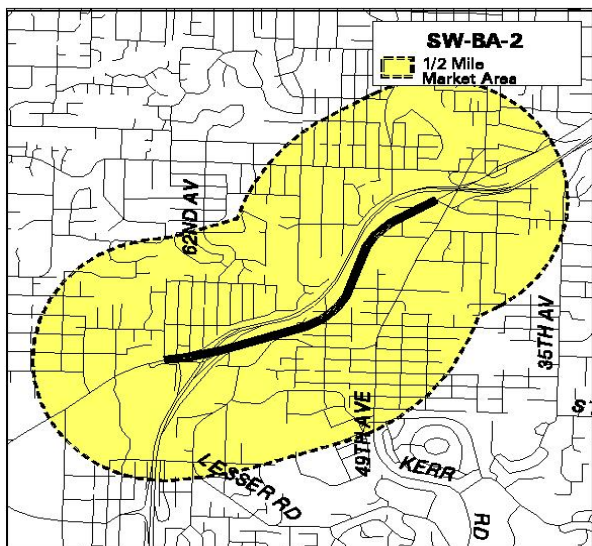


Boundaries: SW Huber to SW 65th Ave
 Length: 1.31 miles

OVERVIEW

In the Region 2040 Growth Concept, Barbur is designated a corridor with potential high capacity transit (HCT). The transportation designations and problems and high percentage of CG zoning of this segment mirror that of SW-BA-1. Compared to the citywide average, this segment has fewer households and people per acre, higher household incomes, somewhat higher housing prices, and is similar in racial diversity. It contains 21% more businesses per mile, though only 7% more employees. The largest differential is the high percentage of offices (50%). Because the percentage of office employees, however, mimics the combined segments percentage, this means more small offices are located here than elsewhere. As with SW-BA-1, this part of Barbur was the major entrance into Portland from the south prior to the construction of I-5 and its zoning was not evaluated as part of the Southwest Community Plan.



Street Segment and Surrounding 1/2-Mile Market Area

TRANSPORTATION SUMMARY

Traffic <i>Source: PDOT</i>	
TSP Street Classification ¹ :	Major City Traffic Street
Average Daily Traffic Volume ² :	20,843
Number of Traffic Lanes:	4
Transit <i>Sources: PDOT and Metro</i>	
TSP Street Classification ¹ :	Regional Transitway/Major Transit Street
Transit Service:	Bus Routes 12 and 94
Pedestrian <i>Source: PDOT</i>	
TSP Street Classification ¹ :	City Walkway
Pedestrian District:	No
Bicycle <i>Source: PDOT</i>	
TSP Street Classification ¹ :	City Bikeway
Bike Lane:	Yes

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

Demographic Information <i>Source: CN</i>		
	Segment	Portland
Total Population	5,565	530,638
People per Acre	4.2	5.5
Total Households	2,321	224,425
Households per Acre	1.7	2.3
Mean Household Size	2.4	2.4
Mean Household Income	\$66,307	\$52,020

Age Distribution <i>Source: CN</i>		
	Segment	Portland
0 - 17 Years Old	22%	21%
18 - 34 Years Old	31%	29%
35 - 64 Years Old	39%	39%
65+ Years Old	8%	12%

Ethnic and Racial Composition <i>Source: CN</i>		
	Segment	Portland
Non-Hispanic	91.7%	93.2%
White	76.2%	75.5%
Black	4.3%	6.2%
Native American	0.7%	0.9%
Asian	4.4%	6.3%
Pacific Islander	1.0%	0.4%
Other Race	0.4%	0.2%
Two or More Races	4.7%	3.8%
Hispanic	8.3%	6.8%

Real Estate Sales <i>Source: CA</i>		
	Segment	Portland
Median SFR ³ Sales Price (00-04)	\$178,500	\$160,500
% Change in SFR ³ Sales Price (from 1990-94 to 2000-04)	71%	114%

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-2

Boundaries: SW Huber to SW 65th Ave
 Length: 1.31 miles

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

Number and Size of Lots by Zone Type *Source: BOP*

ZONE TYPE	Number of Lots		Size of Lots			Number of Lots by Size (SQFT)				
	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	34	85%	1,007,600	66%	29,635	2	12	14	5	1
Employment & Industrial	0	0%	0	0%	0	0	0	0	0	0
Residential	6	15%	510,994	34%	85,166	0	4	0	1	1
Other ¹	0	0%	0	0%	0	0	0	0	0	0
Total	40	100%	1,518,594	100%	37,965	2	16	14	6	2

Distribution of Lots by Zone Type *Source: BOP*

	Segment	All Segments ²
COMMERCIAL	General Commercial	78%
	Central Commercial	0%
	Storefront Commercial	0%
	Mixed Commercial/Residential	0%
	Neighborhood Commercial	0%
	Office Commercial	8%
E & I	Employment	0%
	Industrial	0%
RES	Single-Dwelling Residential	0%
	Multi-Dwelling Residential	15%
	Other ¹	0%

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

	Segment	All Segments ²
Commercial	74%	79%
Employment & Industrial	N/A	82%
Residential	100%	91%

Approximate Lot Vacancy by Zone Type

Sources: BOP and CA

	Segment	All Segments ²
Commercial	15%	6%
Employment & Industrial	N/A	13%
Residential	0%	6%

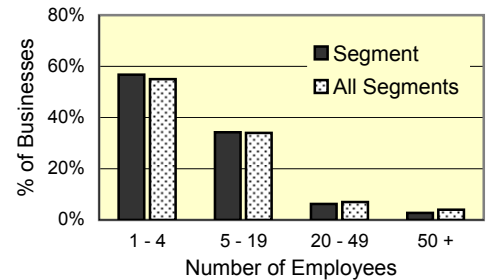
BUSINESS AND EMPLOYEE SUMMARY for lots that front the street segment

Businesses and Employees by Use Type *Source: IP*

USE TYPE	% of Businesses		% of Employees ³	
	Segment	All Segments ²	Segment	All Segments ²
Retail	10%	34%	15%	34%
Personal Services	3%	8%	1%	5%
Other Services	24%	10%	45%	11%
Office	50%	28%	27%	26%
Auto Service/Repair	0%	5%	0%	3%
Auto Sales/Rental	0%	2%	0%	3%
Institutional	4%	4%	4%	10%
Industrial	10%	9%	8%	8%
Agriculture/Mining	0%	0%	0%	0%

Businesses by Size

Source: IP



Approximate Number of Businesses *Source: IP* 111

Businesses per Mile	85
Businesses per Mile for All Segments ²	70
% Different from All Segments ²	21%

Estimated Number of Employees³ *Source: IP* 1179

Employees per Mile	900
Employees per Mile for All Segments ²	837
% Different from All Segments ²	7%

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.