



Bureau of Planning and Sustainability

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## Barbur Concept Plan

### COMMUNITY WORKING GROUP MEETING #4 - AGENDA

January 5, 2012

6:00-8:00 p.m.

Multnomah Arts Center, Room 30

**Meeting objective:** Continue discussion on needs, opportunities, and constraints of the corridor; preview Fregonese's Envision tool for Barbur; discuss first draft of a Barbur vision and goals.

- |    |   |             |
|----|---|-------------|
| 1. | Introductions / Public Comment / Review Dec. Meeting Summary and Evaluation / Announcements<br>(Jay Sugnet) | 6:00 - 6:10 |
| 2. | Preview of Consultant's Envision tool<br>(Glen Bolen)   | 6:10 - 6:20 |
| 3. | Needs, Opportunities, and Constraints Discussion cont.<br>(Glen Bolen, CJ Gabbe, Laurence Qamar)            | 6:20 - 7:10 |
| 4. | Vision and Goals for the Barbur Concept Plan<br>(Jay Sugnet)  | 7:10 - 7:55 |
| 5. | Public Comment / Meeting Evaluation / Wrap Up<br>(Jay Sugnet)   | 7:55 - 8:00 |

#### Materials:

- December CWG Meeting Summary/Evaluation
- Discussion Draft Vision and Goals
- Meeting Evaluation (handout at meeting)

**February Meeting objective:** Follow-up on items from January; continue discussion on draft vision and goals; briefing on the SW Corridor Plan from Metro and ODOT including purpose and need and existing conditions for the entire SW Corridor from Portland to Sherwood.



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# BARBUR CONCEPT PLAN

*Creating a Long-Term Vision for Barbur Boulevard*

## COMMUNITY WORKING GROUP MEETING #3 SUMMARY

December 1, 2011

6:00-8:00 p.m.

Multnomah Arts Center, Room 30

### **Report on Community Outreach to date.**

Jay opened the meeting at 6:00pm. Since several members had not yet arrived, Morgan began by recapping the community outreach conducted to date, reporting highlights from the neighborhood walks, Tigard open house, PSU and Tigard farmers' markets, Sherwood Great Onion Festival, and focus group discussions. Metro has or is about to convene 16 discussion groups with geographic or topic area focus, and a summary report will be released and shared with the group in the near future.

With regard to the walk highlights, Laura Campos clarified that the northern section of Barbur includes a mix of historic and newer buildings and people are strongly concerned with preserving the neighborhood character. Glen Bridger pointed out that noise was an issue not only in the Terwilliger section but all along I-5, and was most notable at the Transit Center pedestrian bridge overcrossing. Roger Averbeck recommended that the group conduct the walks again after the concept alternatives have been developed. Staff agreed that another walk in the spring is a great idea.

### **Introductions/ Public Comment/ Review Nov. Mtg Summary and Evaluation/ Announcements**

There were no corrections or comments related to the meeting summary or evaluation. Roger Averbeck wished to clarify his representation on the CWG. He is the chair of the SWNI Transportation Committee, sits on the Ashcreek Neighborhood Association Transportation committee, and is part of the Willamette Pedestrian Coalition.

Jay asked the group if they had any remaining changes to make to the Collaboration Principles. Hearing none, he passed the document around for final signature.

### **Needs, Opportunities, and Constraints Discussion**

The consultant team (Fregonese Associates together with QAMAR Architecture + Town Planning) gave a powerpoint presentation of their initial Needs, Opportunities, and Constraints (NOC) findings for the Barbur Corridor. This presentation has been posted to the project website: <http://www.portlandonline.com/bps/index.cfm?a=376554&c=55309> The findings are also summarized in the 2-page 11x17 handout the group had received prior to the meeting.

*Need for Parks.* Roger Averbeck questioned whether the need for 10 acres of parks was natural areas or active play. Jay responded that the Portland Plan notes a deficiency in active recreation opportunities in the southwest. FOLLOW UP: the existing conditions report noted the 10 acre shortage of park in the area, based on data from the Portland Plan background reports. These reports were completed in 2010, before the acquisition

of the 146 acre Riverview natural area in 2011. Nevertheless, the area remains deficient in active recreation area, but opportunities may exist with shared use of several school ground facilities.

*Civic corridor.* The group reacted to the Portland Plan's designation of Barbur as a potential "Civic Corridor." Many questioned what a Civic Corridor means. The consultants noted that a civic corridor need not be all one type of land use, that there could be a string of pearls, emerging from activity centers. Laura Campos described the notion of "stopping places" along the corridor, and the importance of stressing livability in areas designated for residential uses, so that these uses can thrive. Jay noted that the Portland Plan gives a general framework for what a civic corridor is (green infrastructure, active transportation, transit, environmental stewardship) but the concept plan will give us an opportunity to customize how this framework is realized for a place like Barbur.

*"Amenities" vs. "infrastructure".* The consultants noted that often people want something that the market can't deliver, unless the area is improved with additional amenities. Roger Averbeck asked what the consultant team meant by "amenities." The definition of an amenity is an element that adds value. He expressed concern that things like sidewalks may be considered a nicety and not a necessity. He asked to differentiate between core urban infrastructure and urban amenities (such as an 8' sidewalk is a basic facility, where a 15' sidewalk is an amenity).

*Auto-oriented sites.* John Gibbon noted that auto-oriented sites provide a vital service to the neighborhoods, which are pretty car oriented. There is a need for auto based retail. Roger Averbeck noted that these sites don't have to undermine market demand. The consultants noted that it's pretty clear that the corridor will remain auto oriented. Ken Williams affirmed this point noting that we should be thinking about designs that improve conditions for multi-uses (cars as well as people). Staff attempted to explain the difference between auto oriented uses and auto-oriented development. Additional examples may be helpful as the group gets further into design principles.

*Pedestrian Mobility.* The consultants presented a map showing streets with high, medium, and low pedestrian potential. These were based on the traffic volumes and relative connections to other streets and places. Chris Smith observed that the map did not reflect the areas without sidewalks. Roger Averbeck noted that the yellow streets (medium ped potential) were a necessary part of the network with green (high potential) streets. Sally Willson expressed that the yellow streets were the ones the neighborhoods were fighting the hardest to get sidewalks on, but this map seemed to imply that conditions were okay for pedestrians. Jim Gardner noted that the map presented a better image than reality, that the green streets didn't go where you needed to go and the yellow don't have sidewalks. The consultants stressed that the map indicated the areas with pedestrian potential. In other words, the potential is there, if the infrastructure is there to support it.

*Land Use Changes.* Terri Preeg Riggsby asked whether the consultants were suggesting land use changes in the neighborhoods. Staff responded that we were not. John Gibbon explained that the current zoning capacity is greater than what is being utilized, most notably on corner lots. Sally Willson expressed that additional housing could prevent sprawl further out towards Sherwood. Housing could be part of the mix of uses on or directly adjacent to Barbur.

*Placemaking Opportunity Prototypes.* The consultants presented the pros and cons of four Urban Design Prototypes (main street on artery, parallel main street, parallel slip lane, perpendicular main street).

- On artery. Jim Gardner asked whether on-street parking was feasible given the speed and volume of traffic. There was some discussion about speeding on the corridor, and the peak nature of traffic volume (peak=congested, off peak=speeding)
- On parallel. Chris Smith noted the similarity to Metro's urban design tool. He liked the benefits of separating fast moving from slower main street traffic, but wondered if there were adequate opportunities on Barbur to achieve this. Roger Averbeck noted that Barbur dissects the street grid at an angle, so there are not many parallel street opportunities.
- On slip lane. The slip lane offers an alternative where a full parallel street is not available. The Burlingame Fred Meyer has a sort of slip lane in their parking lot. Chris Smith noted that for both the parallel street and slip lane concepts, the angle entry allows drivers to exit faster from Barbur. Speeds will need to be controlled, possibly by narrowing the "throat" of the street.
- On perpendicular. There was some concern that the angled nature of the adjoining streets might render this prototype infeasible. The consultants stressed that the defining characteristic was this design's inclination to draw activity from Barbur, onto a quieter, less busy side street, not that the street had to be at a direct 90 degree angle. SW 13<sup>th</sup>, near Fred Meyer was noted as a street with this potential.

#### **Preview of Consultant's Envision Tool**

The consultant's ran out of time to present the Envision Tool, but will return with this presentation at a later time.

#### **Visions and Goals for the Barbur Concept Plan**

Staff has provided a memo as a primer for the group. There was insufficient time to cover this topic at this meeting. We will return to this at our next meeting.

#### **Public Comment and Wrap Up**

There were no public comments during the meeting. The group asked if staff could provide a detailed timeline for the remainder of the CWG meeting schedule. Staff agreed to email this to the group.

Meeting adjourned 8:05 pm

### CWG Members

Name (alternate)	Interest	Present
Roger Averbeck	Willamette Pedestrian Coalition, SWNI Transportation Committee, Ashcreek Neighborhood Association	Yes
Don Baack	Elderly, Pedestrian	No
Glenn Bridger	Hillsdale Neighborhood Association	Yes
Laura Campos	People of Color	Yes
Jim Gardner	South Portland Neighborhood Assoc.	Yes
John Garner	Education	No
Bill Garyfallou	Property Owner	No
Michel George	Education	No
John Gibbon	SWNI Land Use Committee	Yes
Mara Gross	Sustainability, Social Equity	No
Kiel Johnson (Phil Richman)	Bicycle	Yes No
Scott McClain	Markham Neighborhood Assoc. Disabilities	No
Sandy Morgan	South Burlingame Neighborhood Assoc.	Yes
Linda Niles	Crestwood Neighborhood Association	No
Terri Preeg Riggsby	Environment	Yes
Joseph Readdy	Homestead Neighborhood Association	No
Duncan Roberts	Business owner	No
Chris Smith	Transit, Transportation	Yes
Ken Williams (Victoria Knapp)	Business Owner	Yes No
Sally Willson	West Portland Park Neighborhood Assoc.	Yes

### Staff and Consultants

Name	Representing	Present
Jay Sugnet	Portland Planning and Sustainability	Yes
Morgan Tracy	Portland Planning and Sustainability	Yes
Joan Frederiksen	Portland Planning and Sustainability	Yes
Amin Wahab	Portland Environmental Services	No
Shannon Axtell	Portland Environmental Services	Yes
John Gillam	Portland Transportation	Yes
Jonna Papaefthimiou	Portland Mayor's Office	Yes
Malu Wilkinson	Metro	Yes
Glen Bolen	Fregonese Associates	Yes
C.J Gabbe	Fregonese Associates	Yes
Laurence Qamar	QAMAR architecture + town planning	Yes

### Guests

Name	Name	Name
Paul Gleason		
Bud Roberts		
Marianne Fitzgerald		

## DECEMBER 1, 2011 CWG MEETING EVALUATION SUMMARY

<b>1. Overall Meeting Quality</b> <i>3.9 average</i>	<b>Poor</b>					<b>Excellent</b>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
			1	7		
<b>2. Pacing</b> <i>3.3 average</i>	<b>Too Slow</b>	<b>2</b>	<b>Just Right</b>	<b>4</b>	<b>Too Fast</b>	
		3		3	1	
<b>3. Presentations</b> <i>4.0 average</i>	<b>Poor</b>					<b>Excellent</b>
	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
			1	6	1	
<b>4. Discussion</b> <i>4.2 average</i>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
			2	1	3	
<b>5. Balance of Presentations &amp; Discussion</b> <i>3.4 average</i>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
		2	2	3	1	
<b>6. Materials / Documents</b> <i>4.4 average</i>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	
			1	2	4	
<b>7. Comments and Suggestions for Items 1 – 6, Above:</b>						
<p>Maybe we could have a big paper map of Barbur that goes on the wall somewhere so everyone can reference #2</p> <p>Rushed at the end of meeting, but I very much appreciate the time to ask questions and discuss comments</p> <p>Disparity between paper and electronic materials?</p>						
<b>8. Least Useful:</b>						
<b>9. Most Useful:</b>						
<p>Consultants presentation</p> <p>Needs, Opportunities, and Constraints</p>						
<b>10. Questions, Comments, or Suggestions for future meetings (use back side for more space):</b>						
<p>Need more time for discussion – feedback</p> <p>Ask CWG members to read materials in advance</p>						



## Bureau of Planning and Sustainability

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December 16, 2011

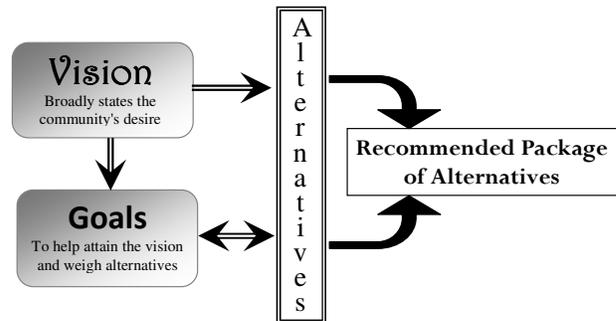
To: Barbur Concept Plan Community Working Group

From: Jay Sugnet

Subject: Barbur Vision and Goals – Discussion DRAFT

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The Barbur Concept Plan aims to create a long-term vision for the corridor. Over the next few months, the Community Working Group will craft a vision and discuss how the vision helps guide the development of alternative land use scenarios for Barbur. Additionally, the Community Working Group will translate the vision into discreet goals. The goals will be used to help analyze alternate land use scenarios to ensure they reflect the vision for the corridor.



Below is some preliminary language for the Community Working Group members to use as a starting point in the conversation. This draft is based on a mixture of previous plans' goals, CWG comments, and what we've heard from the broader community in the various outreach efforts.

### Draft Vision

*Barbur Boulevard is transformed from a major thoroughfare to a destination - a place where people want to live, work, and play. All people have safe and reliable transportation choices to move throughout the corridor. The corridor works well for automobile and freight travel while pedestrians, bicyclists and transit riders are far more comfortable than they were before. Businesses are thriving and new locally owned and oriented businesses have opened. Residents of nearby neighborhoods feel connected to the boulevard. Landscaping, street trees, and stream crossings are incorporated into the fabric of the boulevard. The history of the boulevard is celebrated in the projects that have been built. The character of the boulevard is different in different areas.*

### Draft Goals

#### Community

- **Create places where people live, work and play in vibrant communities where their everyday needs are easily accessible**
  - Neighborhood street with mixed housing and commercial uses, plenty of trees and plazas for pedestrians and gathering spaces.
  - Barbur is a place that people want to visit and bring their families.
  - Improve aesthetics/livability/utility of corridor.
  - Reinforce the presence of the river on one side and the hills on the other.
  - Slowing down of cars.
- **Encourage transit-supportive concentrations of housing and employment density at appropriate locations**



- An actual boulevard with mass transit, transit centers, vibrant commercial and residential centers, full sidewalk improvements to encourage/increase walkability, safe routes to schools.
- Identify a string of pearls for Barbur. Make these HCT places desirable to live.
- Corridor as affordable, livable, accessible, with increased residential uses on Barbur.
- **Equitably distribute the benefits and burdens of growth**
  - minimize harmful impacts of HCT to the extent possible.

### Opportunity

- **Improve access to employment, educational and commercial centers**
  - More diversity in jobs and services. Need to attract more types of businesses to be a more resilient/adaptable community.
  - transformation and thriving businesses offering retail/service/employment opportunities for southwest residents.
  - Improving freeway access and neighborhood connectivity.
- **Provide safe and reliable transportation choices throughout the corridor for all transportation modes**
  - Make Barbur easier and safer to cross so residents have access to businesses - creating 20-minute neighborhoods.
  - Barbur will connect neighborhood nodes with walkable, bikeable, and mass transit(able) streets and arterials - all as a model for sustainable design.
  - Encourage alternative forms of transportation to bring PCC students in.
  - Consider that bikes/bus/walking will not satisfy all shopper's needs. Need to create an environment where more businesses can thrive.
  - Ensure that walking and biking are safe and convenient modes of travel in the Barbur Boulevard corridor.
- **Improve access to affordable living, considering the combined housing, transportation and utility costs**
  - Build on the assets of the community to make a thriving place where people want to be, people of all incomes.

### Environment

- **Improve watershed health and habitat function, and enhance the natural environment**
  - Provide regional and on-site stormwater management facilities that mitigate the effects of runoff from transportation infrastructure.
- **Improve the quality of air, water and land resources**

### Health

- **Integrate trails and parks plans and improvements**
  - Access to trails is vitally important.
- **Support active lifestyles**
- **Integrate health strategies**
  - Consider disaster preparedness needs.

### Moving Forward

- **Create a plan that is adaptable to future conditions, and capitalizes on opportunities as they arise**
  - Ensure that the plan is funded.
  - Phase improvements if necessary.
  - Build basic infrastructure first (sidewalks, bikelanes, street trees, stormwater facilities, etc.) then build the amenities (e.g. urban plazas, etc.).
  - Elevate partnerships between government, institutions and others in community. Collaboration will be the key to the plan's success.