

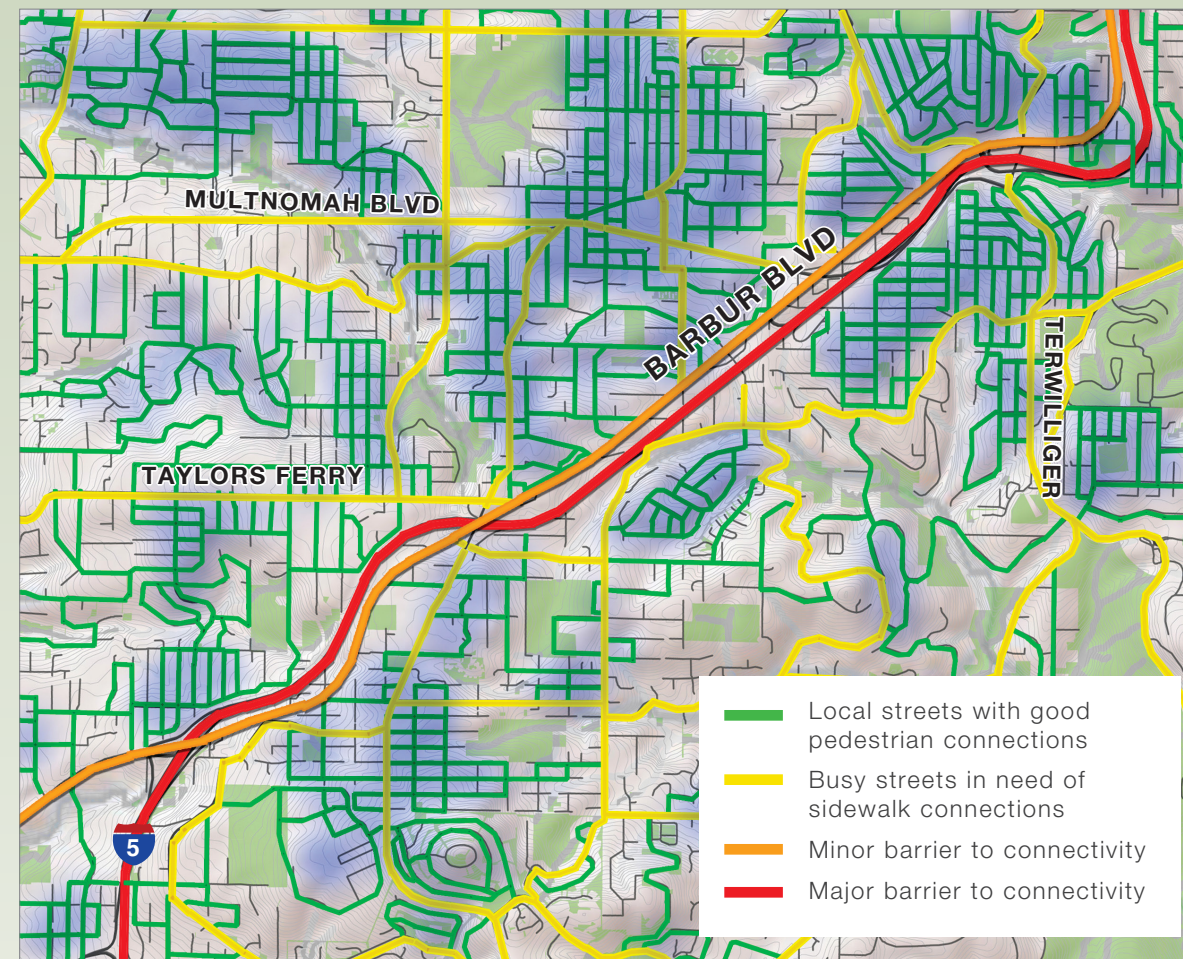
BARBUR CONCEPT PLAN

NEEDS, OPPORTUNITIES AND CONSTRAINTS SUMMARY

BARBUR HAS MAJOR CORRIDOR-WIDE OPPORTUNITIES:

- Capitalize on the proximity to OHSU, the city's largest employer.
- Leverage regional population growth and demand for new housing.
- Meet Portland's needs for well-located senior housing.
- Compete for the growing population seeking a "village feel" and walkable neighborhoods.
- Partner with schools and institutions to address a lack of active recreational facilities, through shared use.
- Coordinate with the planned growth of PCC-Sylvania.
- Accommodate a portion of the city's future office space demand.
- Improve watershed conditions through redevelopment of impervious surfaces.
- Transform Barbur into a Civic Corridor – a premier street for pedestrian safety, community pride, and ecological design.

IMPROVING CONNECTIVITY IS CRITICAL



CIVIC CORRIDORS

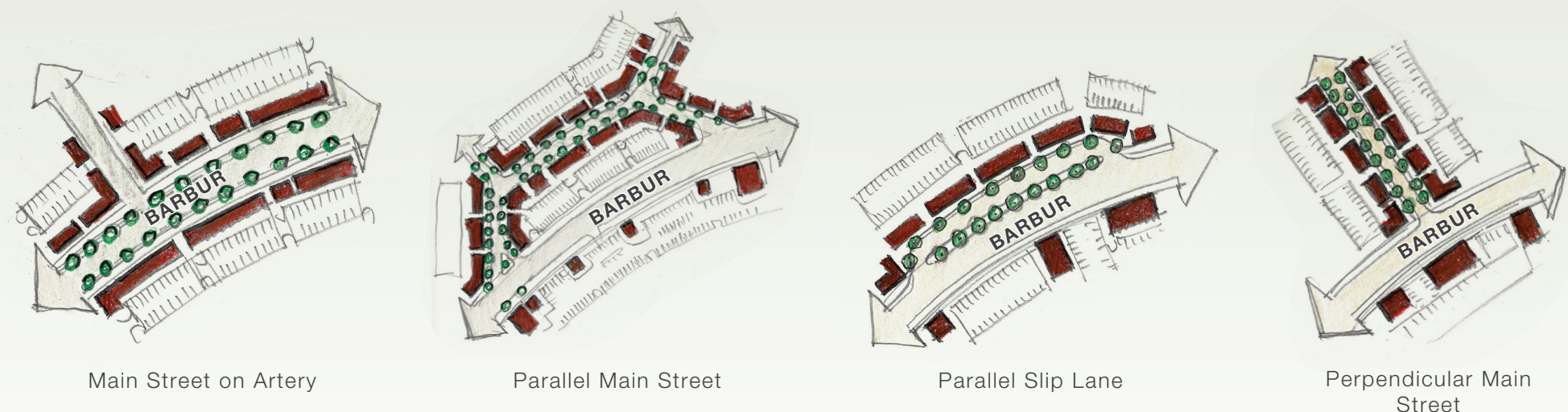


A Civic Corridors approach to Barbur would tie together Barbur's transportation modes, increase greenspace, and incorporate the urban design prototypes below.

HOWEVER, CORRIDOR-WIDE CONSTRAINTS MUST BE ADDRESSED:

- Connections from Barbur to OHSU/PCC are not direct.
- A challenging market exists for new development, with limited ability of rents to support new construction.
- Barbur has limited urban amenities, including streetscapes with pedestrian and bicycle desirability.
- Limited crossings of both I-5 and Barbur creates a barrier for improving connections to the neighborhoods.
- Capacity for new transportation facilities or more intensive land uses is constrained by topography, soil types, and established residential neighborhoods.
- I-5 access southbound is limited between downtown and Crossroads.

URBAN DESIGN PROTOTYPES FOR A THRIVING BARBUR



Main Street on Artery

Parallel Main Street

Parallel Slip Lane

Perpendicular Main Street

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NEEDS, OPPORTUNITIES AND CONSTRAINTS SUMMARY

Barbur has four distinct segments. Traveling south from downtown Portland, one experiences part of “Lair Hill” before driving through Barbur’s scenic parkway or “the Woods.” Then, emerging from the parkway, the street’s “historic highway” makes up the longest section of the street, reminding us of Barbur’s history. Finally, south of the “crossroads” at I-5, Barbur takes on a more suburban character referred to as “Far Southwest.”

While each of these segments has its own set of unique needs, opportunities, and constraints, described below, a handful of areas with strong multi-modal access to nearby neighborhoods and across I-5 have the potential to be part of separate yet distinctive places along Barbur (like a “string of pearls”). Below is a summary of emerging development potential for various areas.

THE BARBUR CORRIDOR’S FOUR UNIQUE SECTIONS

- 1 LAIR HILL**
Needs: Reconnected street grid; improved connections to OHSU.
Opportunities: Established neighborhood; small block grid; near OHSU and NCNM. New Gibbs pedestrian bridge should be complete early next year.
Constraints: Barbur cut off local street access; I-5 and Ross Island Bridge ramps are barriers.
- 2 THE WOODS**
Needs: Connection on Slavin Road; Red Electric Trail connection under parkway.
Opportunities: Natural and territorial views; access to trails and nature parks; proximity to Johns Landing.
Constraints: Limited access to neighborhoods; lack of pedestrian and bike connections; steep slopes.
- 3 HISTORIC HIGHWAY**
Needs: New southbound I-5 access; improved I-5 and Barbur crossings; focused nodes for “placemaking.” Streetscape improvements.
Opportunities: Large sites for commercial and residential development; several grocery stores.
Constraints: Lack of pedestrian/bicycle amenities; large blocks with infrequent sidewalks; I-5 as a barrier.
- 4 FAR SOUTHWEST**
Needs: Connections between neighborhood streets and Barbur; connectivity to PCC-Sylvania.
Opportunities: Several sites for commercial and residential development; growth of PCC-Sylvania.
Constraints: I-5 separates neighborhoods; distance from PCC campus to Barbur.

HAMILTON

As the oldest section of Barbur, this area has existing population density to support a mix of retailers and services; proximity to downtown, South Waterfront and OHSU; and the highest market demand along the corridor. It includes several opportunity sites that could be redeveloped in the future as mid-rise mixed-use residential, mid-rise office, or as mid-rise senior housing, within the context of the historic neighborhood.

GIBBS

Gibbs is an important east west connection and home to the OHSU Tram alignment and the new Gibbs Pedestrian Bridge over I-5. Although there is limited redevelopment opportunity, it serves as an important connection between South Waterfront and the Homestead Neighborhood.

TERWILLIGER

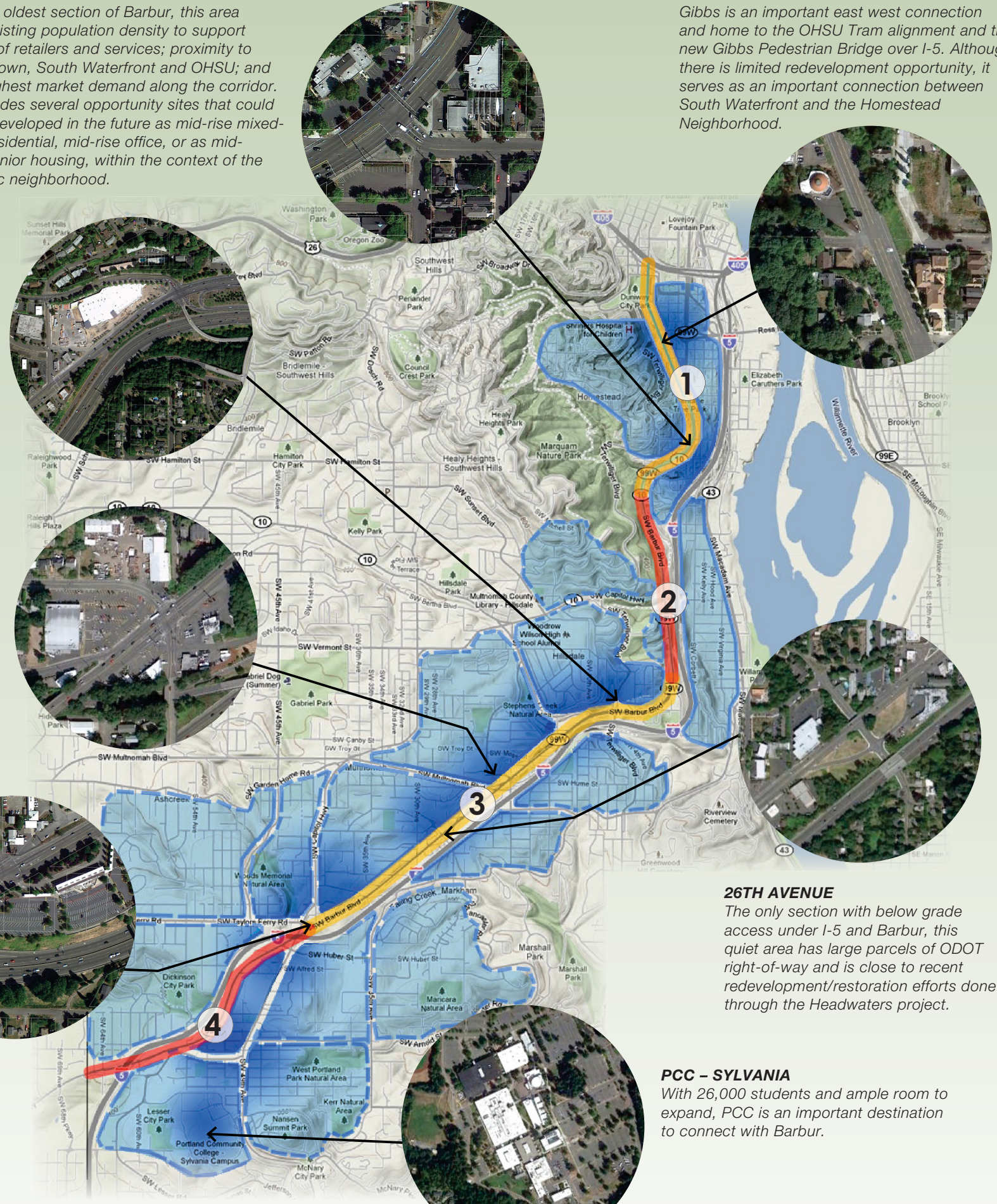
The activity center near the Fred Meyer store benefits from being near both Hillsdale and downtown. It also has several areas just off of Barbur with strong future development opportunities: the parcels along SW 13th Ave. between Barbur and Bertha; and the A-Boy site. Over the long-term, these sites could be redeveloped as low- or medium-intensity mixed-use residential, with some walkable “Main Street” retail along SW 13th Ave.

CAPITOL HILL

This area, near Multnomah Village, has a large stock of existing single family homes. Additionally, Safeway is in the midst of redeveloping its store, and tripling its size. Several commercial sites in close proximity have additional opportunity to expand building footprints and heights to accommodate greater variety of uses in more (walkable) configurations, including low-intensity mixed-use buildings, and “Main Street”-style commercial.

CROSSROADS

At the confluence of I-5, Barbur, Capitol highway and Taylor’s Ferry, the Crossroads exhibits unique challenges. The area is anchored by several retailers, Barbur World Foods and the Transit Center. The publicly-owned transit center site, in particular, presents a major 4.8 acre redevelopment opportunity. This site could include medium-intensity mixed-use development, multifamily housing, and structured parking.



This map illustrates opportunities for high walkability (dark blue) near Barbur and seven areas with great “placemaking” potential.

26TH AVENUE

The only section with below grade access under I-5 and Barbur, this quiet area has large parcels of ODOT right-of-way and is close to recent redevelopment/restoration efforts done through the Headwaters project.

PCC – SYLVANIA

With 26,000 students and ample room to expand, PCC is an important destination to connect with Barbur.