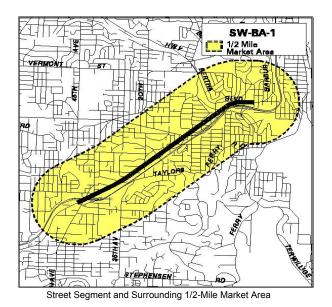
SW BARBUR BLVD

Boundaries: SW 5th to SW Huber St

Length: 2.32 miles

OVERVIEW

In the Region 2040 Growth Concept, Barbur is designated a corridor with potential high capacity transit (HCT). It is also a major city traffic and transit street, regional transitway, city walkway, and city bikeway. At 4-6 lanes, it is one of the widest streets in Portland, it lacks a complete sidewalk system, is unsafe to cross, and is unsafe to bike. Compared to the citywide average, this segment has higher household incomes, higher housing prices, near average households per acre and is less racially diverse. It contains 28% more businesses and 27% more employees per mile. The largest differential between this segment and other commercial corridors is the high percentage of offices (41%) and office employees (39%). Eighty-one percent of the lots are in the General Commercial (CG) zone. This reflects the historic role of Barbur as the major entrance into Portland from the south prior to the construction of I-5 and the fact that its zoning was not evaluated as part of the Southwest Community Plan.



TRANSPORTATION SUMMARY

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	IIaII	IC	Source:	וטטיו	1

TSP Street Classification¹: Major City Traffic Street Average Daily Traffic Volume²: 24,547 Number of Traffic Lanes: 4 and 6

Street Segment ID: SW-BA-1

Transit Sources: PDOT and Metro

TSP Street Classification¹: Regional Transitway/Major Transit Street
Transit Service: Bus Routes 12, 39, 65, and 94

Pedestrian Source: PDOT

TSP Street Classification¹: City Walkway Pedestrian District: No

Bicycle Source: PDOT

TSP Street Classification¹: City Bikeway
Bike Lane: Yes

MARKET AREA SUMMARY for 1/2-mile area around the street segment

Demographic Information Source: CN

Segment	Portland
10,922	530,638
5.5	5.5
4,954	224,425
2.5	2.3
2.2	2.4
\$59,982	\$52,020
	10,922 5.5 4,954 2.5 2.2

Age Distribution Source: CN

	Segment	Portland
0 - 17 Years Old	20%	21%
18 - 34 Years Old	29%	29%
35 - 64 Years Old	41%	39%
65+ Years Old	10%	12%

Ethnic and Racial Composition Source: CN

	Segment	Portland
Non-Hispanic	94.6%	93.2%
White	81.9%	75.5%
Black	3.2%	6.2%
Native American	0.7%	0.9%
Asian	3.9%	6.3%
Pacific Islander	0.7%	0.4%
Other Race	0.2%	0.2%
Two or More Races	4.0%	3.8%
Hispanic	5.4%	6.8%

Real Estate Sales Source: CA

	Segment	Portland
Median SFR ³ Sales Price (00-04)	\$205,000	\$160,500
% Change in SFR ³ Sales Price	81%	114%
(from 1990-94 to 2000-04)		

DATA SOURCES / YEAR: Portland Office of Transportation, 2003 (PDOT); Metro, 2004 (Metro); US Census, 2000 (CN); County Assessor, 2004 (CA)

¹ Where more than one classification in Portland's Transportation System Plan (TSP) exists per category, the one that spans the greatest distance is reported.

² This figure represents the mean weighted Average Daily Traffic Volume for the segment.

³ Single-Family Residence

SW BARBUR BLVD

Street Segment ID: SW-BA-1

Boundaries: SW Huber St to SW 5th Ave Length: 2.32 miles

LAND USE AND ZONING SUMMARY for lots that front the street segment

Number and Size of Lots by Zone Type Source: BOP

	Numbe	er of Lots		Size of Lots		Nu	mber of	Lots by	Size (SC	QFT)
ZONE TYPE	Total Lots	% of Total Lots	Total SQFT	% of Total SQFT	Average SQFT	0- 4,999	5,000- 19,999	20,000- 43,559	43,560- 99,999	100,000+
Commercial	108	88%	2,327,795	88%	21,554	22	48	27	10	1
Employment & Industrial	0	0%	0	0%	0	0	0	0	0	0
Residential	15	12%	327,851	12%	21,857	2	10	1	1	1
Other ¹	0	0%	0	0%	0	0	0	0	0	0
Total	123	100%	2,655,646	100%	21,591	24	58	28	11	2

Distribution of Lots by Zone Type	Source: BOP	
	Segment	All Segments ²
General Commercial	81%	23%
Z Central Commercial	0%	4%
Storefront Commercial	0%	24%
Central Commercial Storefront Commercial Mixed Commercial/Residential Neighborhood Commercial	0%	2%
Neighborhood Commercial	0%	6%
Office Commercial	7%	1%
= Employment	0%	9%
□ Industrial	0%	2%
တ္တ Single-Dwelling Residential	4%	4%
Multi-Dwelling Residential	8%	24%
Other ¹	0%	1%

Approximate Lot Utilization (lots used as zoned) by Zone Type Sources: BOP and CA

	Segment	All Segments ²
Commercial	83%	79%
Employment & Industrial	N/A	82%
Residential	73%	91%

Approximate Lot Vacancy by Zone Type

Sources: BOP and CA

	Segment	All Segments ²
Commercial	11%	6%
Employment & Industrial	N/A	13%
Residential	13%	6%

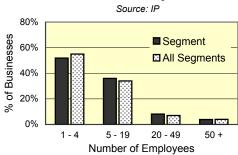
BUSINESS AND EMPLOYEE SUMMARY for lots that front the street segment

Businesses and Employees by Use Type Source: IP

USE TYPE	% of Bu	usinesses	% of Employees ³		
USE TIPE	Segment	All Segments ²	Segment	All Segments ²	
Retail	20%	34%	26%	34%	
Personal Services	8%	8%	3%	5%	
Other Services	13%	10%	15%	11%	
Office	41%	28%	39%	26%	
Auto Service/Repair	3%	5%	3%	3%	
Auto Sales/Rental	0%	2%	0%	3%	
Institutional	4%	4%	3%	10%	
Industrial	10%	9%	12%	8%	
Agriculture/Mining	0%	0%	0%	0%	

Approximate Number of Businesses Source: IP	208
Businesses per Mile	90
Businesses per Mile for All Segments ²	70
% Different from All Segments ²	28%
Estimated Number of Employees ³ Source: IP	2474
Estimated Number of Employees ³ Source: IP Employees per Mile	2474 1066

Businesses by Size



DATA SOURCES / YEAR: Portland Bureau of Planning, 2004 (BOP); County Assessor, 2004 (CA); Inside Prospects, 2002-3 (IP)

¹ "Other" zone type includes Portland's Open Space (OS) and Institutional Residential (IR) zones, as well as commercial zones in other jurisdictions.

² "All Segments" figures derived from data from all ninety-three commercial street segments in this study.

³ Number of employees derived by multiplying number of businesses by average number of employees. See methodology section for further detail.