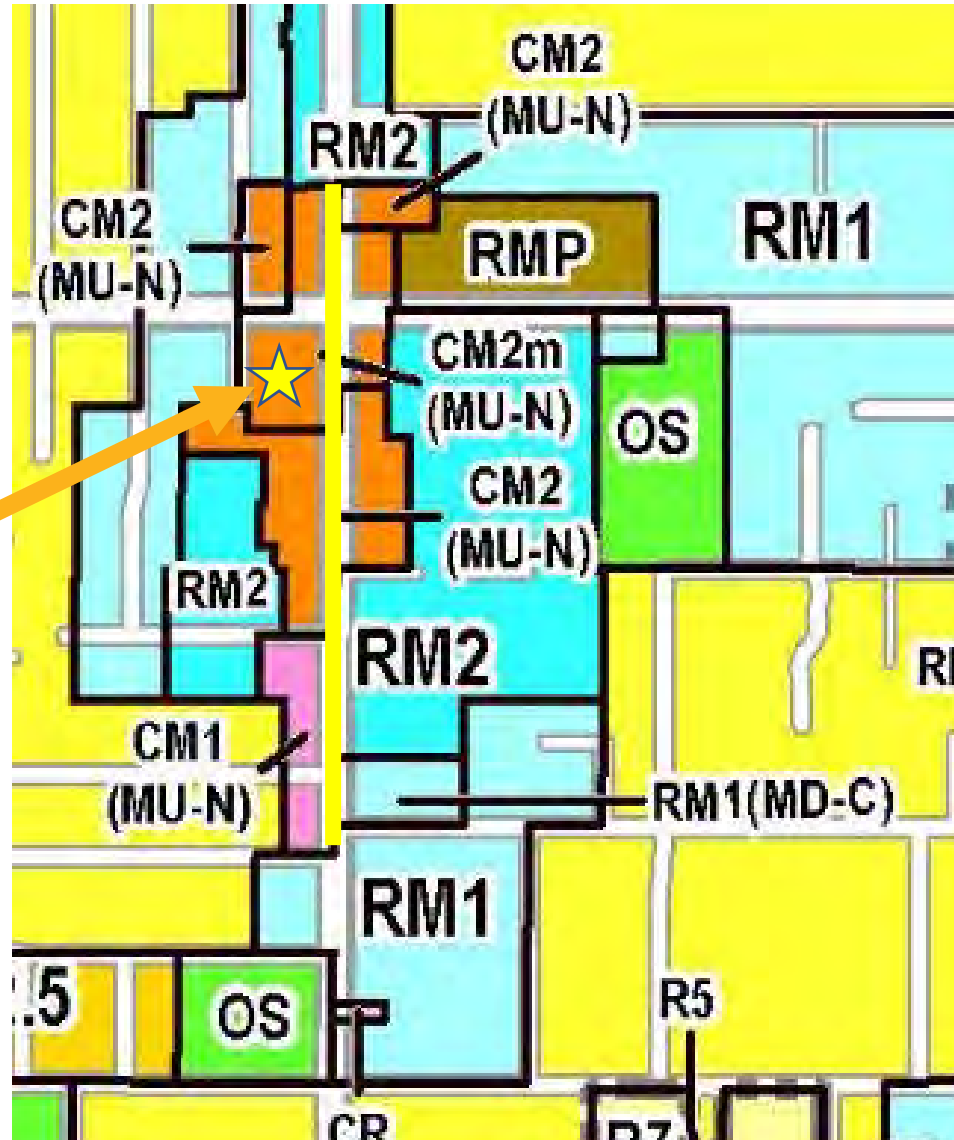
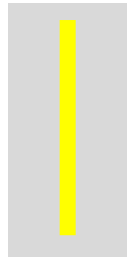
# 72<sup>nd</sup> and Flavel Area

SE 72<sup>nd</sup> zoning to foster a neighborhood business district



Grocery

Commercial main street



SE 72<sup>nd</sup> Avenue - transition over time



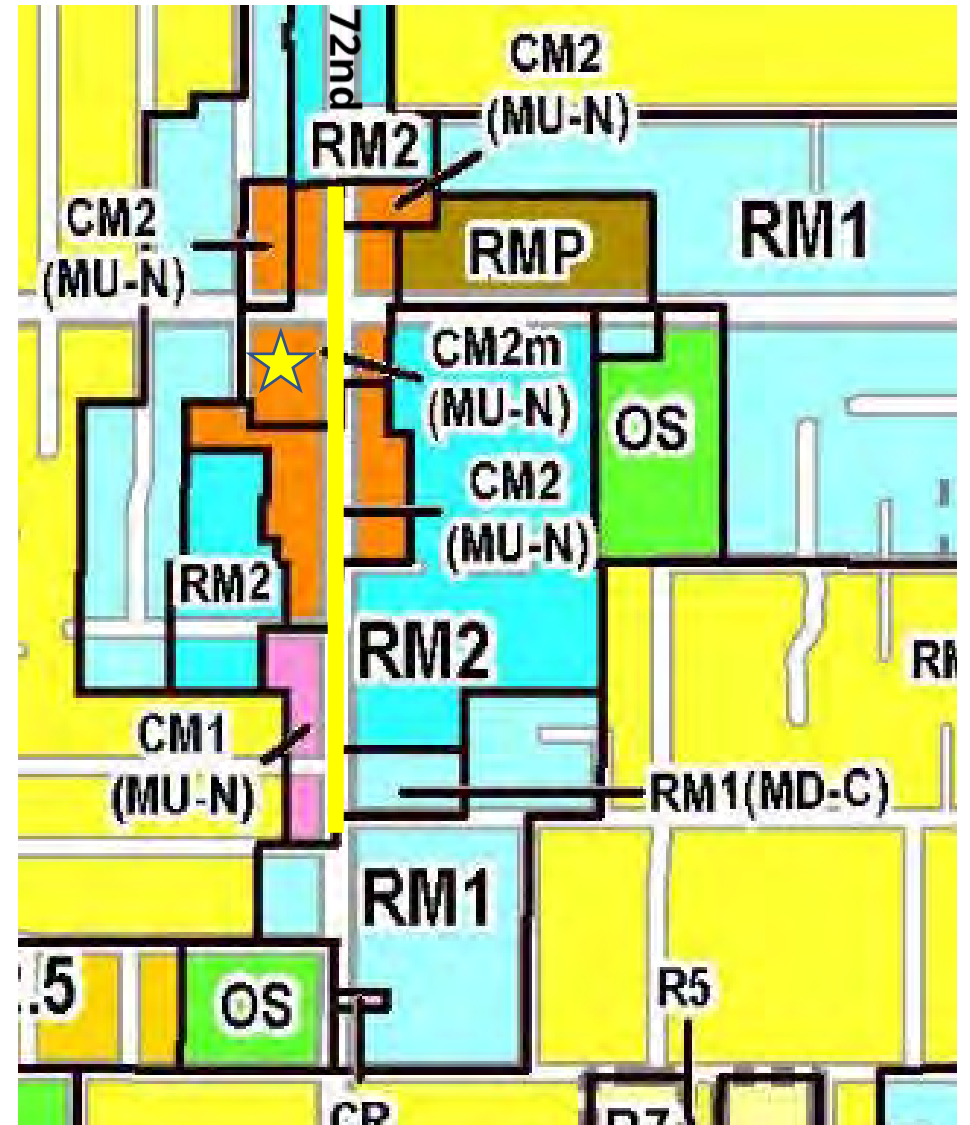
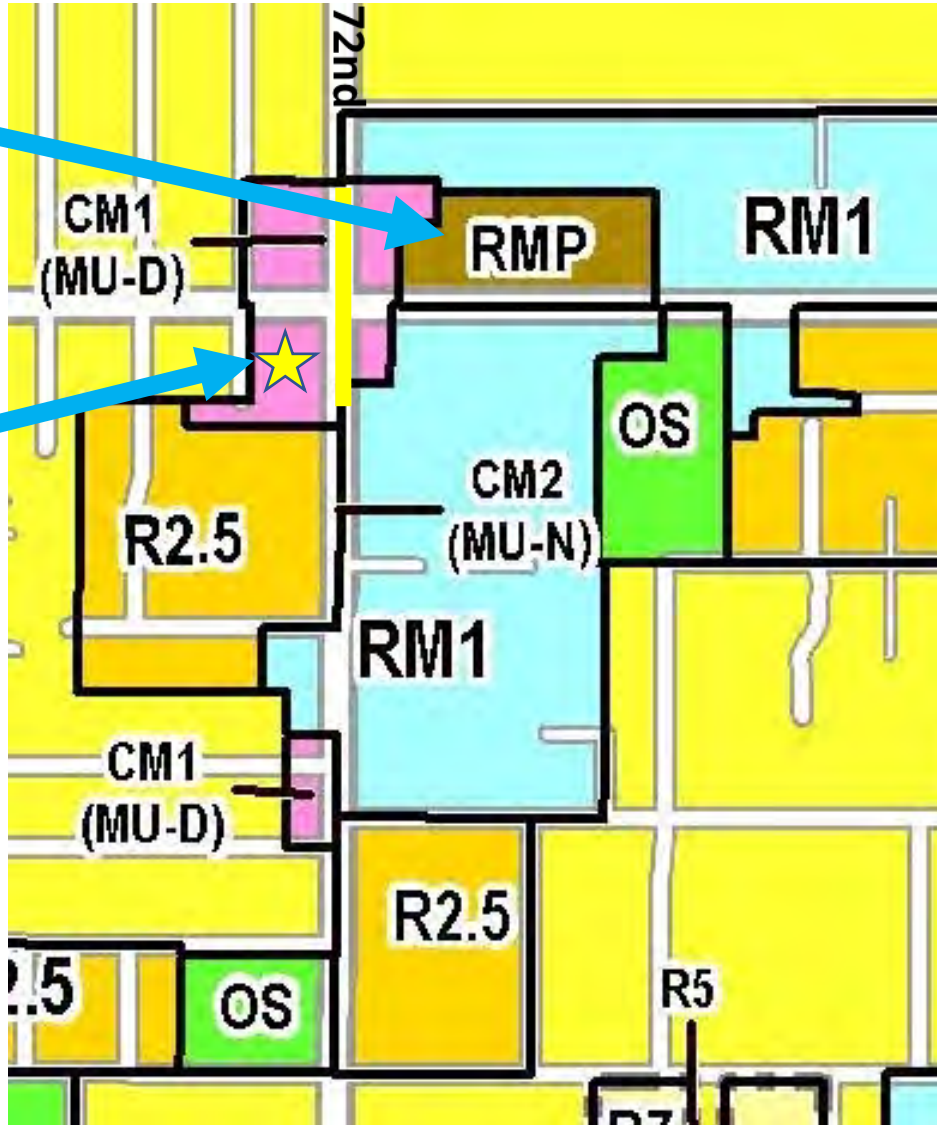
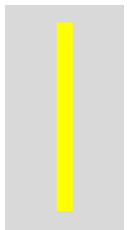
# 72<sup>nd</sup> and Flavel Area

## Current and Proposed Zoning

**Manufactured dwelling park**  
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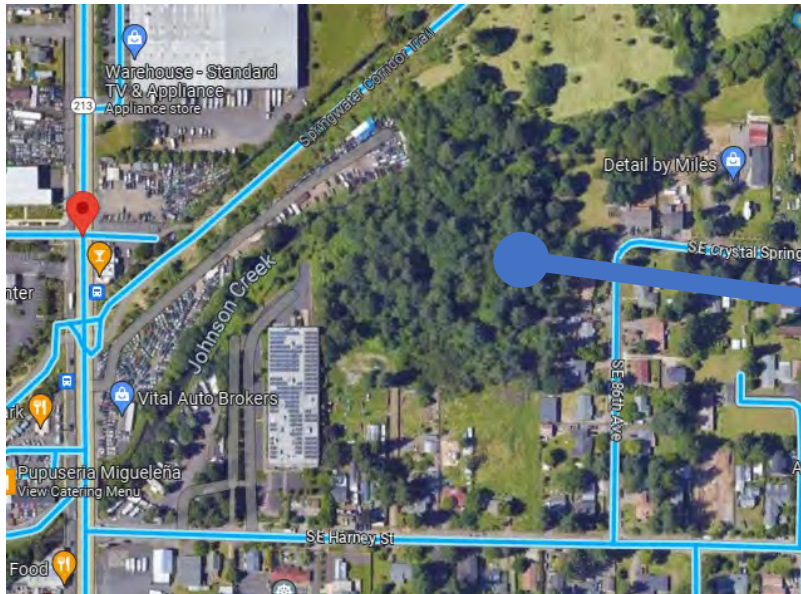
**Grocery**  
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**Commercial main street**

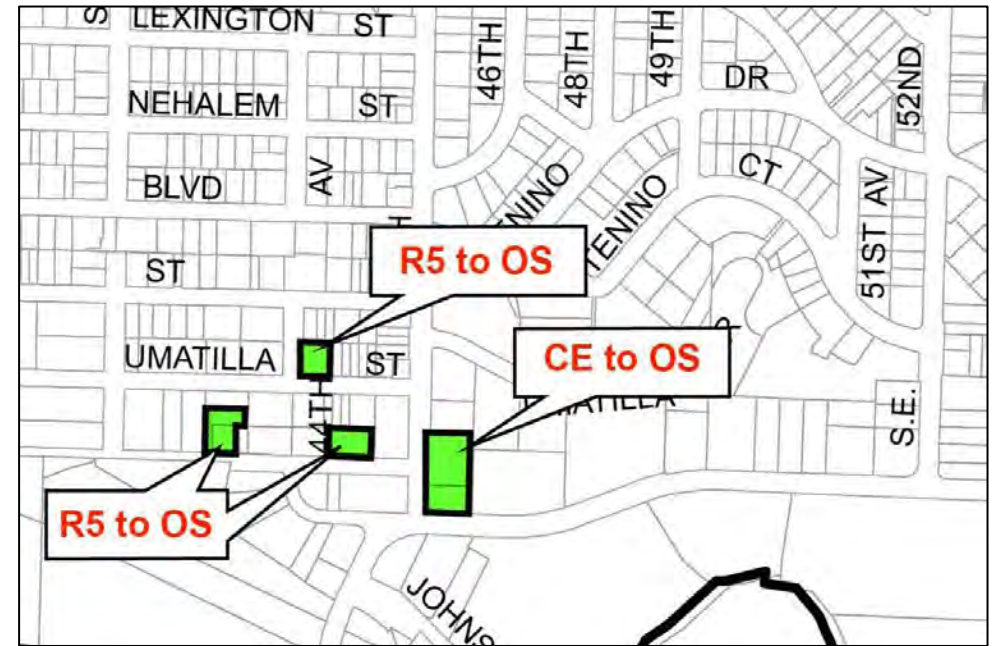


# Rezones to Open Space Near Johnson Creek

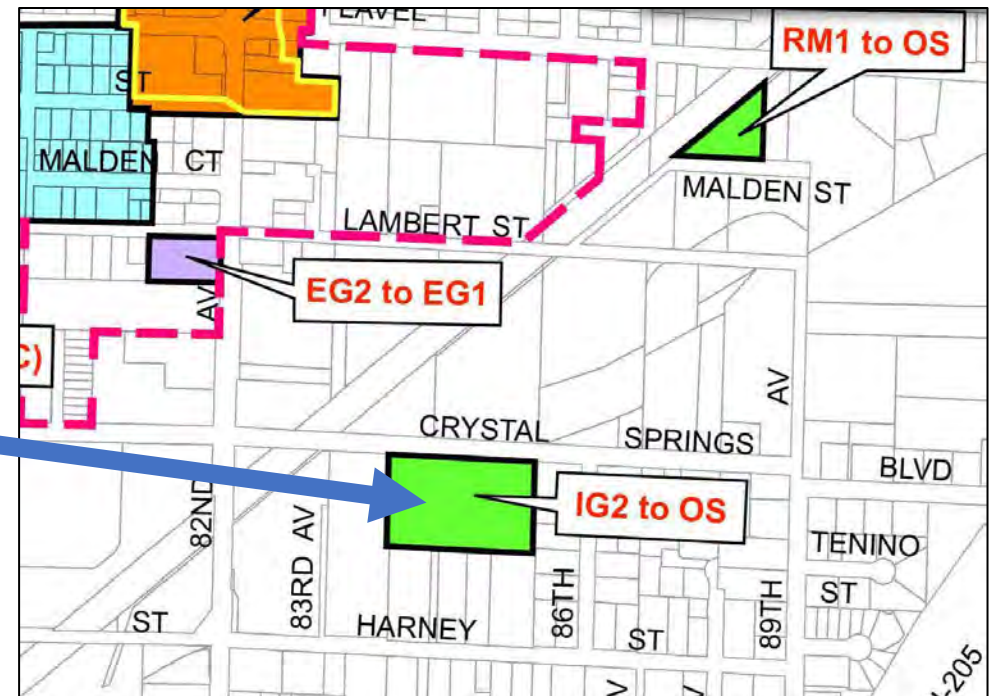
- Open Space zoning for Bureau of Environmental Services (BES) properties
- Floodplain and habitat restoration



SE 45<sup>th</sup> &  
SE Harney  
area



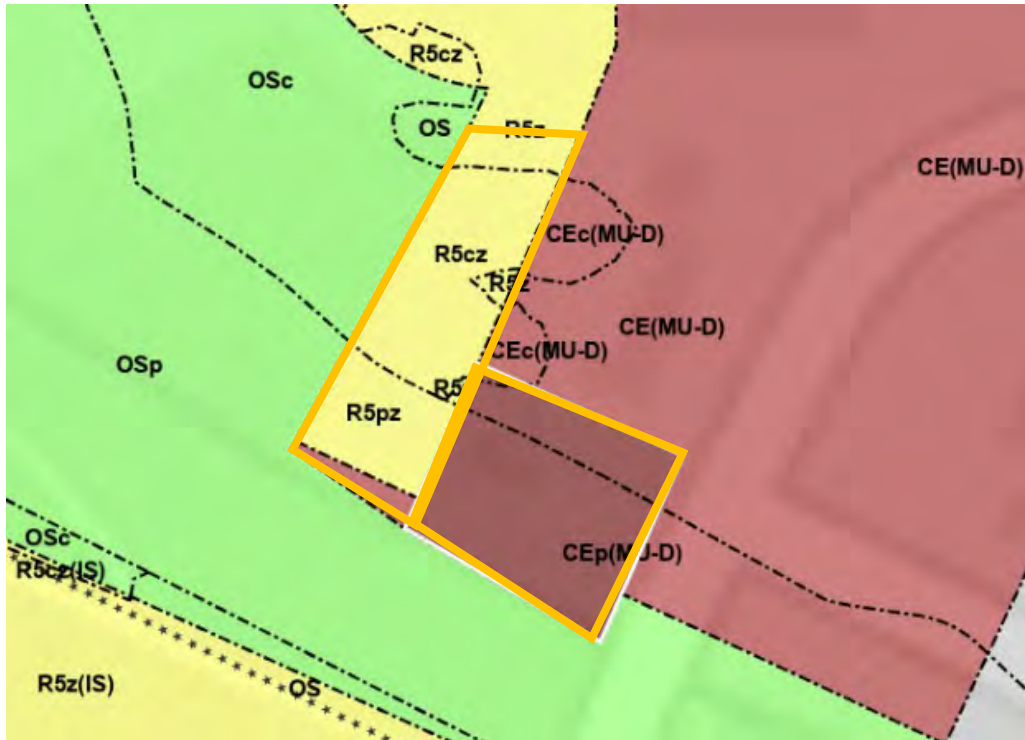
Springwater  
Corridor east  
of SE 82<sup>nd</sup>

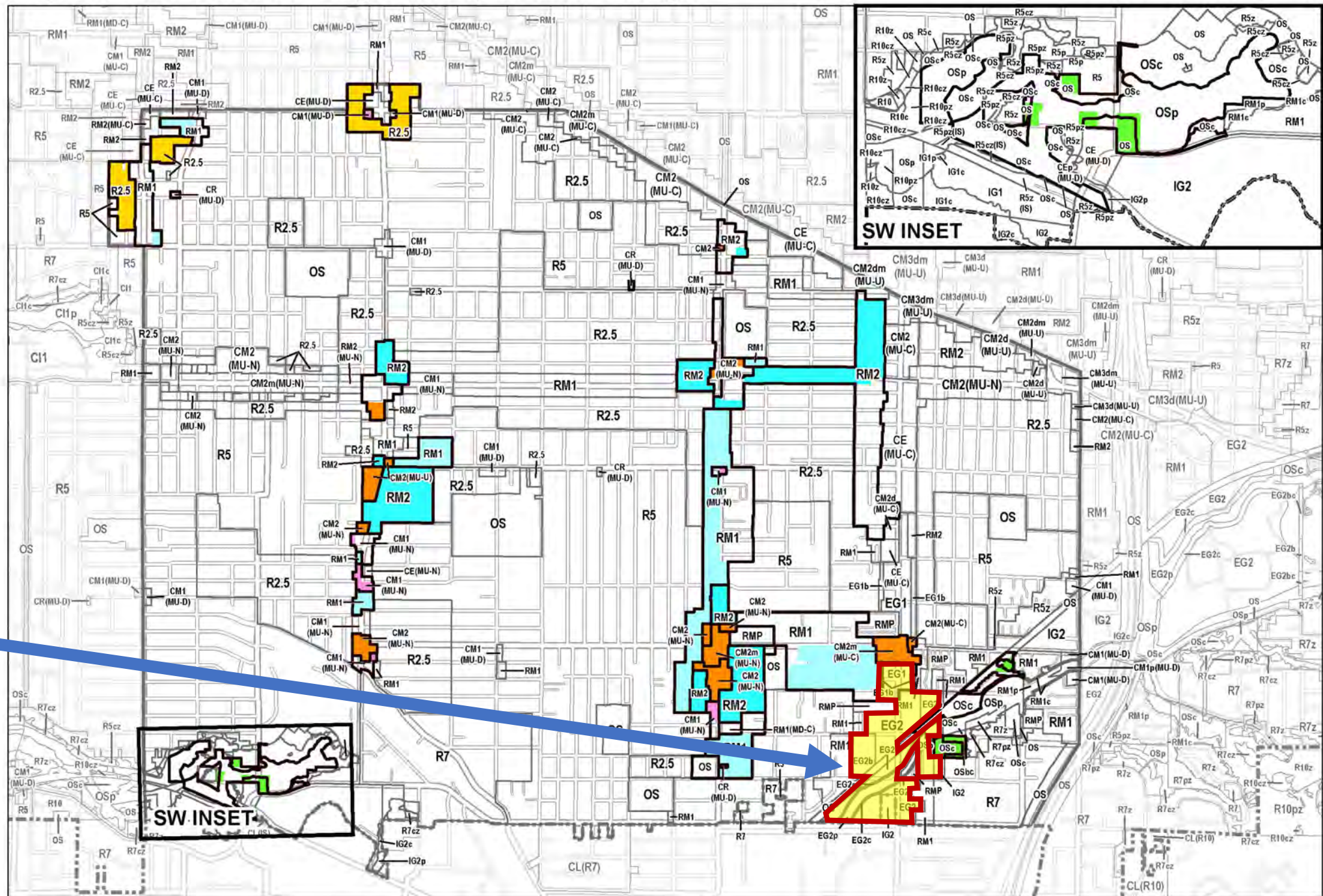


# Additional Open Space rezones Requested by BES

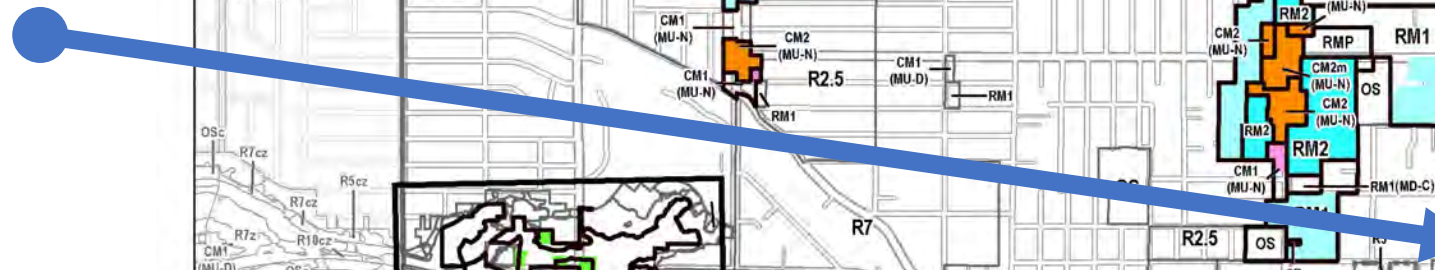
Two properties adjacent to Johnson Creek at SE 45<sup>th</sup> Place:

- **8449 SE 45<sup>th</sup> Place (6,490 SF): CEp zoning** (mostly within the p-environmental overlay zone)
- **Adjacent property (9,625 SF): R5pc** (mostly within p and c environmental overlay zones)





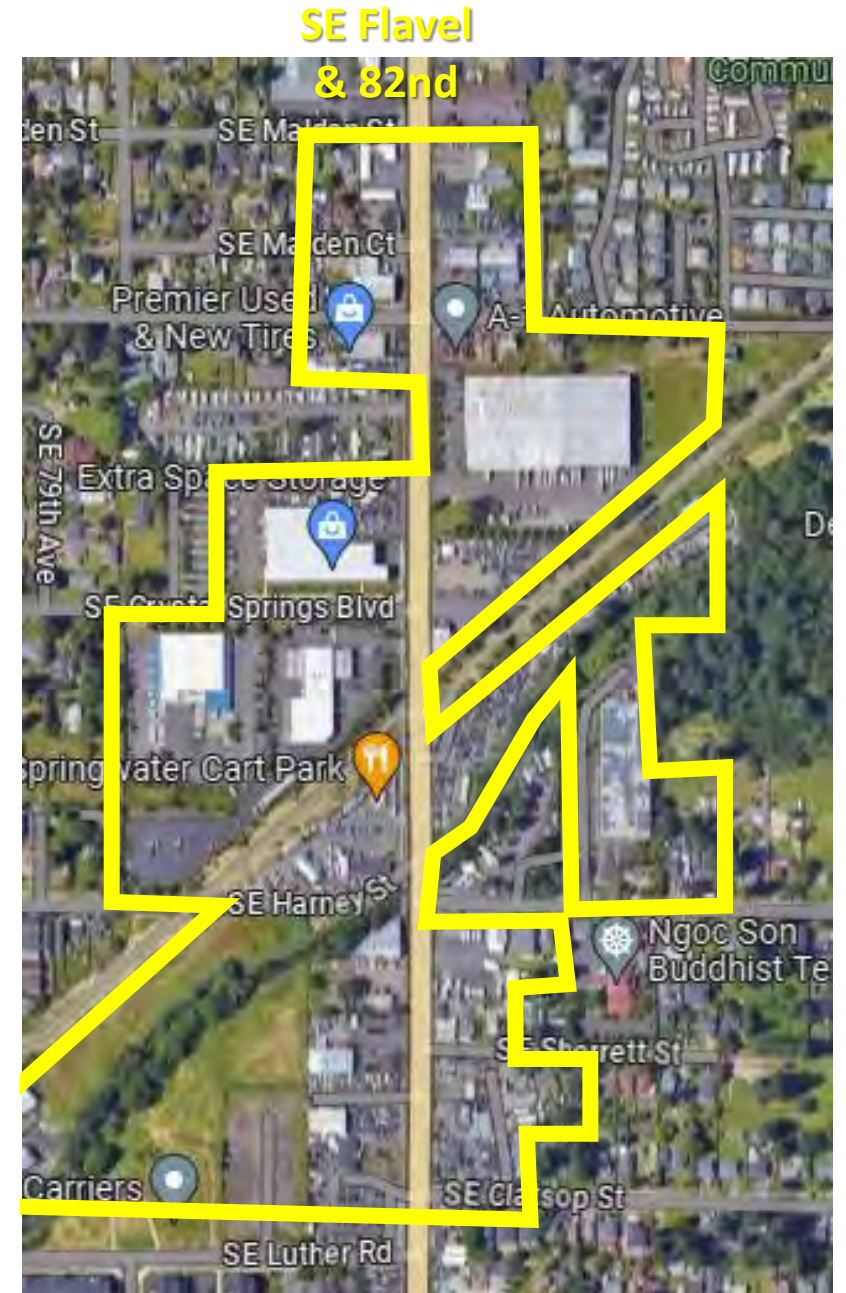
Employment / industrial areas around SE 82<sup>nd</sup> and Springwater Corridor





# Employment/Industrial Zoning – South End of 82nd

- Area includes large-site employment, warehouses, light industrial uses
- Preserving employment land a City priority
- Outside project scope



# Transportation Topics



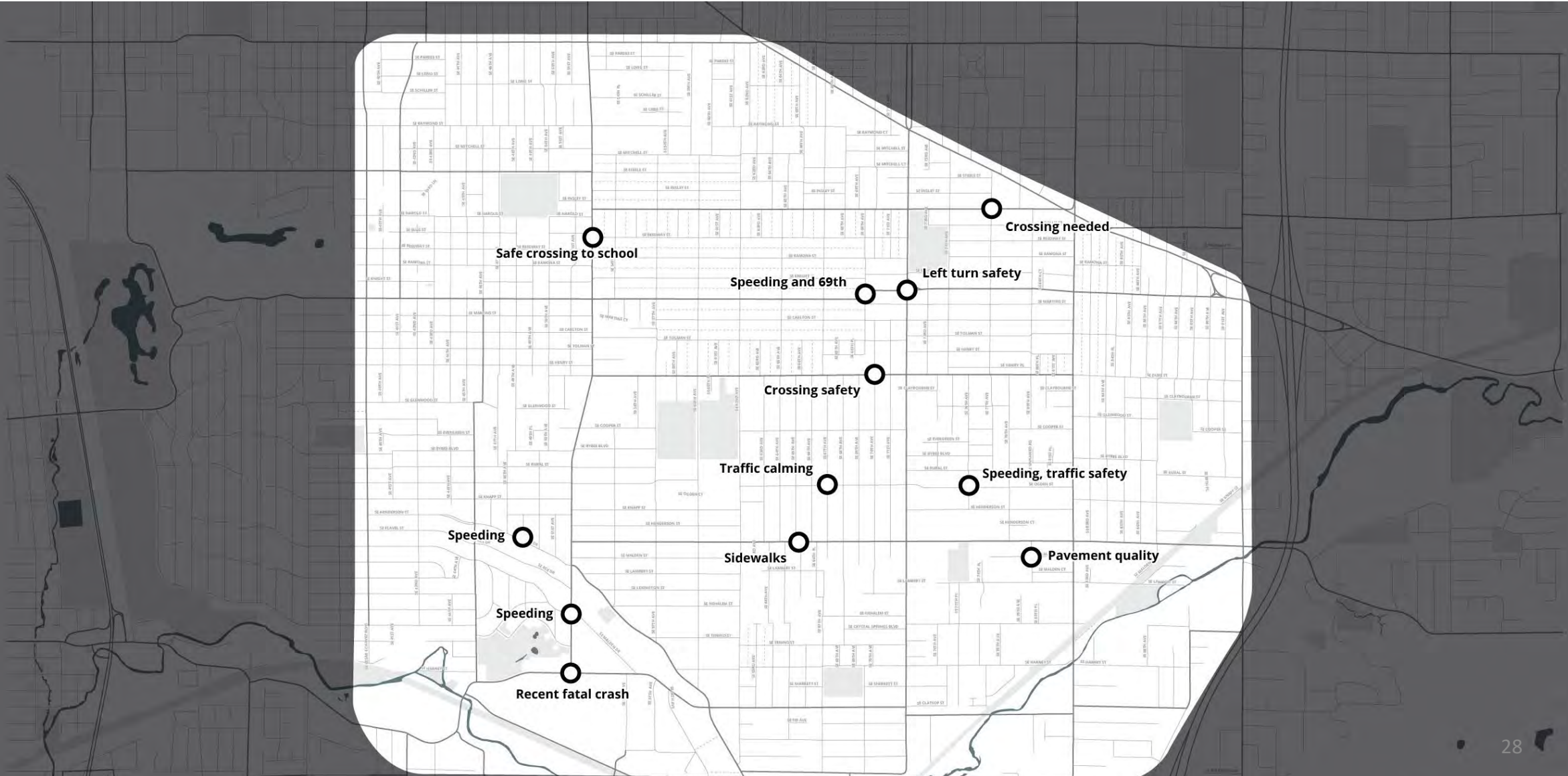
# Topics Raised by Planning Commissioners

## Transportation

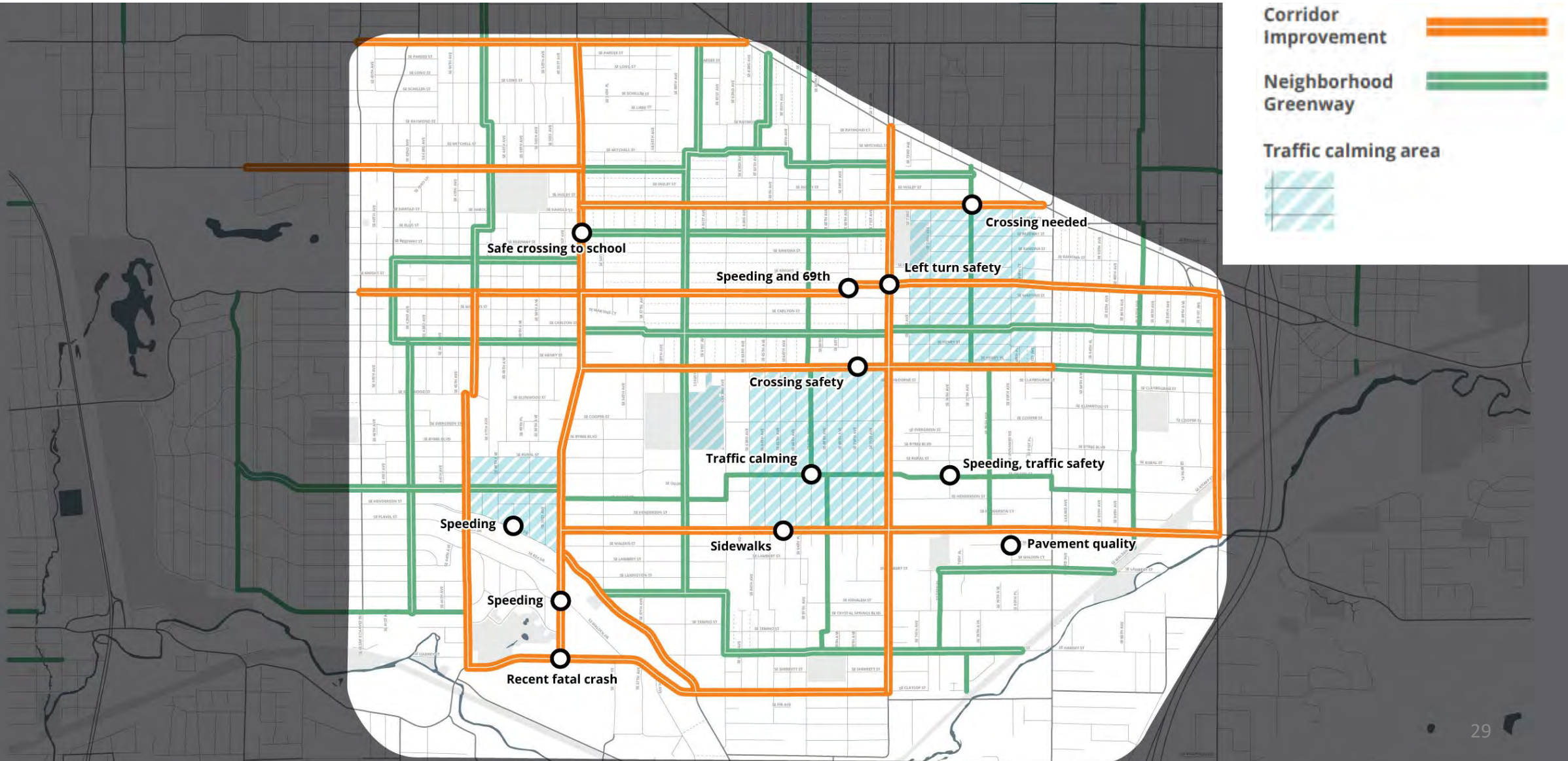
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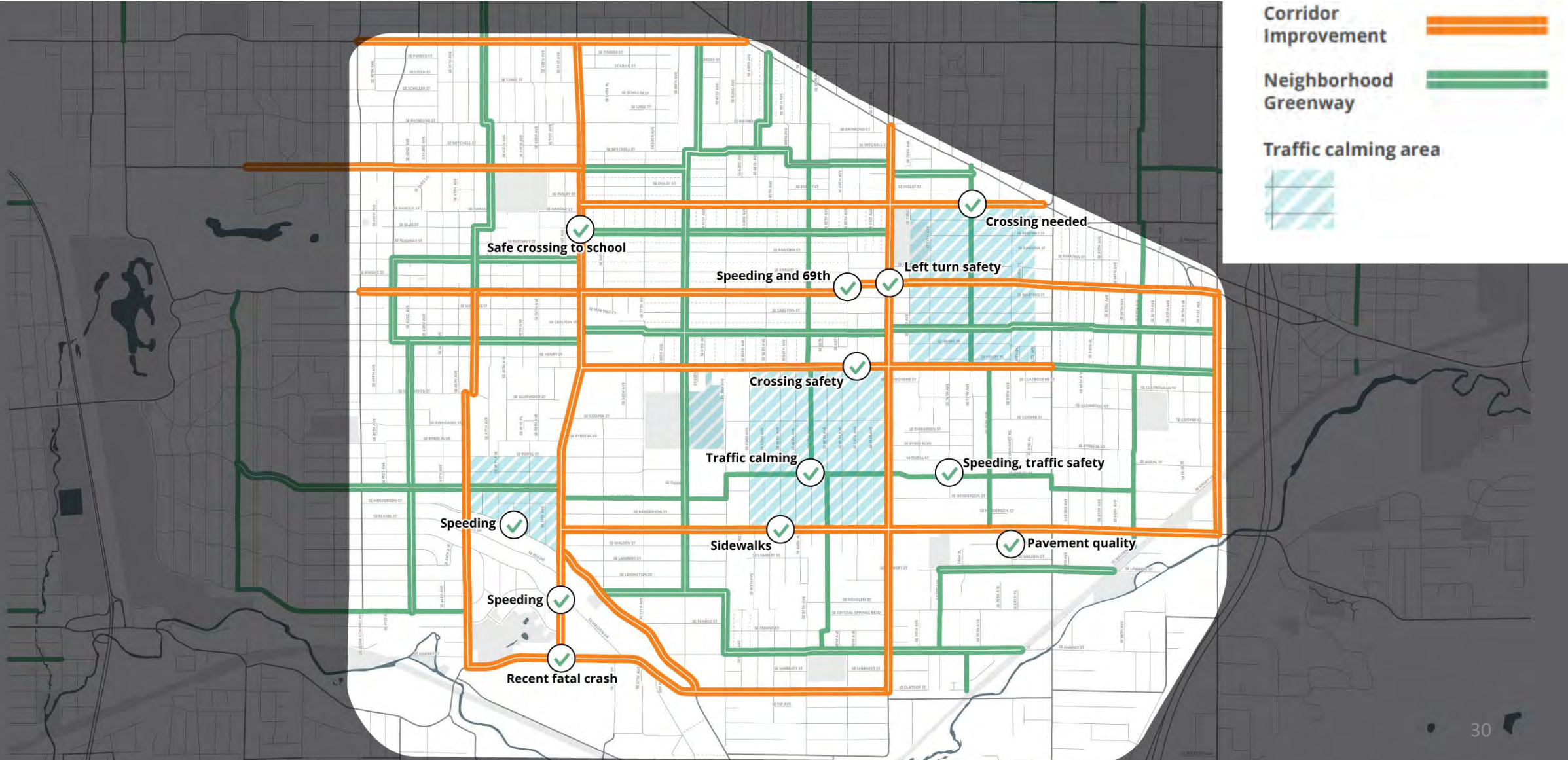
# 1. Testimony and traffic safety



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## Urgency: What is underway now?

### Recently finished and under construction

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69<sup>th</sup> and Woodstock quick build

70s Neighborhood Greenway

Arleta Triangle Square

### Coming soon (funded)

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Brentwood Darlington Multi Modal Project (Duke, Flavel, Knapp-Ogden NG)

60s Neighborhood Greenway (construction 2023)

82<sup>nd</sup> Ave Crossings @ Tolman and Lambert

Woodstock traffic calming

### Future opportunities

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Paving on SE 52<sup>nd</sup> Ave

Grant opportunities

# 2. Local street improvements

Traffic calming and fixing pavement condition are trying to solve the same problem:

Comfort for people walking, biking, and rolling

Streets with pavement need traffic calming

Unpaved streets need pavement





# 2. Local street improvements

What will improving these local streets look like?

It depends:

Full street construction is very expensive

There is no dedicated funding

Errol Heights Street Improvement Project is instructive

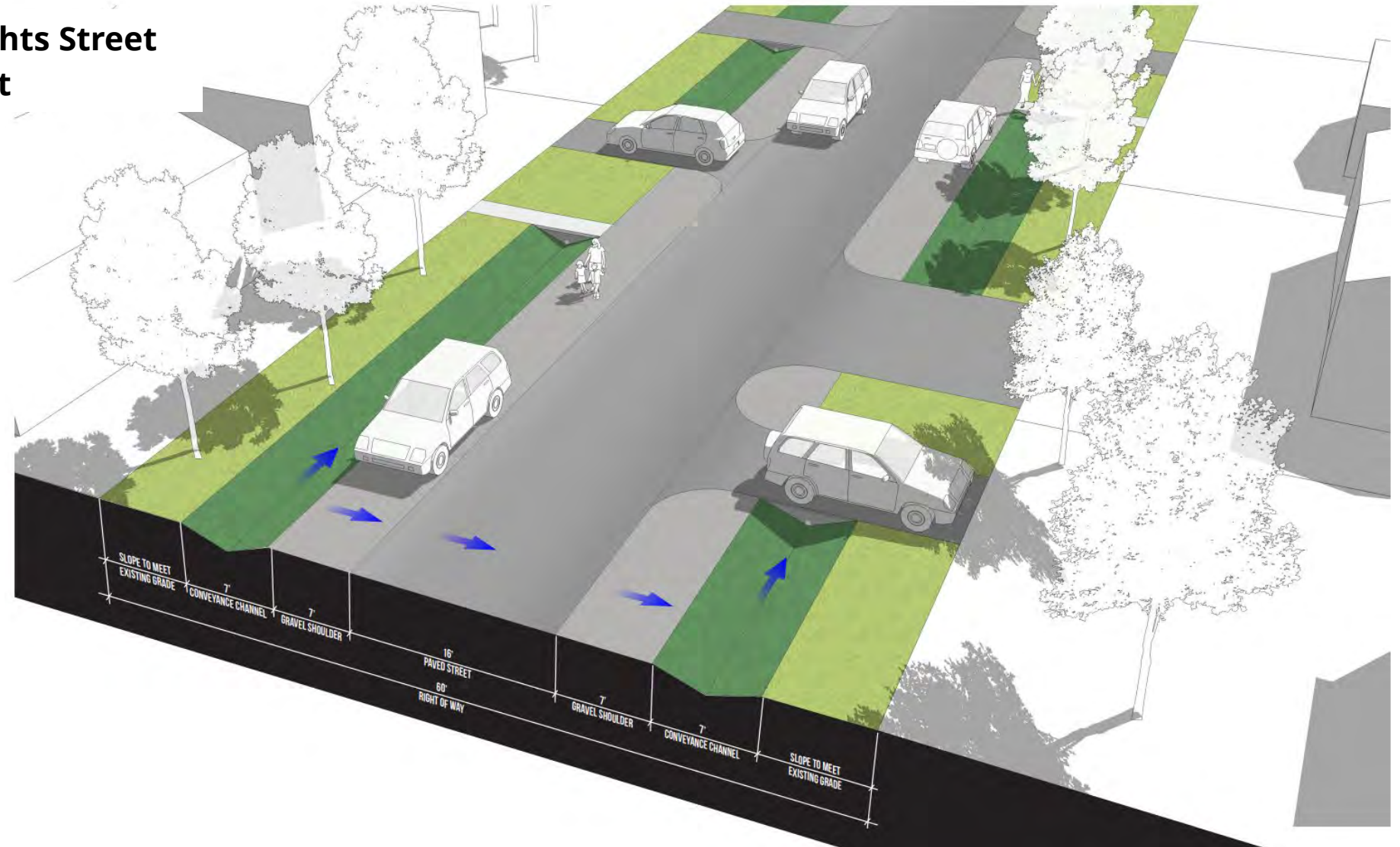


## 2. Local street improvements

### Design for Errol Heights Street Improvement Project

Shared residential street with traffic calming:

- Narrow streets that meet 15 mph shared street standard
- Speed humps
- Chicanes



# 2. Local street improvements

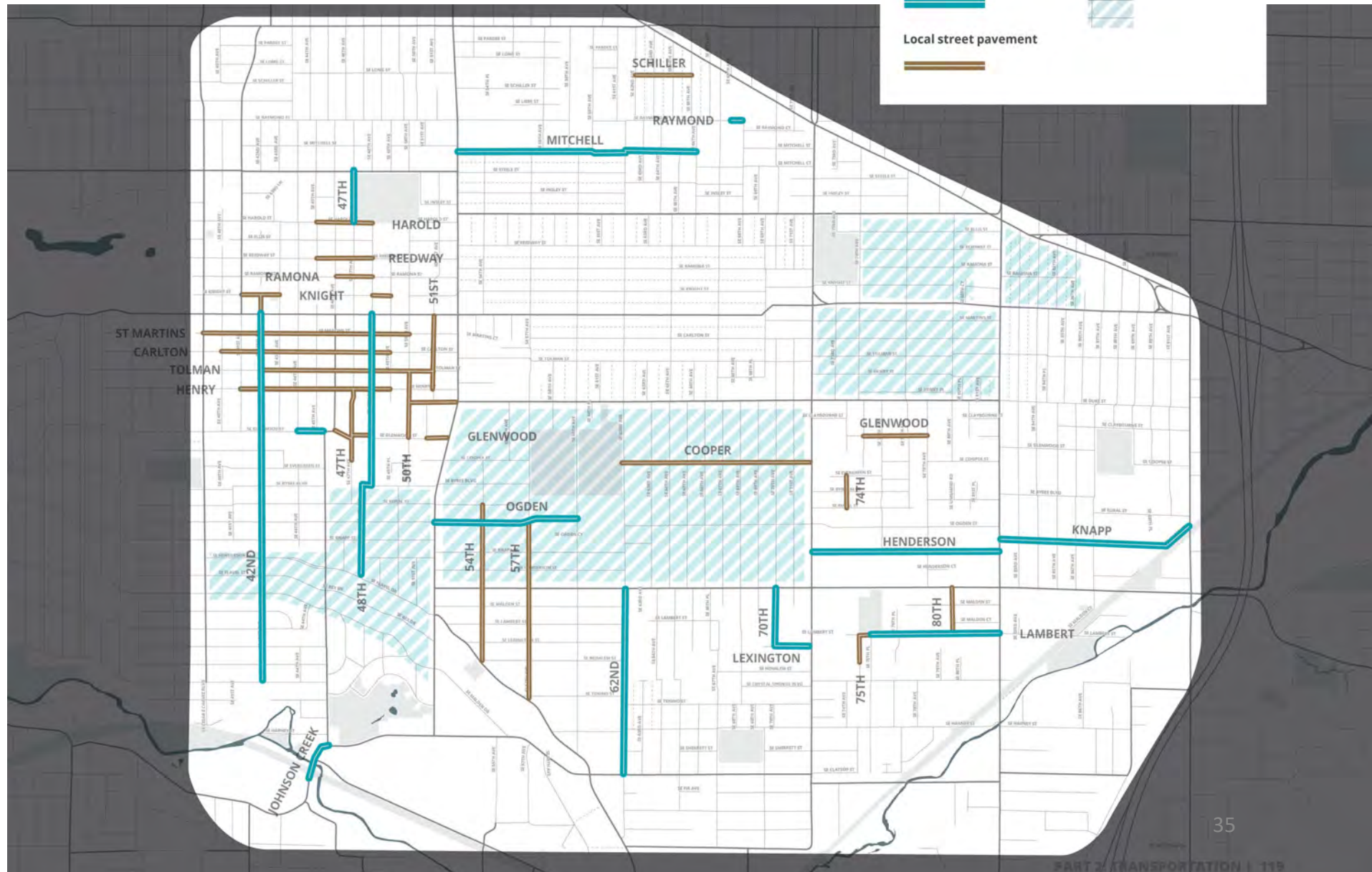
How about traffic calming?

Plan identifies areas for continued study

Plan lacks resources to develop traffic calming strategies for these areas

Brentwood  
Darlington core area stands out as especially significant

There is no dedicated funding for implementation

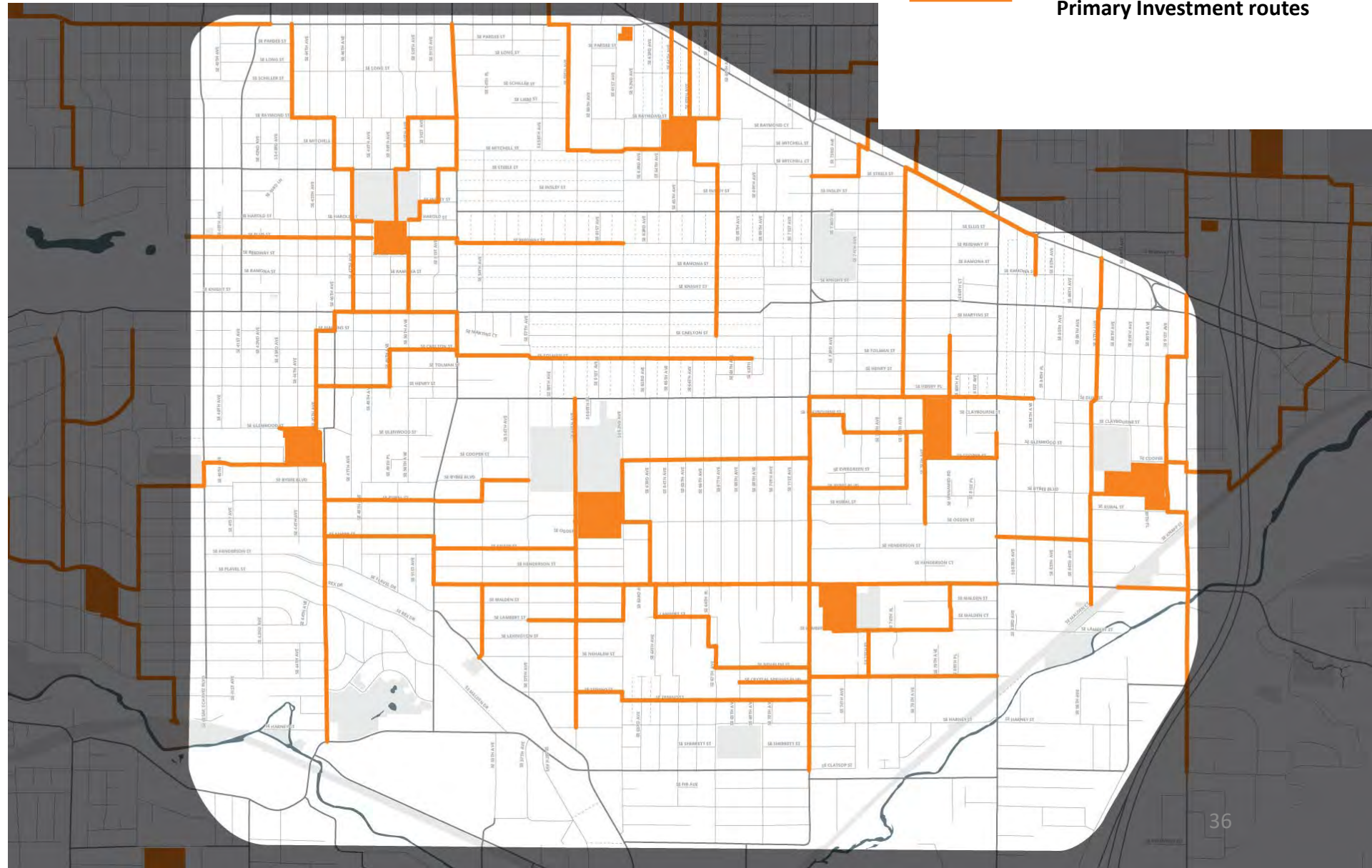


# 2. Local street improvements

Safe Routes to School  
Primary Investment routes

## Safe Routes to School alignment

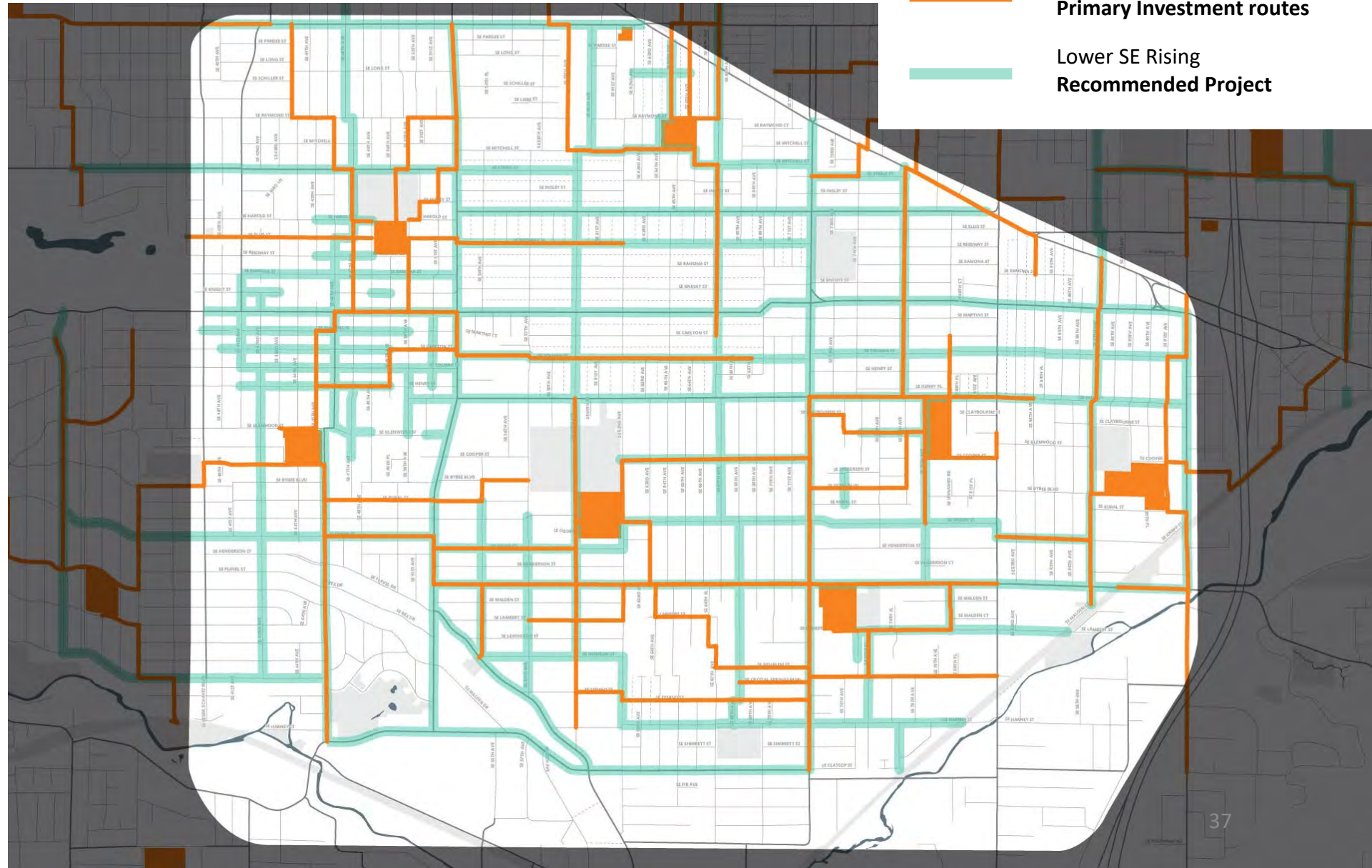
Projects and local street improvements are aligned with the Primary Investment Routes for Safe Routes to School



# 2. Local street improvements

## Safe Routes to School alignment

Projects and local street improvements are aligned with the Primary Investment Routes for Safe Routes to School



# 3. Transportation priorities

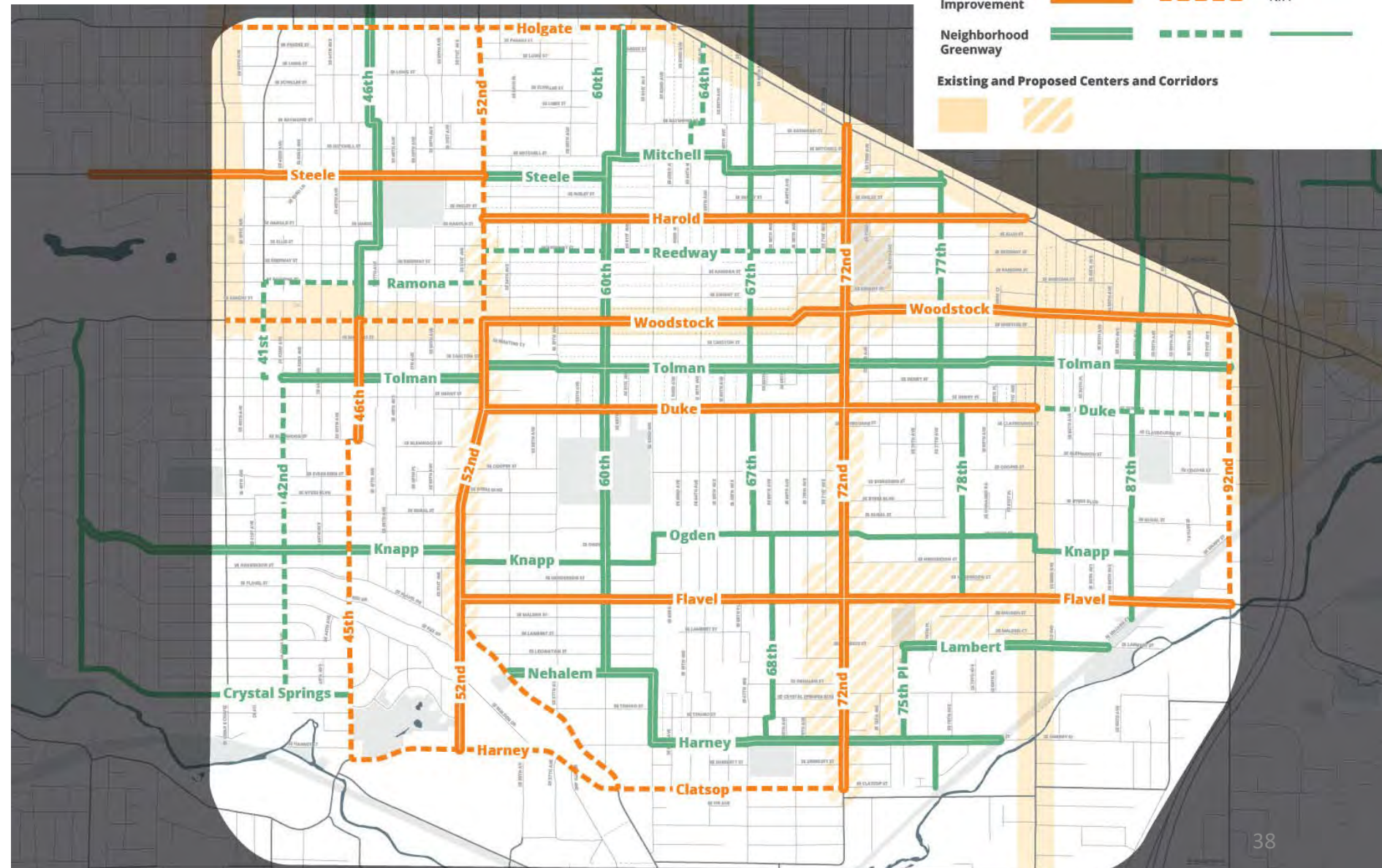
Recommended projects prioritized into two Tiers

## Tier 1

Projects PBOT will focus project development and funding efforts on in the next 5 years

## Tier 2

Projects that will not be as much of a focus



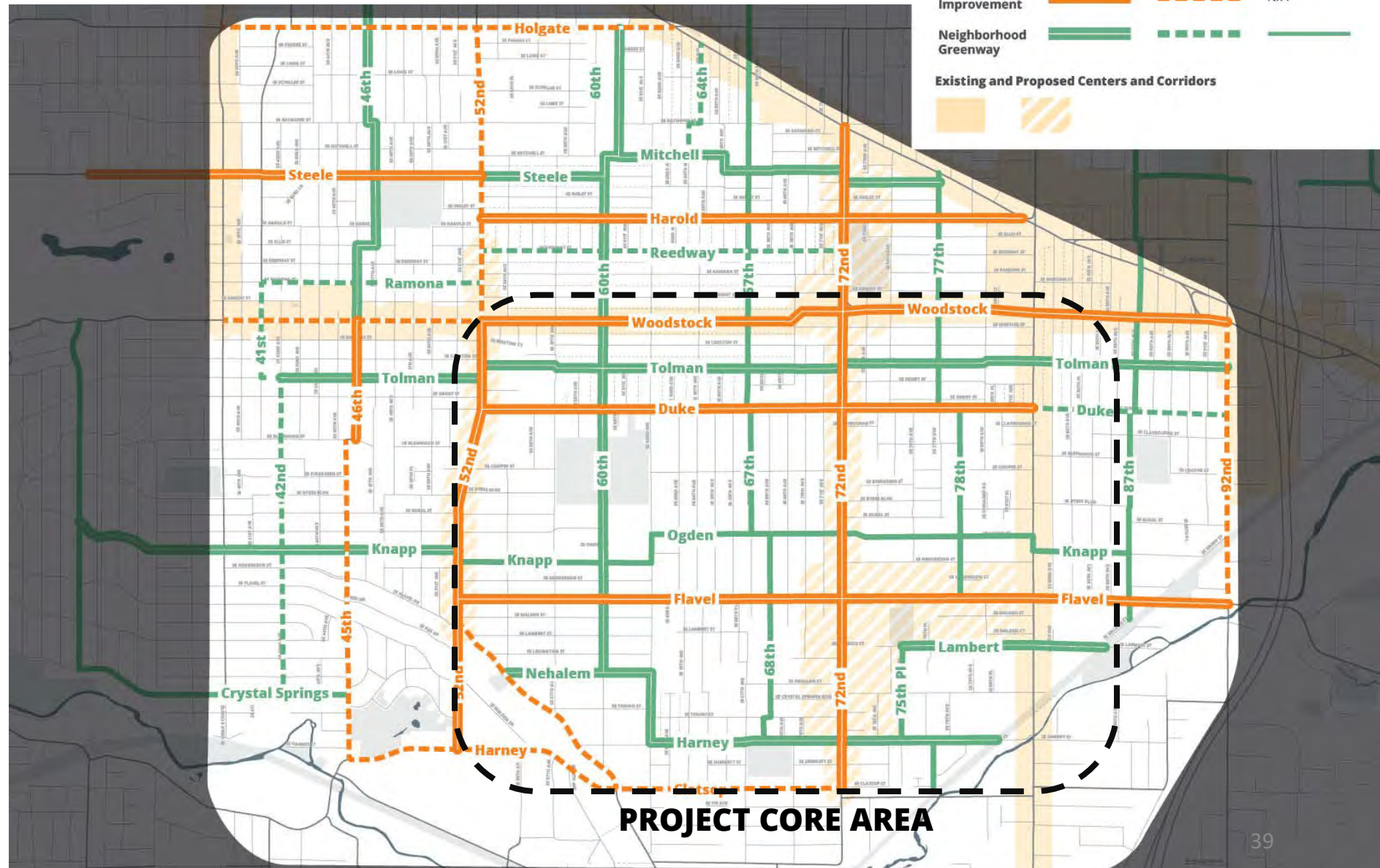
# 3. Transportation priorities

## Prioritization Factors

In project core area

Co-located with center/corridor designation

A street with frequent transit

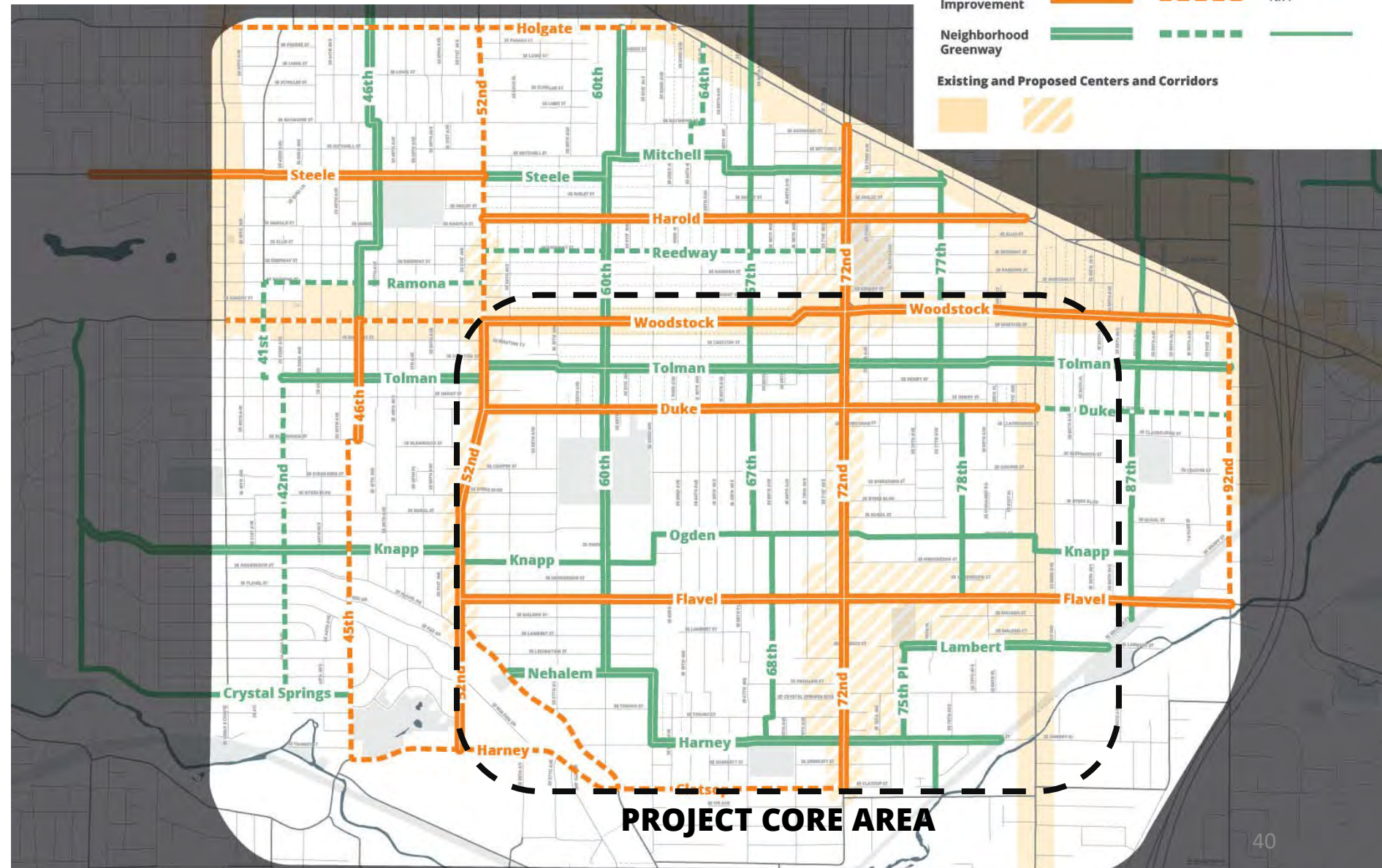


# 3. Transportation priorities

## Relationship to surrounding area

Core area was initially the full project area

Expanded once realized a need for a broader look at transportation system connectivity





# Planning Commission Next Steps

*Schedule subject to change*

**Today:            Work Session**

**Nov. 28:        Work Session & Recommendation**



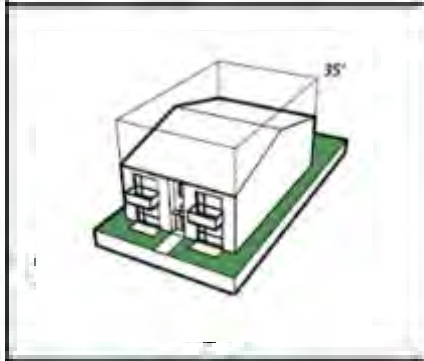
# Resource Slides



# Overview of Zones

## Multi-Dwelling Zones

RM1



RM2



## Commercial/Mixed Use Zones

CR



CM1



CM2



2-3 stories

Compatible with  
single-family  
areas

3-4 stories

In centers and  
corridors

2 stories

“Corner stores” in  
residential areas

2-3 stories

Small-scale  
mixed-use zone

3-4 stories

Mid-scale zone  
in centers and  
corridors

# Affordable Housing Preservation

Zone changes avoid sites with:



Unregulated low-cost apartments



Manufactured dwelling parks (retain RMP zoning)

