

BARBUR CONCEPT PLAN

Creating a Long-Term Vision for Barbur Boulevard

DRAFT
KELLY FOCUS AREA
MEETING SUMMARY

June 26, 2012
4:00-6:00 p.m.

National College of Natural Medicine, Board Room

Introductions

David Schleich (NCNM) opened the meeting by welcoming the group to NCNM's brand new Ken Hartman Board Room, which had just been completed earlier that morning. Art Pearce (PBOT) lead off with introductions.

Review of Past/Current Plans

Art then briefly covered the long history of past transportation and land use plans, including the South Portland Circulation Study, Aerial Tram CAC Recommendations Report, North Macadam Transportation Strategy, and North of Kelly Plan. Laura Campos added the 1977 CTLH Neighborhood Plan to the list. Jason Franklin (Parametrix) also gave an overview of the NCNM Campus Plan.

Jason described the plan calling for 40,000 s.f. of additional buildings in the master plan timeframe, with potential for 70,000 s.f. beyond that. The campus currently has a very high mode split (about 50% of students drive, with the rest using transit, biking or walking), and the campus intends to emphasize that. Enrollment is projected to increase from 567 students to 1010 students by 2020.

Brian Newman (OHSU) described their efforts to consolidate current leased space to the new development near the base of the tram. They have not looked at repurposing the buildings in the Kelly area, so that will be part of a future discussion. Glen Bolen (Frego Assoc) asked about the nature and opportunities for student dual enrollment between PSU, OHSU, NCNM, and PCC. This, together with distance learning (i.e. on-line classes), was a growing trend.

Barbur Concept Plan - Process Overview

Jay Sugnet (BPS) quickly described the Barbur Concept Plan and its relationship to the SW Corridor Plan. He emphasized that for tonight's exercise, people should think long term, think big, and move beyond the current transportation constraints.

Kelly Focus Area Alternative Land Use Concepts and Small Group Exercise

Glen Bolen (Frego Assoc.) covered the basic land use scenarios that we have been exploring, and how these might apply to the Kelly Focus Area. He provided an overview of the group exercise, directing participants to first identify what they thought of as the "spine" through the area, then mark the maps with areas that should be protected, opportunities for change, priorities for major public investments, and where a potential high capacity transit (HCT) station would best be located.

Role of Naito vs. Barbur (or Kelly) as the "spine"

Brian Newman noted that Naito has more opportunity, in that it draws from 360° around the neighborhood, whereas Barbur is on the edge, against the hill. Bill Danneman agreed, but objected to having light rail on it due to potential noise and other impacts to the established single family neighborhood, unless it was carefully and sensitively integrated. Brian inquired whether the NE streetcar or Goose Hollow Max provided some insights to how to integrate rail. Cheryl Rigler agreed that Naito could function as a spine, but not in its current configuration, it is a cut through. Barbur has more stops and seems calmer (in this particular stretch). She feared that simply throwing light rail down Naito will further split the neighborhood. To keep it intact, there needs to be stops and improved cross connections. Brian described how N Interstate was transformed from 4 lanes to 2 with enhanced crossings. Bill suggested that a "cut and cover" tunnel would not add significant cost (as opposed to boring a tunnel) and would allow some of the elements of the South Portland Circulation Study to be implemented. Jim Gardner expressed similar sentiments and emphasized that if light rail was on Barbur, it would need to be designed to be permeable, similar to the ease of crossing the tracks in the downtown. Both groups agreed that Naito's proximity to S. Waterfront (particularly with the new Gibbs pedestrian bridge) and the opportunities for land use changes in the area made it a better choice than Barbur.

Land Uses and Opportunities

CJ asked the group what sorts of land uses were seen as lacking and integral to making this a better place. Marilyn Considine suggested a grocery store. The group largely agreed, describing that most PSU students head to the Safeway at 10th and Jefferson and most other people travel to the Fred Meyer on Barbur. Cheryl noted that with OHSU, PSU, NCNM students and employees and with South Waterfront residents, it is surprising that there are so few services. Glen Bolen noted that a grocery store would need about a full block for development. Bill observed that the removal of the Ross Island Bridge ramps would free up a bunch of space, about three city blocks worth.

Art Pearce asked the group what they saw as the potential for the area. Brian noted that Naito was much larger than it needed to be, with the frontage roads, and four lanes, it really could get narrowed up, and open some more room along the edges for development. Cheryl agreed, but that there needed to be a station/stop or it was no good for the neighborhood. A stop where the Ross Island ramps are removed could catalyze redevelopment there, or otherwise a stop at Hooker Street to link to the east/west connection to NCNM. Marylyn noted that students cross over Naito at Hooker, so a stop at the Ross Island Bridge would not provide a safe convenient connection for NCNM students. The group identified the area around Barbur and Caruthers/Sheridan and following the 405 freeway as having a number of opportunity sites, but limited potential for "placemaking". Ian Stude from Portland State University noted that PSU is working towards making 4th Avenue in Portland more prominent as part of the campus and that connections across 405 could be important in the future. Specifically, the 4th Avenue 405 off-ramp could be closed to assist with safety and placemaking opportunities.

HCT Stop

Bill asked what advantages Barbur might serve for HCT. If there was no close-in stop, which is better, Barbur or Naito? Brian responded that if there was no stop, the neighborhood would not support it, besides the area is ripe for a stop. Bill added that other close-in areas with stops (like Goose Hollow) were much more dense. Cheryl reminded the group of NCNM's projected enrollment of 1,000 students. Brian added that the neighborhood would need to lobby for a stop. He added that a stop at the bridge ramps would force changes to the ramps. Talia Jacobson asked what would be the preference if there were no stops in the

neighborhood. Bill said that HCT would have to go underground. Talia asked what the preference would be if there was insufficient funding to tunnel, and no stops were planned. The group largely responded that their preference would be to push HCT to the freeway or south waterfront, to avoid further bisecting this neighborhood with another major transportation facility that serves the region but provides no benefits to the neighbors. Marylyn noted that the area would then be isolated from transit. Talia responded that local bus service improvements (that could better connect the HCT to other areas are being considered as part of the southwest corridor plan. Cheryl wondered whether it made sense to *not* have a stop where you have all these students and institutional employees. Jay asked what if there are two stops? The group discussed two different locations along Naito, one at the Ross Island Ramps and another farther north closer to Kelly. The group agreed that the area had the potential to have similar densities to the downtown and could warrant two stops in the future. If only one stop was possible, then the pros and cons of each would need further consideration.

Areas to Protect

The group noted areas to protect by and large were the existing parks and natural areas, and the South Portland historic conservation district, with the exception of a couple non-historic, non contributing developments. One site would be a good candidate for a grocery, provided changes to Naito made access to the site simpler.

Public Investments

Both groups noted additional development opportunities could include the excess Naito/Barbur right of way, where a gateway could be created. They noted that perhaps PGE might be able to consolidate some of its substations in and near the area to free up some additional space along Naito at the Barbur intersection. Further to the north, PGE is planning a new substation at the old greyhound site, and has discussed the idea of a joint project with a substation in that location, but allowing for development on top of it. The groups identified areas for prioritizing public investments in terms of pedestrian safety improvements and enhanced crossings over Naito, along with streetscape improvements.

Right: A workshop map from one of the two small group tables. Red dots show possible opportunity sites, while yellow dots were used to represent potential HCT station locations. Pink lines show alternative transportation improvements to facilitate movement around the Kelly area.



Kelly Focus Area Attendees

Name	Representing
Jim Gardner	CWG member
Laura Campos	CWG member
William Danneman	South Portland Neighborhood Assoc.
Jim Davis	South Portland Neighborhood Assoc.
Paul Gleason	South Portland Neighborhood Resident
Cheryl Rigler	South Portland Neighborhood business owner
Abe Farkas	EcoNorthwest
Jason Franklin	Parametrix (NCNM consultant team)
Keith North	NCNM
David Schleich	NCNM
Marilyn Considine	NCNM
Bud Roberts	Barbur Concept Plan Fan
CJ Gabbe	Fregonese Assoc. (Barbur Concept Plan consultant team)
Glen Bolen	Fregonese Assoc. (Barbur Concept Plan consultant team)
Julia Reed	Fregonese Assoc. (Barbur Concept Plan consultant team)
Brian Newman	OHSU
Sara Vonde Veld	OHSU
Malu Wilkinson	Metro
Talia Jacobson	ODOT
Art Pearce	PBOT
Geraldine Moyle	PDC
Jay Sugnet	BPS
Joan Fredericksen	BPS
Morgan Tracy	BPS