

SE 122nd Avenue Pilot Project -- Preliminary Recommendations

SE 122nd Avenue Pilot Project Preliminary Recommendations Workshop May 27, 2010

We want your feedback on preliminary recommendations for the SE 122nd Avenue Pilot Project.

These recommendations were developed by project staff in conjunction with the SE 122nd Avenue Pilot Project Community Working Group (CWG). They were developed to address issues and concerns identified by the community in the public involvement components of the SE 122nd Pilot Project: Neighborhood Walks (July, September 2009); Community Workshops (December 2009; February 2010; and during ongoing discussions with the Health Partners Working Group (HPWG)

The recommendations also address issues raised in previous studies of the area including: The East Portland Action Plan (2009); Infill Design Study (2005); and SE 122nd Avenue Enhancement Study (PSU, 2007). The recommendations are intended to be used by City of Portland bureaus, community service providers and agencies, and neighborhood and business associations to pursue a course of future action for the SE 122nd Avenue area.

Project Goals

Explore ways to create a viable, sustainable, and healthy SE 122nd Avenue corridor in the future by:

- accommodating growth and community values
- creating a more convenient and walkable “20-minute neighborhood”
- improving the quality and “fit” of infill development
- creating a stronger “sense of place” in the area
- ensuring the built environment supports health by providing active living/healthy eating opportunities

These preliminary recommendations are organized in four topic areas – and are subject to change. They also will require additional follow through to be implemented. As a “pilot project” of the Portland Plan, some of the issues identified are typical of issues that apply in other locations in Portland as well as SE 122nd Avenue. The recommendations may have broader applicability than the specific SE 122nd Avenue locations. Some of the recommendations are broad policy-level issues that may be addressed in efforts such as the city’s Portland Plan – a strategic planning effort. Actions that address land use, infill development and development design issues may be addressed in an update of the Portland Comprehensive Plan; one of the Portland Plan “early implementation” efforts; or through another specific effort, subject to funding. Other recommendations are geared toward actions that can be implemented by City bureaus and other partner agencies over time, subject to further study and funding.

Instructions:

Please review the Future Vision and Preliminary Recommendations in the four topic areas on the following pages. Tell us if you agree or disagree with the vision and recommendations, and how you might change them. ***Please leave your comments with project staff tonight, or mail to:***

**City of Portland Bureau of Planning and Sustainability
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201**

Your feedback will be considered in developing final recommendations. The final report is expected by July 2010, and may be reviewed by Portland Planning Commission and City Council in fall 2010.

Key to Implementers

BDS	Portland Bureau of Development Services
BPS	Portland Bureau of Planning and Sustainability
BES	Portland Bureau of Environmental services
CDC	Community Development Corporations/Non-Profits
CHP	Community Health Partnership
DDSD	David Douglas School District
MBA	Midway Business Association
MULTCO	Multnomah County
ODOT	Oregon Department of Transportation
PBH	Portland Bureau of Housing
PBOT	Portland Bureau of Transportation
PDC	Portland Development Commission
PGNA	Powellhurst-Gilbert Neighborhood Association
PPR	Portland Parks and Recreation
PPS	Portland Public Schools
PSD	Parkrose School District
TM	TriMet
UF	Portland Urban Forestry

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A Future Vision for the SE 122nd Avenue Corridor

In the future, the SE 122nd Avenue corridor is a valued place—a village—where community members live, shop, work, and recreate. Over the years, new households in a variety of income levels have been attracted to the area and live in well-designed apartments, rowhouses, single-dwelling houses, and mixed use buildings. These households contribute to and support a growing local-business community that has evolved through revitalization of commercial spaces, conversion of houses along SE 122nd to micro-businesses, and development of some mixed use sites. The area has become more walkable and connected, through construction of a quality pedestrian environment along SE 122nd Avenue, and other key streets such as Powell Boulevard and Division Street, as well as the streets that serve neighborhood amenities such as parks and schools. Pedestrians cross SE 122nd Avenue safely between signalized intersections at key locations.

Commercial uses and community services continue to be focused at the intersections of Division and Powell, but smaller, vital commercial nodes have emerged at Holgate and Harold. At Foster, new commercial uses have developed to anchor the southern end of the corridor and serve the southern parts of the Powellhurst-Gilbert neighborhood as well as the Pleasant Valley neighborhood to the south. Between these nodes, small businesses have begun to emerge along SE 122nd Avenue, providing opportunity for entrepreneurs and services to the community. Businesses have located in some of the former houses along the street, and others have located in new mixed use buildings.

Residential development has occurred over time to provide housing options for people of varied income levels. New residents have created a stronger local market for goods and services in the area. The quality and architectural design of new housing has improved, and much of the new higher-density residential development incorporates more usable on-site open space, landscaping, and retains many of the area’s cherished Douglas Fir trees in the process. Residential uses on SE 122 Avenue are generally set-back and buffered from the busy street through landscaping. New housing to the east and west of SE 122nd Avenue is thoughtfully designed and enhances the surrounding neighborhood.

Pedestrian conditions have improved through development of a continuous sidewalk and key pedestrian crossings along SE 122nd Avenue. The sidewalk improvement has added a significant number of new street trees and includes “green infrastructure” features and plantings that manage stormwater, improve the appearance of the street, and help keep traffic from speeding through the area. The streetscape has also included improved transit stops that feature shelters and other amenities to complement the improved transit service in the area. The improvements allow the possibility for transition to a streetcar type of service in the future. Improvement of the bike lanes and creation of quality bike streets that parallel major streets have improved the comfort of biking in the area. Sidewalks and streets serving schools and parks have been improved, but many of the other neighborhood streets still lack sidewalks and retain a “green” but less urban feel. Overall, pedestrians are safe and comfortable walking in the area and increasingly are walking more to local destinations.

Community resources have been improved to support the diverse residents of the area. Community parks have been improved and expanded. Zenger Farm and Leach Botanical Gardens have become major attractions, community gardens have sprouted on the neighborhood’s oversized lots, and urban agriculture serves as a link for multi-cultural gatherings. Connections to Springwater Corridor are enhanced in a way that provides access yet retains privacy and security for adjacent residences. Community facilities provide places for neighbors – including seniors and youth – to gather.

What do you think of this Future Vision for the SE 122nd Avenue area?

I Like It	
It Needs Work	
I Don't Agree	

Do you have suggestions how we might improve this vision?

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Topic 1: Accessibility, Connections, Pedestrian Comfort and Safety

Issue Areas		Recommendation	Possible Implementers	Agree	Disagree	Improves Health?	Comments
<p><i>Pedestrian Routes</i></p> <ul style="list-style-type: none"> ▪ Not safe – an unpleasant environment to walk ▪ Lack of sidewalks in key locations on arterial streets ▪ Sidewalks lacking to key amenities (schools, parks) ▪ Difficult pedestrian crossings, especially on SE 122nd Avenue ▪ Street grid is a barrier to efficient, safe travel by walking 	1A	Prioritize key sidewalk improvements on SE 122nd in the Transportation System Plan (TSP): define a complete sidewalk/streetscape project for inclusion in the TSP, and pursue funding.	PBOT				
	1B	Create safer non-signalized pedestrian crossings on SE 122nd: prioritize construction of median crossing refuge and curb extensions at key locations (tentatively: SE Clinton, SE Tibbets, SE Bush, SE Boise, SE Schiller, SE Raymond, SE Carlton).	PBOT, BES				
	1C	Improve pedestrian crossing safety at SE 122 nd at SE Division and at SE Powell.	PBOT, ODOT				
	1D	Improve pedestrian access to public facilities that serve the neighborhood: revise the TSP to create new classification for key local streets that serve public schools, parks, and other major facilities, so that they can access funding sources.	PBOT				
	1E	Explore less costly and more appropriate options for local street sidewalk improvements.	PBOT, BPS				
	1F	Review how sidewalk construction is funded citywide, and recommend ways that sidewalks in East Portland can be improved to “catch up” with the rest of the city.	PBOT, BPS				

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Issue Areas		Recommendation	Possible Implementers	Agree	Disagree	Improves Health?	Comments
<i>Bike Paths</i> <ul style="list-style-type: none"> ▪ Not safe- unpleasant environment to bike ▪ Lack of alternatives to bike lanes on arterial streets ▪ Street grid is a barrier to efficient, safe travel by bike 	1G	Seek funding to implement the Bicycle Master Plan in this area.	PBOT				
	1H	Coordinate project recommendations with local Safe Routes To School (SR2S) improvement plans.	PBOT				
<i>Street Connections</i> <ul style="list-style-type: none"> ▪ Street grid is a barrier to efficient, safe travel by car and limits on-street parking opportunities ▪ New street connections should provide opportunities for pedestrians and bicyclists 	1I	Support the creation of planned local street and pedestrian connections during the land development process.	PGNA, PBOT, BPS				
	1J	Consider a mechanism to require street connections for new development that does not go through the formal subdivision process.	BPS, PBOT				
<i>Street Conditions</i> <ul style="list-style-type: none"> ▪ Unpaved streets reduce neighborhood mobility for all modes ▪ Unpaved streets make it difficult to distinguish public and private space 	1K	Support improvement of local street conditions in the development process.	PGNA, BDS, PBOT				
	1L	Explore a mechanism to encourage street improvements outside of the real estate development process.	PBOT, BPS				
<i>Transit Service</i> <ul style="list-style-type: none"> ▪ Service level is not frequent ▪ Safety and comfort at bus stops is lacking 	1M	Improve the frequency of TriMet Line 71 to enhance transit use and connections to other East Portland and regional destinations.	TM				
	1N	Improve the condition and amenities of bus stops and ensure that the stops have safe pedestrian connections to residences and services.	TM, PBOT, BES				
	1O	Enhance east-west transit connections and better link to Green Line MAX.	TM				

Other Comments:

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Topic 2: Convenience and Availability of Services; Employment Opportunities

Issue Areas		Recommendations	Possible Implementers	Agree	Disagree	Improves Health?	Comments
<i>Retail and Services</i> <ul style="list-style-type: none"> ▪ Desire opportunity for small business creation ▪ South of Holgate has very little commercial use ▪ Underutilized land at Foster 	2A	Encourage and recruit businesses to the SE 122 nd Avenue corridor: improve business association capacity and highlight the SE 122nd Avenue area as key focus area in the Lents Urban Renewal Area.	PDC, MBA, BPS				
	2B	Target urban renewal funds to support businesses along SE 122nd Avenue within the Lents URA.	PDC				
<i>Access to Healthy Food</i> <ul style="list-style-type: none"> ▪ Lack of culturally appropriate food stores ▪ Waiting list for community gardens ▪ Lack of full-service grocery store--in south 	2C	Explore opportunity to attract and locate a grocery store in the south end of the study area: consider SE Foster at SE 122nd Avenue location.	PDC, MBA				
	2D	Consider changes to zoning, if needed, to support the desired retail environment, including the potential for grocery store at south end of study area.	BPS, PDC				
<i>Commercial Land Uses</i> <ul style="list-style-type: none"> ▪ Some vacancy exists in existing shopping centers ▪ There is a lack of commercial uses south of Powell Blvd ▪ The character of commercial uses are auto-oriented ▪ There may be a demand for small scale commercial or mixed use development between intersections 	2E	Consider allowing more commercial and mixed use development along SE 122 nd Avenue: explore and develop a regulatory tool that allows small commercial and mixed use development in areas currently zoned R1.	BPS				
	2F	Explore development opportunity strategies to better use large, underutilized commercial sites at key intersections.	PDC, MBA				
	2G	Consider applying financial tools such as storefront improvement grants or tax increment financing to properties adjacent to east side of SE 122 if commercial uses are allowed in this area.	PDC				

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Issue Areas		Recommendations	Possible Implementers	Agree	Disagree	Improves Health?	Comments
<i>Jobs and Employment</i> <ul style="list-style-type: none"> ▪ Lack of jobs in the neighborhood ▪ Interest in creating new jobs for residents 	2H	Encourage quality job creation in east Lents at Freeway Land/Foster Corridor, Gateway Regional Center, or other nearby sites.	PDC				
	2I	Improve transit service, and other connections, to large retail, service, and job centers.	TM, PBOT				

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Topic 3: Residential Infill Development and Design

Issue Areas		Recommendations	Possible Implementers	Agree	Disagree	Improves Health?	Comments
<p>Residential Site Design</p> <ul style="list-style-type: none"> ▪ Buildings too close to busy streets ▪ Large developments lack play areas and on-site open space ▪ New development impacts tree canopy – few large trees or Douglas Firs preserved ▪ New development does not provide enough parking for residents and visitors 	3A	Preserve a greater number of large trees in the development process: implement the Tree Code project or adopt pilot regulations for this area that accomplish similar tree preservation objectives.	BPS, UF, BDS				
	3B	Test new/special site development regulations for multi-dwelling residential development in the SE 122 corridor requiring: greater percentage of usable on-site open area, review of building and street relationships, connections to street and pedestrian network.	BPS, BDS				
	3C	Consider mandatory landscaped building setback from major city traffic streets for multi-dwelling residential development.	BPS, PBOT, BDS				
<p>Residential Building Design</p> <ul style="list-style-type: none"> ▪ Buildings often turn back or side to street – does not promote “eyes on the street” ▪ Many new multi-family and row house developments lack architectural details, quality design and construction 	3D	Improve residential design: explore use of the design overlay zone or special development design standards appropriate for R1 and R2 zone multi dwelling areas along and near SE 122 nd Avenue.	BPS, BDS				

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<p><i>Residential Land Use</i></p> <ul style="list-style-type: none"> ▪ R1 residential zone is applied broadly along and adjacent to high traffic SE 122 Avenue ▪ R2 multi dwelling areas extend into developed neighborhoods on local streets ▪ Transition between existing and new development is often abrupt 	3E	Reduce the impacts of busy streets on residential uses: explore alternative site development regulatory approaches, or consider alternatives to the R1 multi-dwelling residential zone.	BPS				
	3F	Explore changes to zoning map designations, or changes to development regulations in the R2 zone, to improve compatibility and transition of new development, and preserve trees in neighborhood areas.	BPS, BDS				

Other Comments:

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Topic 4: Community Amenities and Livability

Issue Areas		Recommendations	Possible Implementers	Agree	Disagree	Improves Health?	Comments
<i>School Capacity</i> <ul style="list-style-type: none"> ▪ DDSD is an independent school district ▪ The school district currently lacks capacity for additional students ▪ District has had difficulty passing a bond measure for development of new schools ▪ Tax base relies heavily on residences 	4A	Broaden the tax base for schools by encouraging commercial development, employment uses, and reviewing the current application of housing tax abatements.	BPS, PDC, PBH				
	4B	Consider partnerships with other school districts to balance enrollment between districts and schools.	DDSD, PPS, PSD				
	4C	Improve the mix of households in new development by encouraging smaller units to balance family-sized units in future developments.	BPS, PBH				
<i>Parks/Open Spaces</i> <ul style="list-style-type: none"> ▪ Relatively few parks exist in or near the study area ▪ Access to existing parks is difficult for many travel modes ▪ Some parks lack recreation facilities ▪ Demand for community garden space is increasing ▪ Links to existing assets (Leach, Zenger) need improvement 	4D	Improve access to current parks and open space, including Springwater Corridor and Powell Butte.	PPR, PDC, PBOT				
	4E	Explore opportunities to acquire and develop, or provide shared space, for additional community gardens: consider unused right-of-way, and other underused sites.	PPR, PGNA, PBOT				
	4F	Purchase and develop additional park and open space in or around the SE 122 Ave and Powell area to serve growing demand.	PPR, PDC				
<i>Green Infrastructure</i> <ul style="list-style-type: none"> ▪ High water table and flooding in the area ▪ Stormwater sumps require attention to comply with DEQ 	4G	Develop green stormwater management features at key locations to address sump issues, improve water quality, and create community amenities.	BES, PBOT				
	4H	Coordinate green infrastructure with planned land uses and future parking needs in the study area.	BES, BPS, PBOT				

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Issue Areas		Recommendations	Possible Implementers	Agree	Disagree	Improves Health?	Comments
Amenities/Assets <ul style="list-style-type: none"> ▪ Large trees are an asset ▪ Lack of gathering places (coffee shops, community centers...) ▪ Lack of research/appreciation of the area's history 	4I	Conduct additional historic resources inventory work in Powellhurst Neighborhood (SHPO grant).	BPS, PGNA				
	4J	Explore partnerships for joint use of schools to meet parks and recreation needs.	PPR, DDS				
	4K	Explore opportunity to create a community facility or community space for meetings, gatherings, etc.	PDC, PPR, PGNA				
Social Service Needs <ul style="list-style-type: none"> ▪ The area is ethnically diverse and home to many recent immigrants ▪ Many families with children have social service needs 	4L	Ensure that affordable housing needs are being addressed on a citywide basis.	BPS, PBH				
	4M	Ensure that social services exist in areas close to the populations being served.	MULTCO				
Neighborhood Safety <ul style="list-style-type: none"> ▪ There is a perception of higher than average crime in this area ▪ People feel unsafe in parts of the study area ▪ Pedestrian and bike safety needs improvement 							

Other Comments: