

OVERALL GOAL

Develop a cohesive plan for the Bolton town center in West Linn that can be implemented over time by a combination of public and private actions.

OBJECTIVES

History

Town center

Community character

Trails

Connections

PRINCIPLES

Transit

Visions

New forms

Locals & visitors

Safety

Public spaces

Private investment

ODOT coordination

Catalysts

Blue Heron

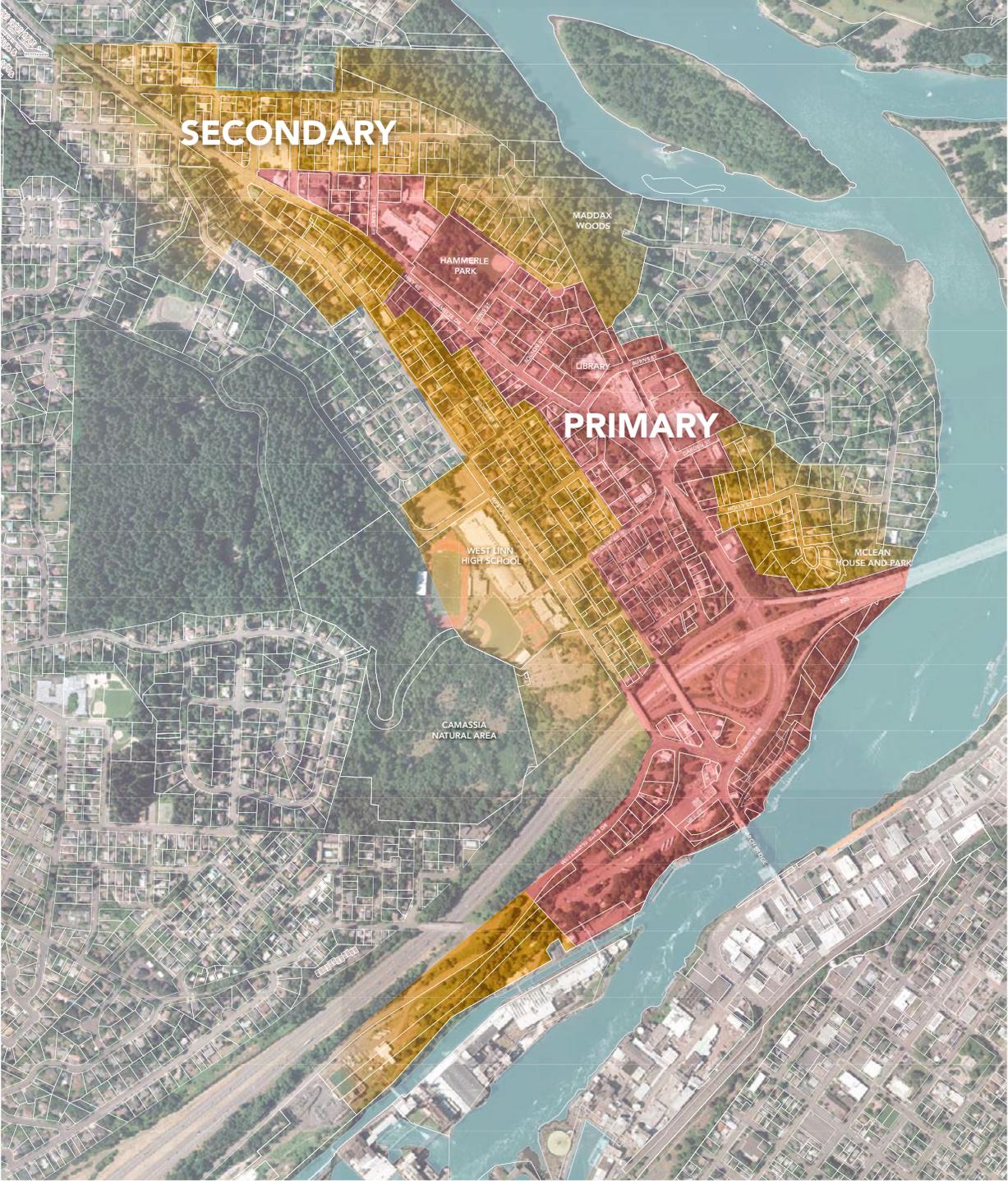
Community engagement

Champions

Linking nodes

Gateway

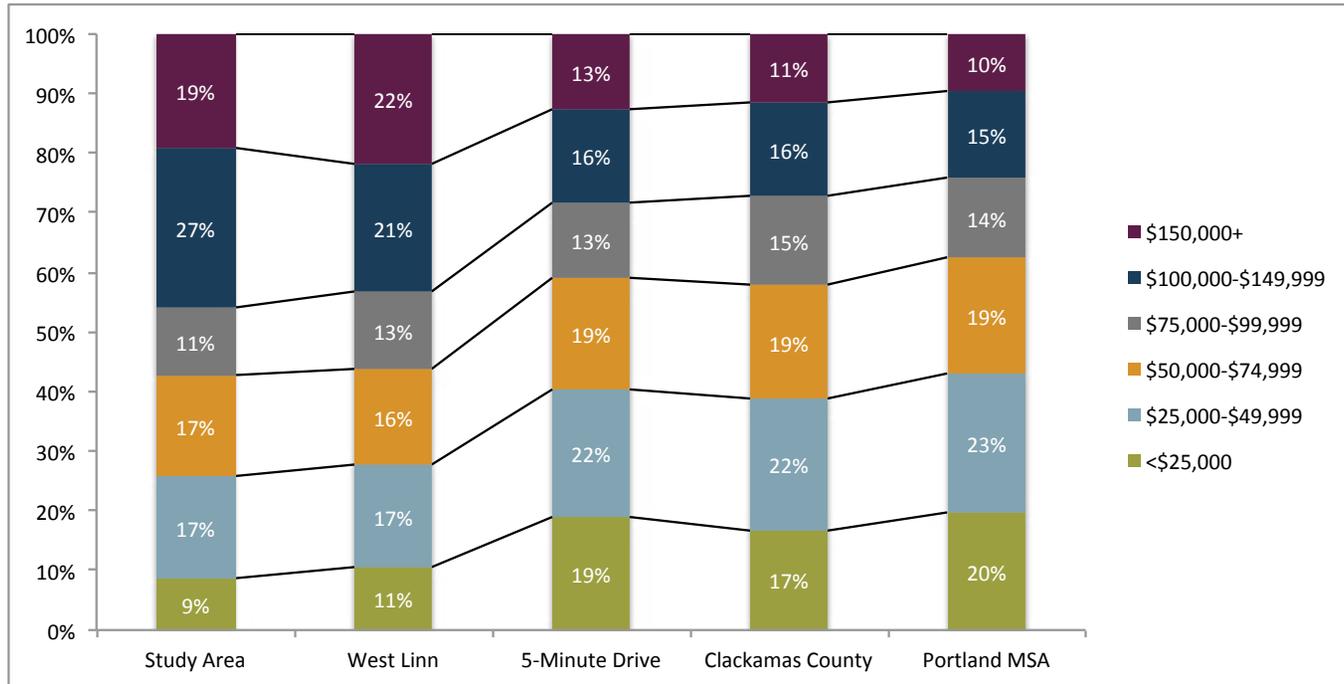
STUDY AREA



EXISTING CONDITIONS: DEMOGRAPHICS AND MARKET CONDITIONS

MARKET ASSESSMENT

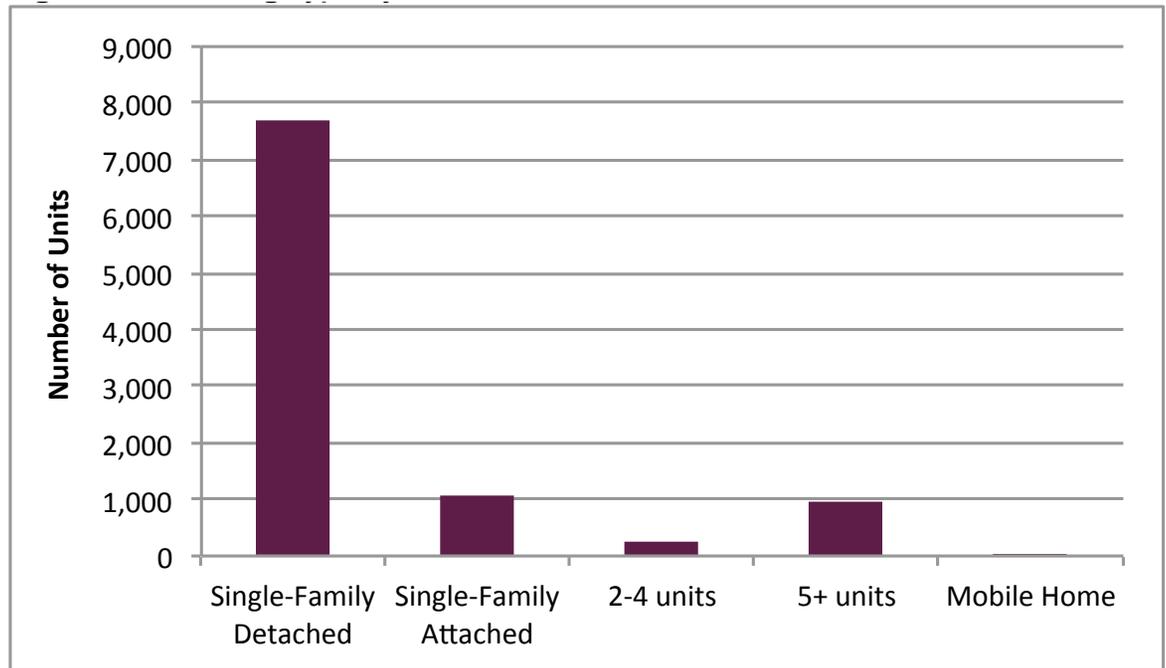
Household Income



Source: U.S. Census Bureau. 2008-2012 American Community Survey 5-year Estimates. Table DP03.

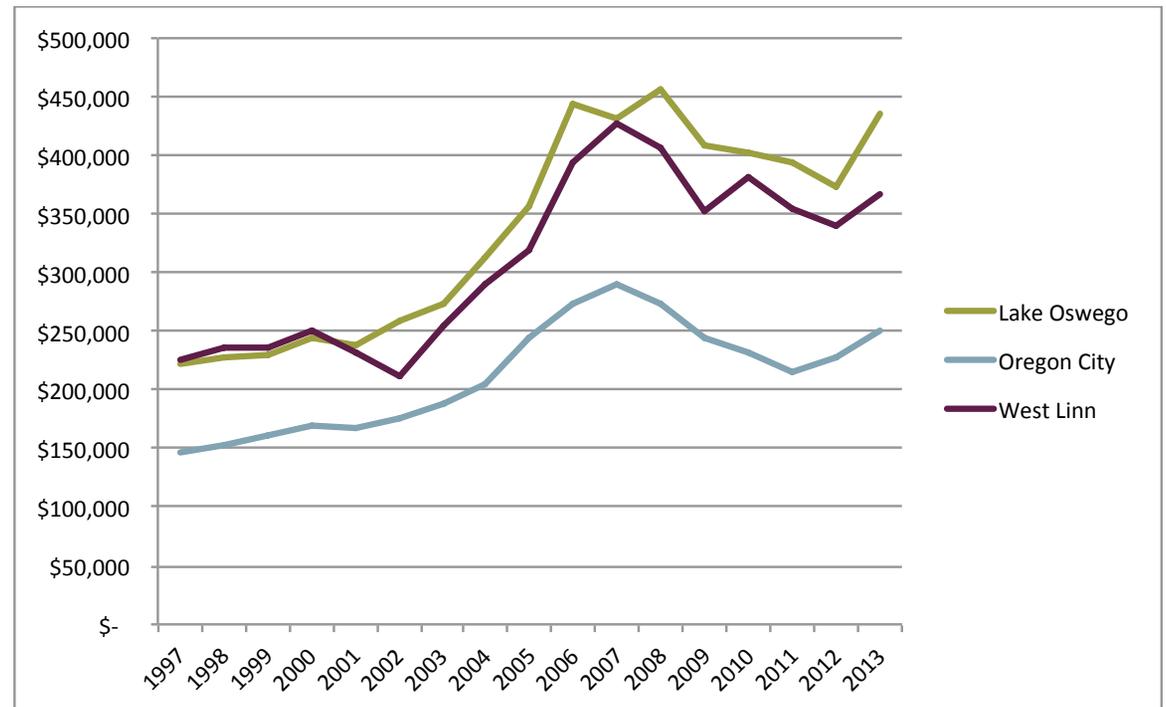
	Study Area	West Linn	5-Minute Drive	Clackamas County	Portland MSA
Median Household Income	\$ 89,850	\$ 86,611	\$ 66,052	\$ 63,951	\$ 57,896
Per Capita Income	\$ 37,270	\$ 41,319	\$ 34,229	\$ 32,249	\$ 29,946

HOUSING TYPES



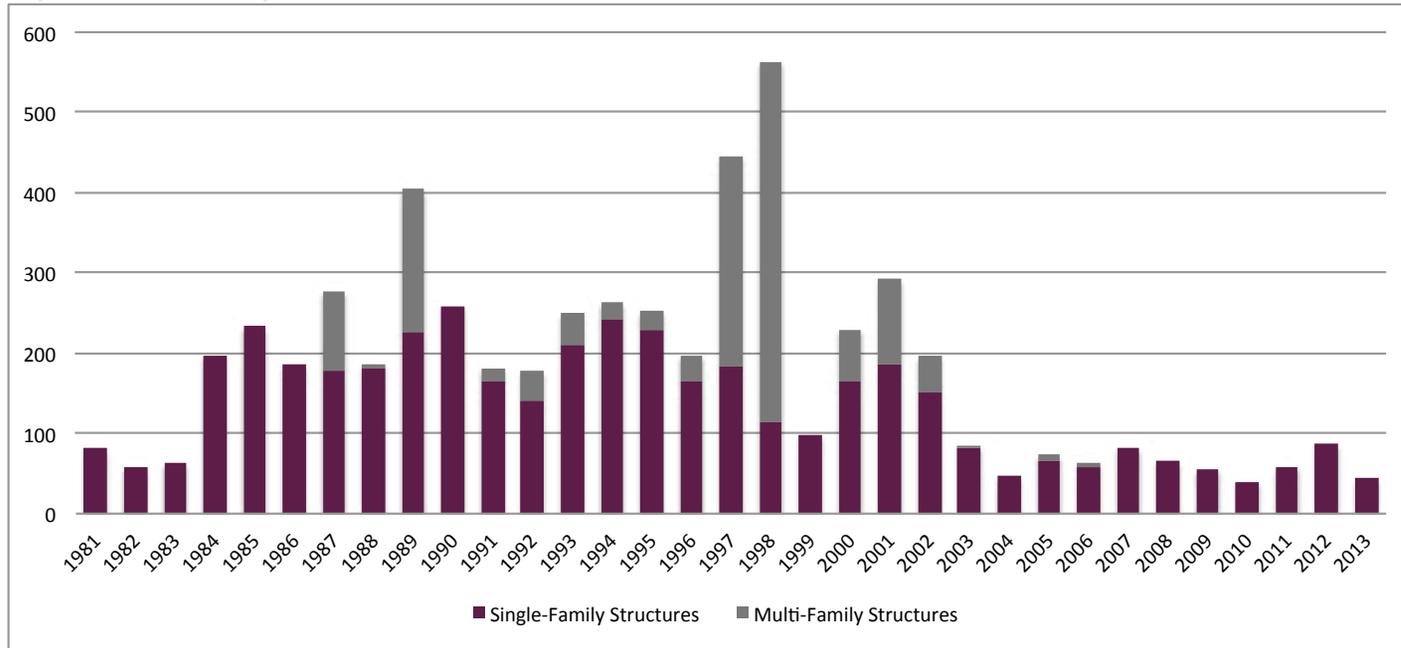
Source: U.S. Census Bureau. 2008-2012 American Community Survey 5-year Estimates. Table DP04.

MEDIAN HOME SALE PRICE



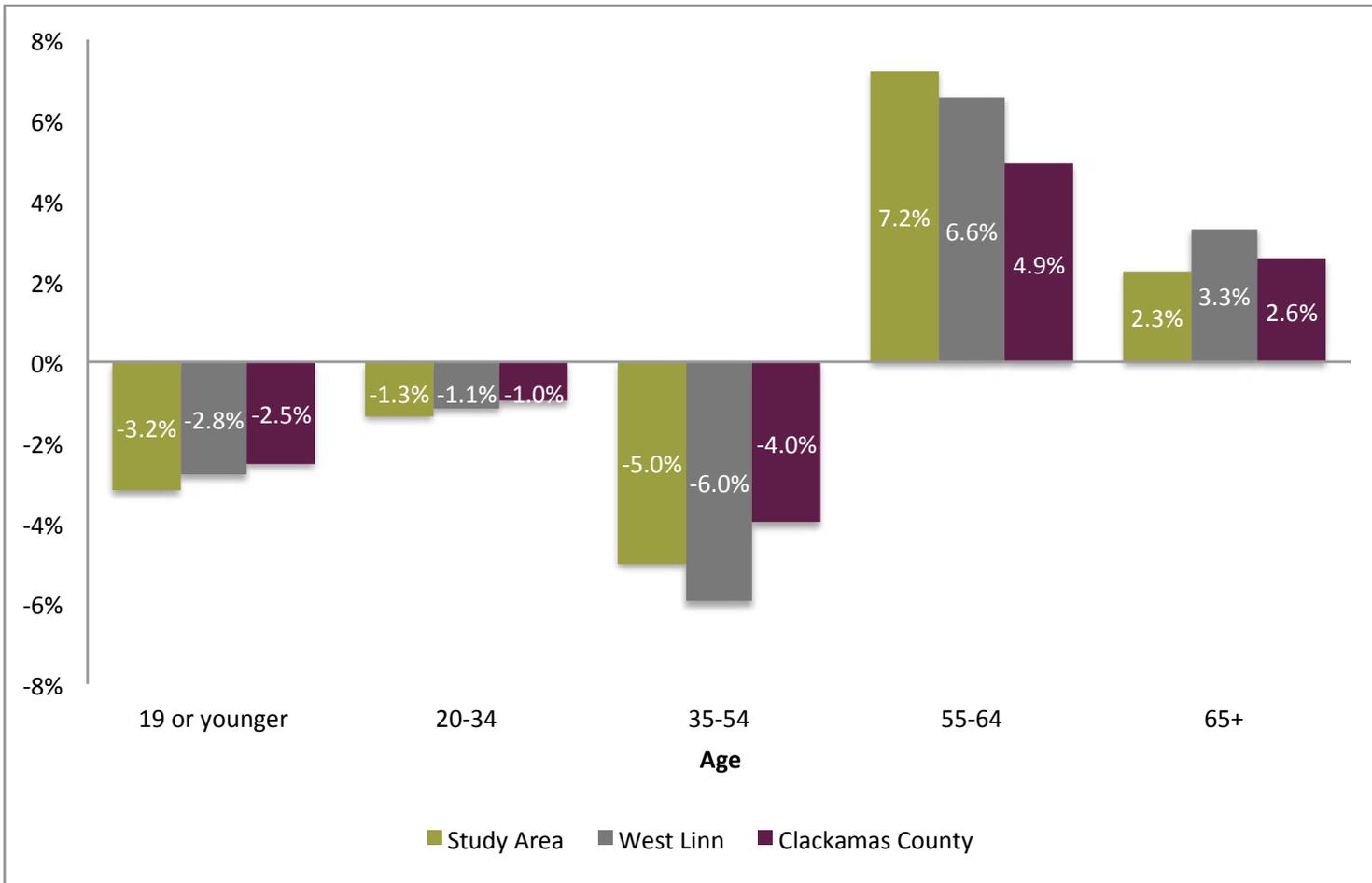
Source: Zillow.com

BUILDING PERMITS



Source: City of West Linn Building Department (<http://westlinnoregon.gov/building/latest-housing-counts>).

CHANGE IN AGE DISTRIBUTION



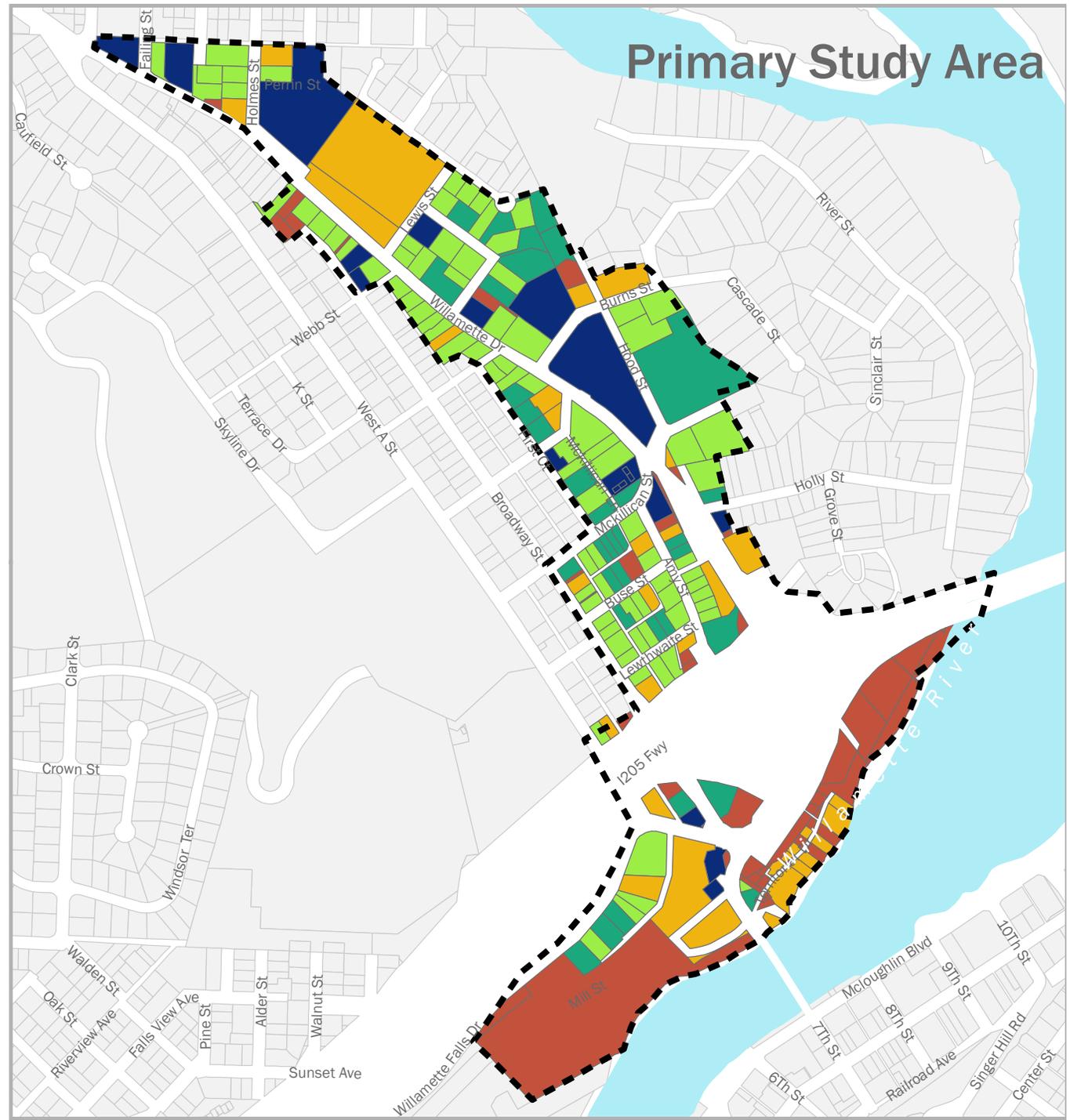
Source: U.S. Census Bureau. 2000 and 2010 Decennial Census. Table DP1.

APARTMENT RENTS AND VACANCY RATES

Complex	Unit	Number of Units	Rent	SF	\$/SF	Vacancy Rate
Cascade Summit 22100 Horizon Dr West Linn, Oregon	1 Bedroom	62	\$1,000	795	\$1.26	1.6%
	2 Bedroom	182	\$1,200	1045	\$1.15	1.1%
	3 Bedroom	50	\$1,500	1289	\$1.16	6.0%
	<i>Total/Average</i>	<i>294</i>			<i>\$1.17</i>	<i>2.0%</i>
Summerlinn 400 Springtree Lane West Linn, Oregon	1 Bedroom	35	\$1,100	765	\$1.44	14.3%
	2 Bedroom	70	\$1,350	1239	\$1.09	2.9%
	3 Bedroom	21	\$1,800	1515	\$1.19	9.5%
	<i>Total/Average</i>	<i>126</i>			<i>\$1.18</i>	<i>7.1%</i>
Amy Street Apartments 5250 Amy Street West Linn, Oregon	Studio	1	\$650	350	\$1.86	0.0%
	1 Bedroom	1	\$725	550	\$1.32	0.0%
	2 Bedroom	7	\$895	850	\$1.05	0.0%
	3 Bedroom	1	\$850	1000	\$0.85	0.0%
	<i>Total/Average</i>	<i>10</i>			<i>\$1.05</i>	<i>0.0%</i>

Source: ECONorthwest.

IMPROVEMENT TO LAND VALUE RATIO



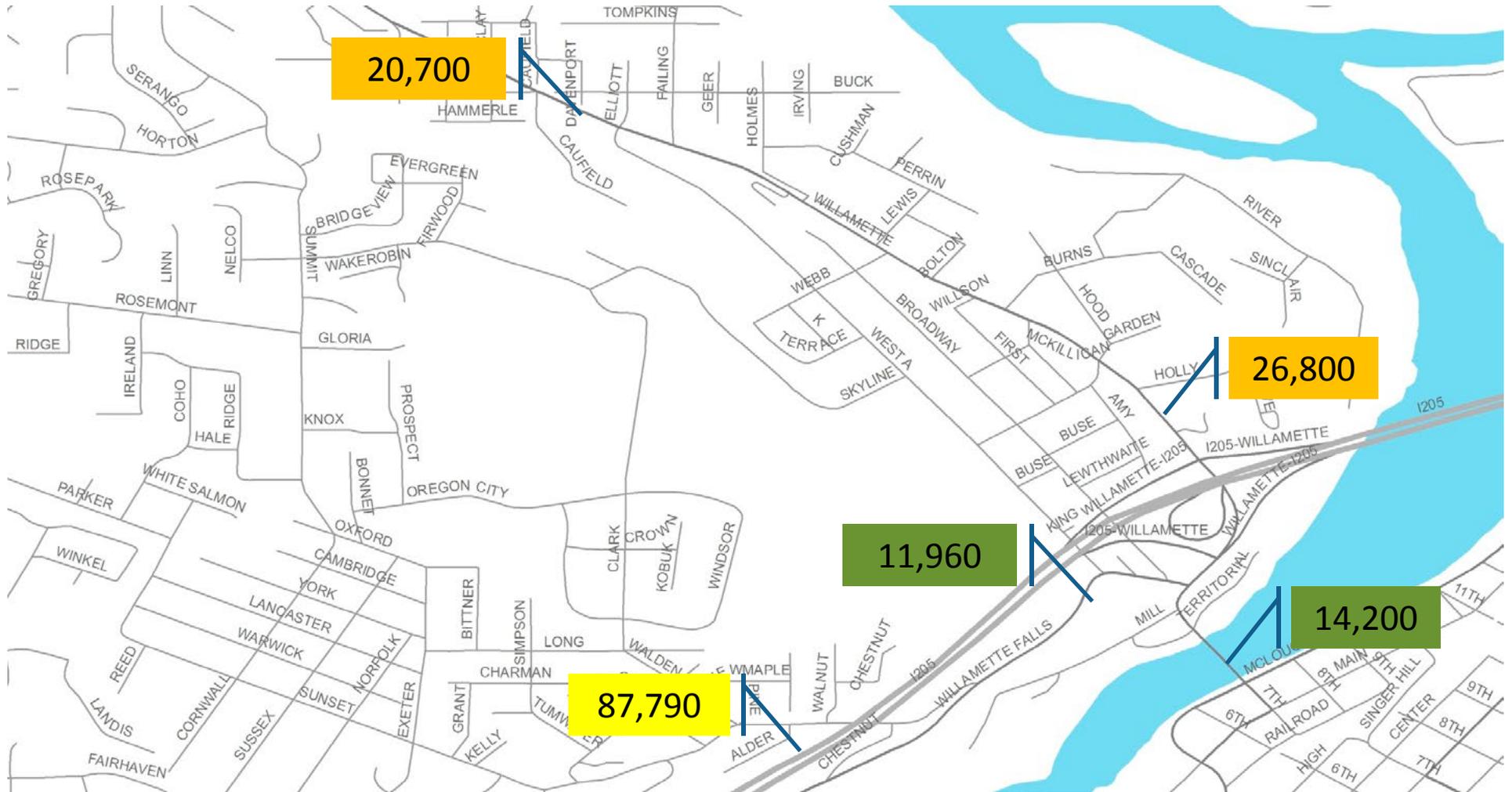
TRANSPORTATION CONDITIONS + OPPORTUNITIES

TRANSPORTATION:

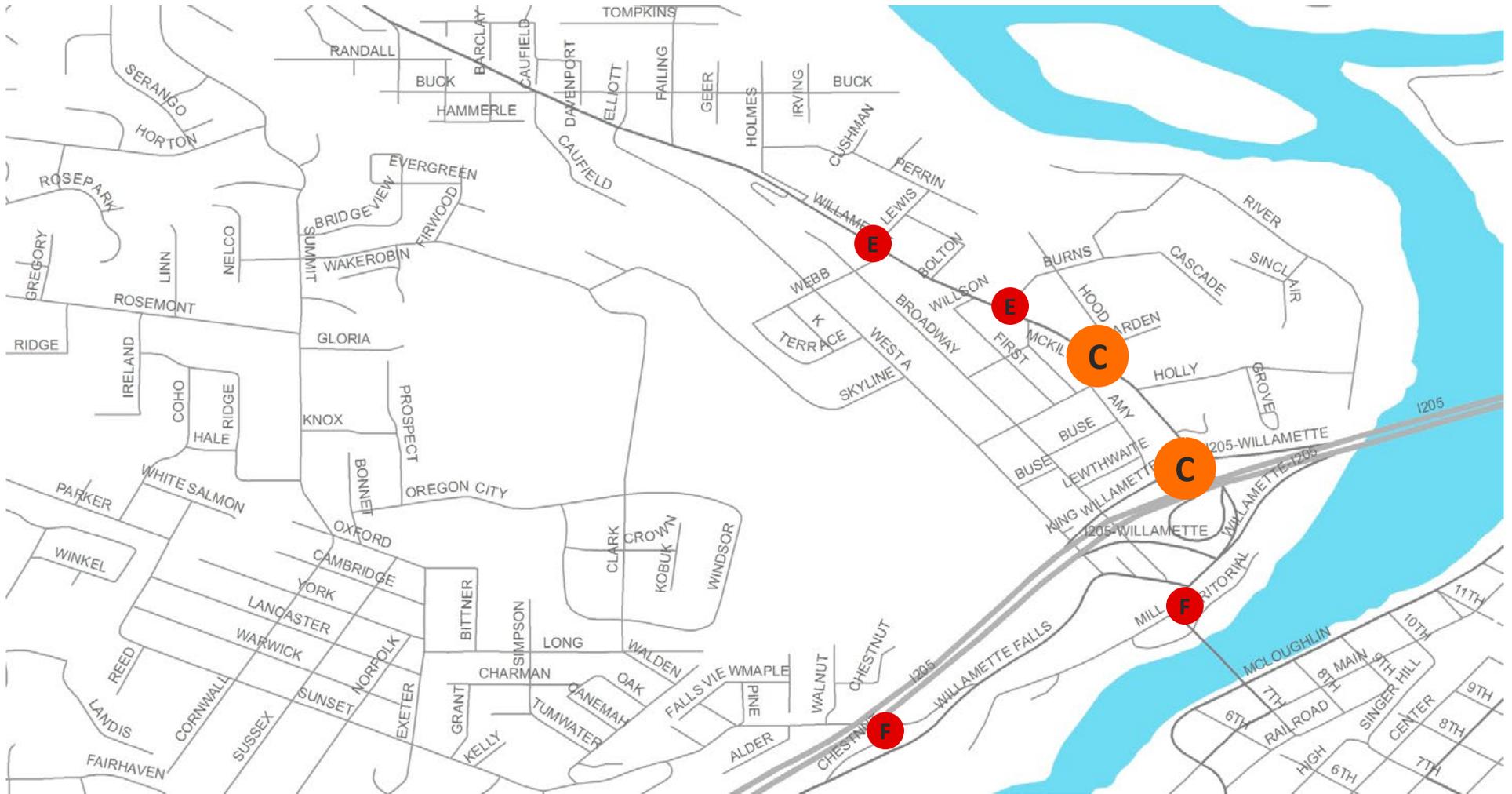
1. Study area accommodates traffic efficiently. No pressing needs for safety enhancements.
2. Opportunities for improvements involve the reallocation of right-of-way to other purposes.
3. Highway 43 Concept Plan:
 - bicycle lanes
 - median to control left turns
 - enhanced character
 - upgraded sidewalks
 - crosswalks
4. 205 access ramps:
 - eliminate one ramp
 - reconfiguration of roadways and intersections
 - safer for walking and biking
 - open up areas for other purposes
 - enhance the arrival experience
5. The Broadway bridge:
 - re-purposed to accommodate other uses such bicycle and walking routes

AUTOMOBILES

TRAFFIC COUNTS



INTERSECTION LOS



INTERSECTION DELAY

<u>Intersection</u>	<u>LOS</u>	<u>2030 Ave. Delay (sec)</u>
Hwy 43/Hood St-McKillican St	E	62.7
Hwy 43/I-205 SB	E	69.1
Hwy 43/Lewis St	B/F	>50.0
Hwy 43/Burns St	D/F	>50.0
Hwy 43/Willamette Falls Dr	D/F	>50.0
Willamette Falls /Sunset Ave	A/E	47.6

TRAFFIC SAFETY

- Measured by motor collisions per million vehicles entering intersections
- Rates exceeding 1.0/million may warrant safety enhancements
- No intersections exceed the threshold
- One pedestrian collision reported at Highway 43 & Cedaroak Dr



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AUTO CONDITIONS

- Left turning movements onto Willamette Dr from side streets are challenging within the study area (*worsen further north on Hwy 43*)
- State funding primarily limited to safety improvements along Hwy 43
- I-205/Hwy 43 interchange and convergence of bridgehead traffic present a number of modal conflicts
- ODOT is open to reconfiguring the interchange (no funding)

OPPORTUNITIES: AUTOS

- Improve or limit (e.g. Lewis St) left-turning movements onto Hwy 43 at key unsignalized intersections
- Explore opportunities for improving traffic flows, safety, and efficiency at Hwy 43 and I-205 interchange
- Prioritize and seek funding for Hwy 43 Concept Plan improvements

PEDESTRIANS

PEDESTRIAN CONDITIONS

- Sidewalks network generally connect major activity centers along arterials and collectors
- In some areas, sidewalks only provided on one side of the street if at all
- Many facilities are curb tight, providing no buffer between pedestrians and traffic
- Significant gaps in sidewalks within older established neighborhoods (topography, former street design standards)

PEDESTRIAN OPPORTUNITIES

- Prioritize pedestrian enhancements and crossing along Hwy 43
- Enhance east-west connectivity through mid-block crossings
- Sidewalk infill where topography allows
- Provide pedestrian gateway experience upon crossing the bridge (clear wayfinding, safe and comfortable facilities, civic/open space)

BICYCLES



BICYCLE CONDITIONS

- Limited by topography and connectivity of street network
- Existing separated and shared facilities viewed as deficient
 - on-street parking infringing on Hwy bike lanes 43
 - Cyclists use sidewalk on Arch Bridge rather than mix with traffic despite sharrow treatment
- Difficult bridgehead/gateway connections to Willamette Falls Dr and Hwy 43 northbound

BICYCLE OPPORTUNITIES

- Enhanced wayfinding and seamless connectivity at the bridgehead
- Broadway St (bridge) to McKillican St as a parallel route to Hwy 43
- Explore enhanced bicycle treatment on Hwy 43 using existing curb-to-curb ROW
- Address east-west connectivity

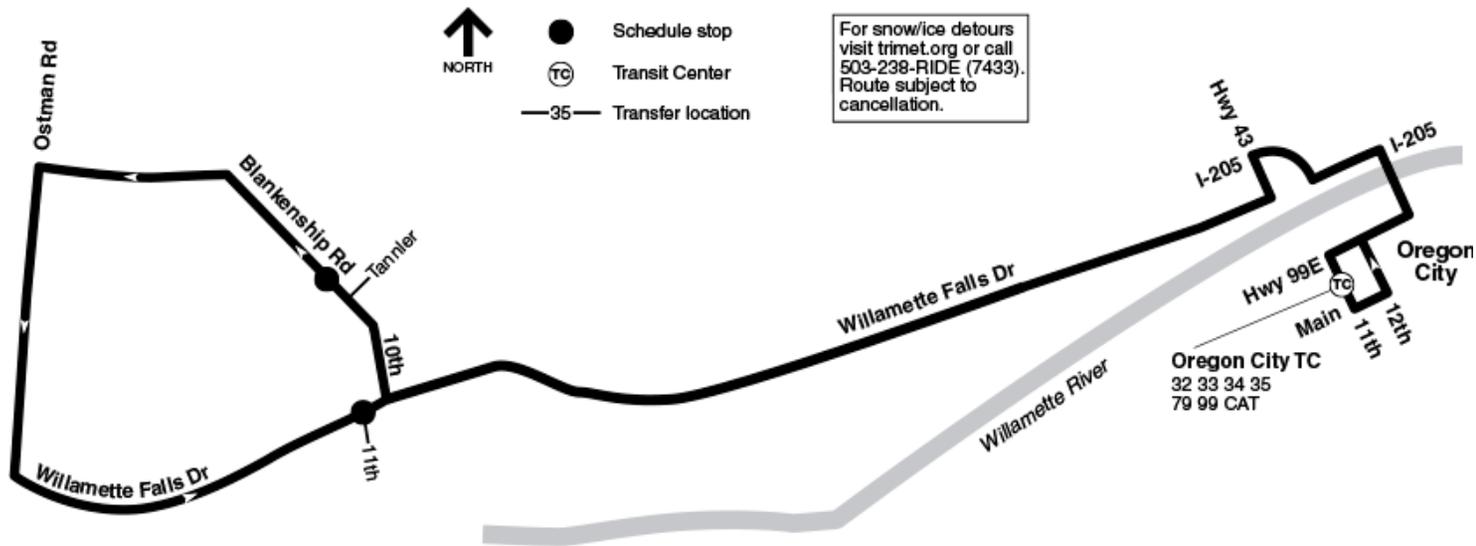
TRANSIT

35 – MACADAM/GREELEY

- 20-30 min headways
- 25 boarding rides/hour
(#35 out of 80 fixed bus routes)
- Travel times:
 - Lake Oswego TC: 15 min
 - Downtown Portland: 53 min
 - Rose Quarter: 1 hour



154 – WILLAMETTE



- 1 hour headways
- 9 boarding rides/hour (#77 out of 80 fixed bus routes)
- Willamette Neighborhood-Oregon City 15 min

TRANSIT OPPORTUNITIES

- Lack of transit amenities (benches, shelters, lower frequencies) driven by lower ridership
- Leverage future land use opportunities to build ridership
- Prioritize pedestrian improvements and crossings connecting to transit (e.g. Safe Routes to Transit)

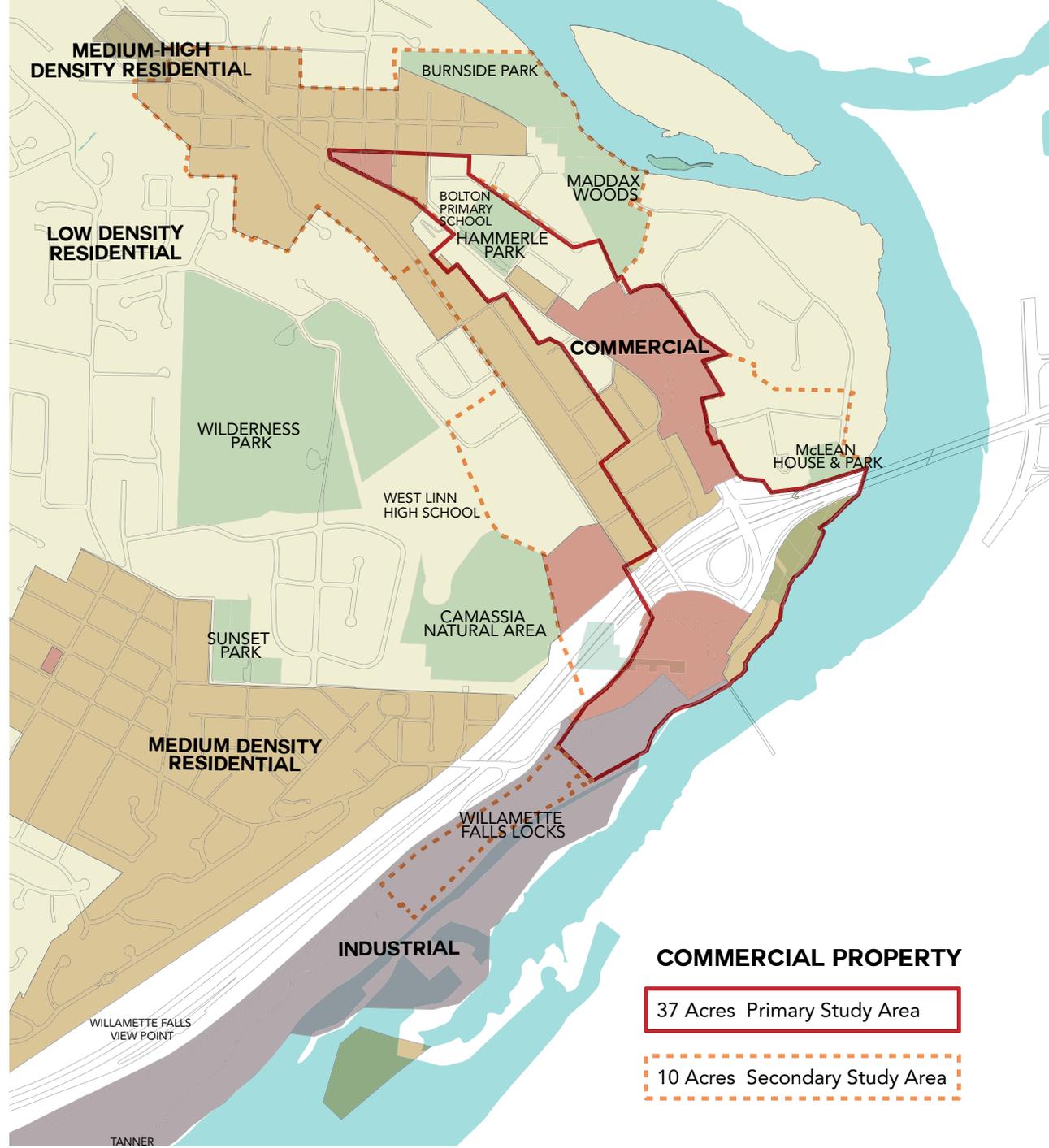
URBAN DESIGN

1. Northern Study Area has limited sites for redevelopment.
 - stable, single-family housing
 - renovated shopping center
2. A few locations for sensitive infill development:
 - along Burns Street. Should the
 - U.S. Post Service
 - two automobile service stations
3. Greatest potential for development:
 - area closest to the Arch Bridge and the
 - West Linn Paper Company.

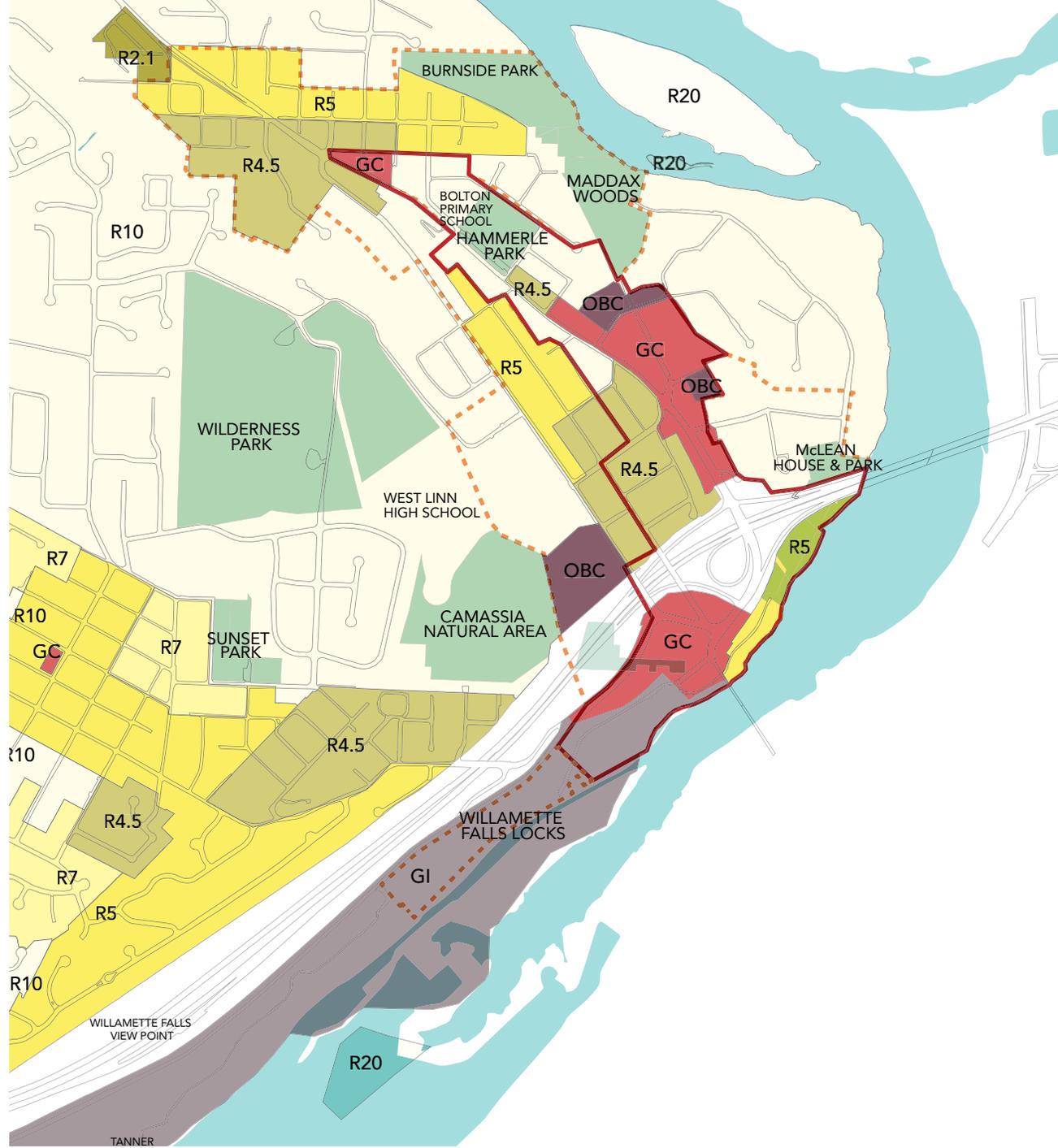
Could accommodate:

- new housing
 - employment
 - retail
 - services
 - restaurants
 - hotel and conference center
4. Possible need for new form of zoning with special standards to recognize the Town Center.
 5. Bolton Neighborhood Plan: offers a number of great ideas
 6. Town center could help mend the divide of I-205.
 7. Highway 43 Concept Plan suggests enhancements that can add to the town center.
 8. Numerous opportunities to commemorate and interpret local cultural and natural history

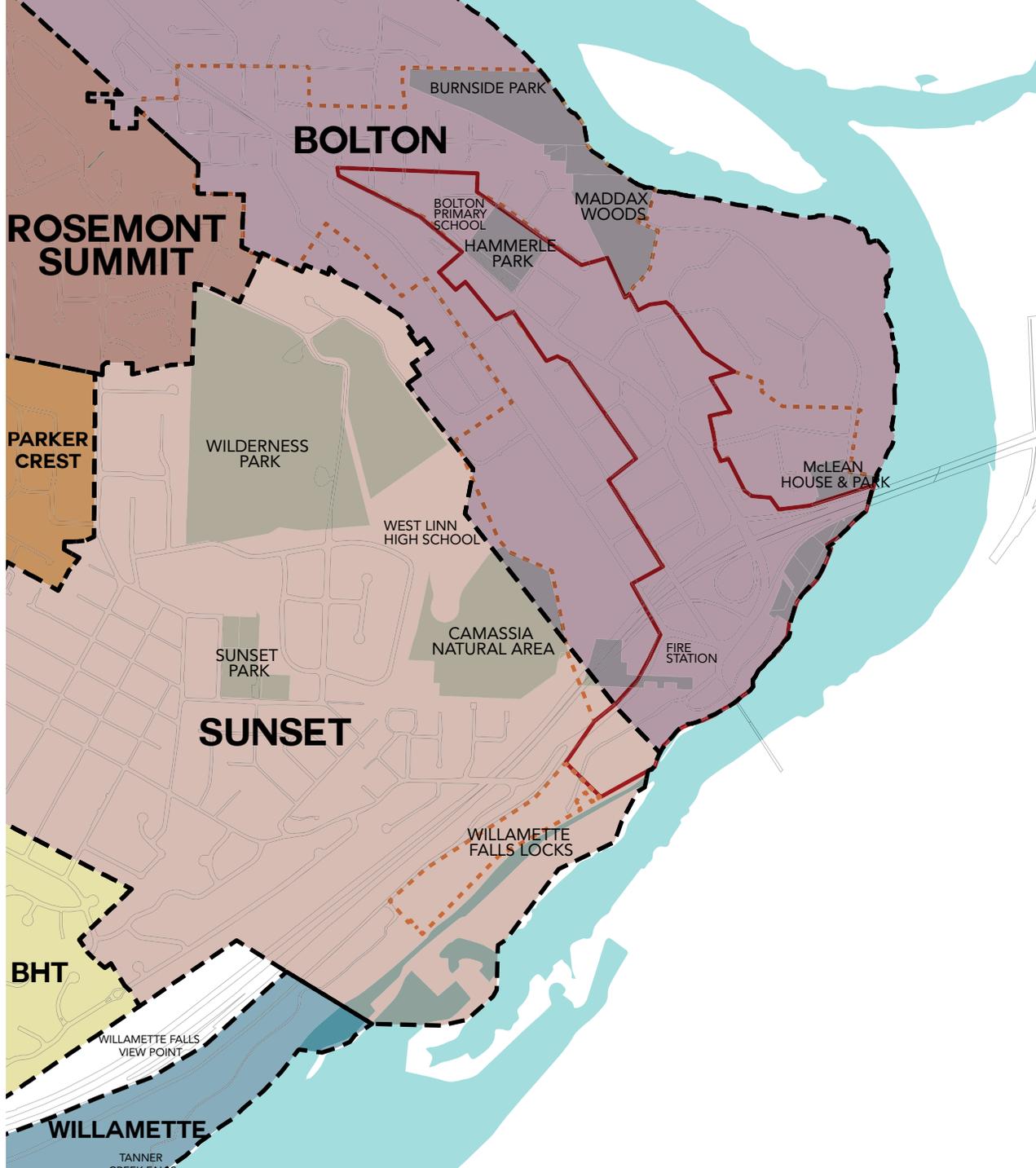
GENERAL LAND USE



ZONING



NEIGHBORHOODS



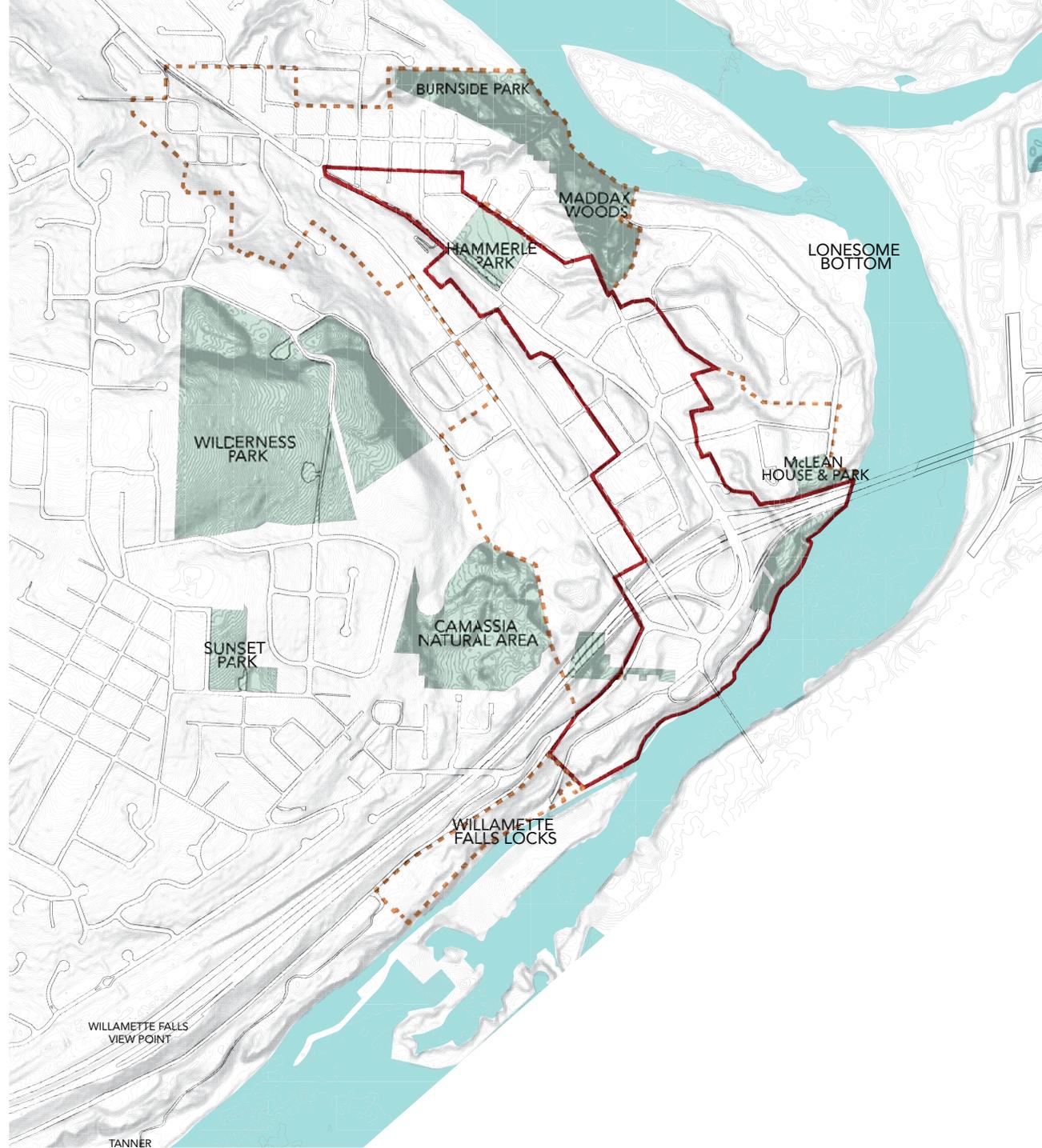
DEVELOPMENT PATTERN



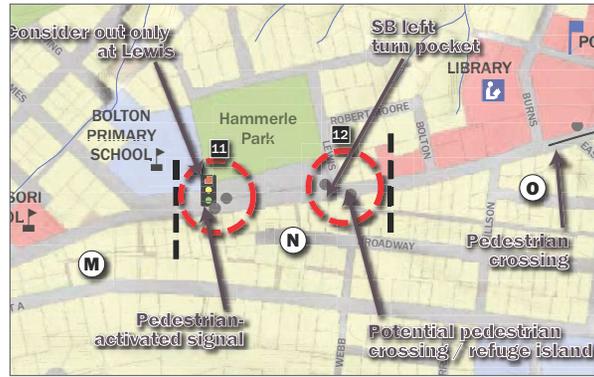
HISTORIC LANDMARKS



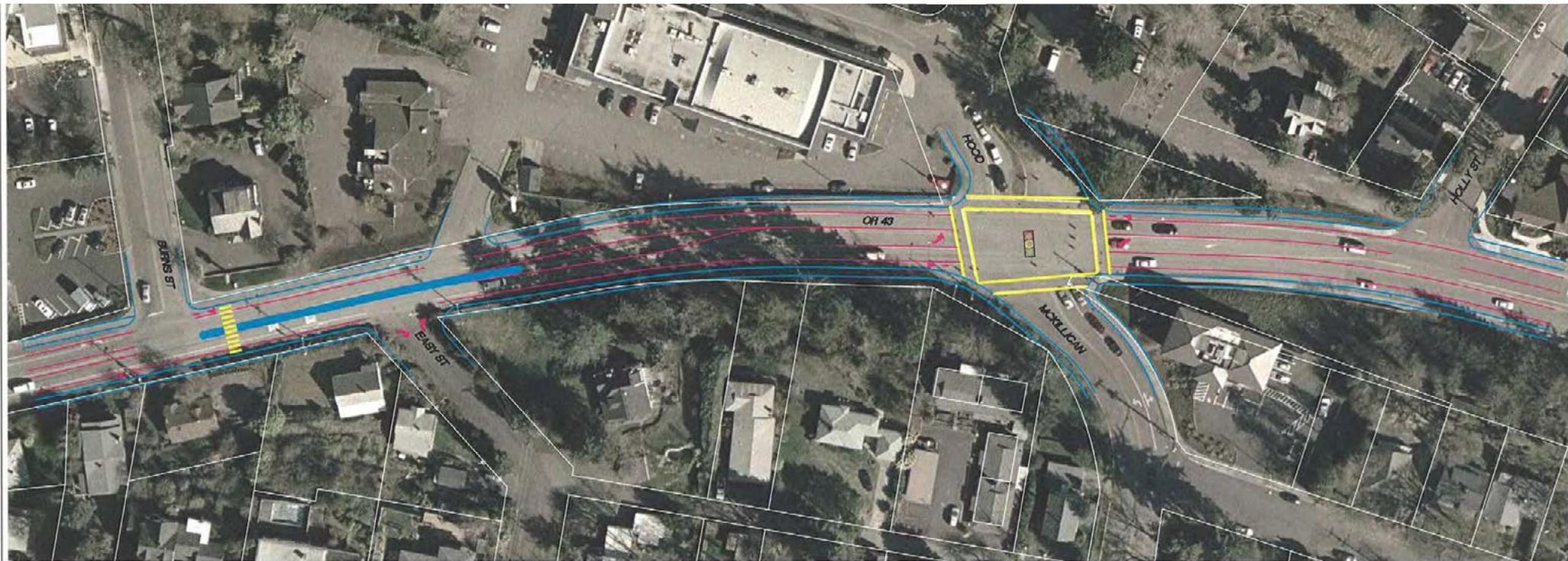
TOPOGRAPHY



HIGHWAY 43 CONCEPTUAL PLAN

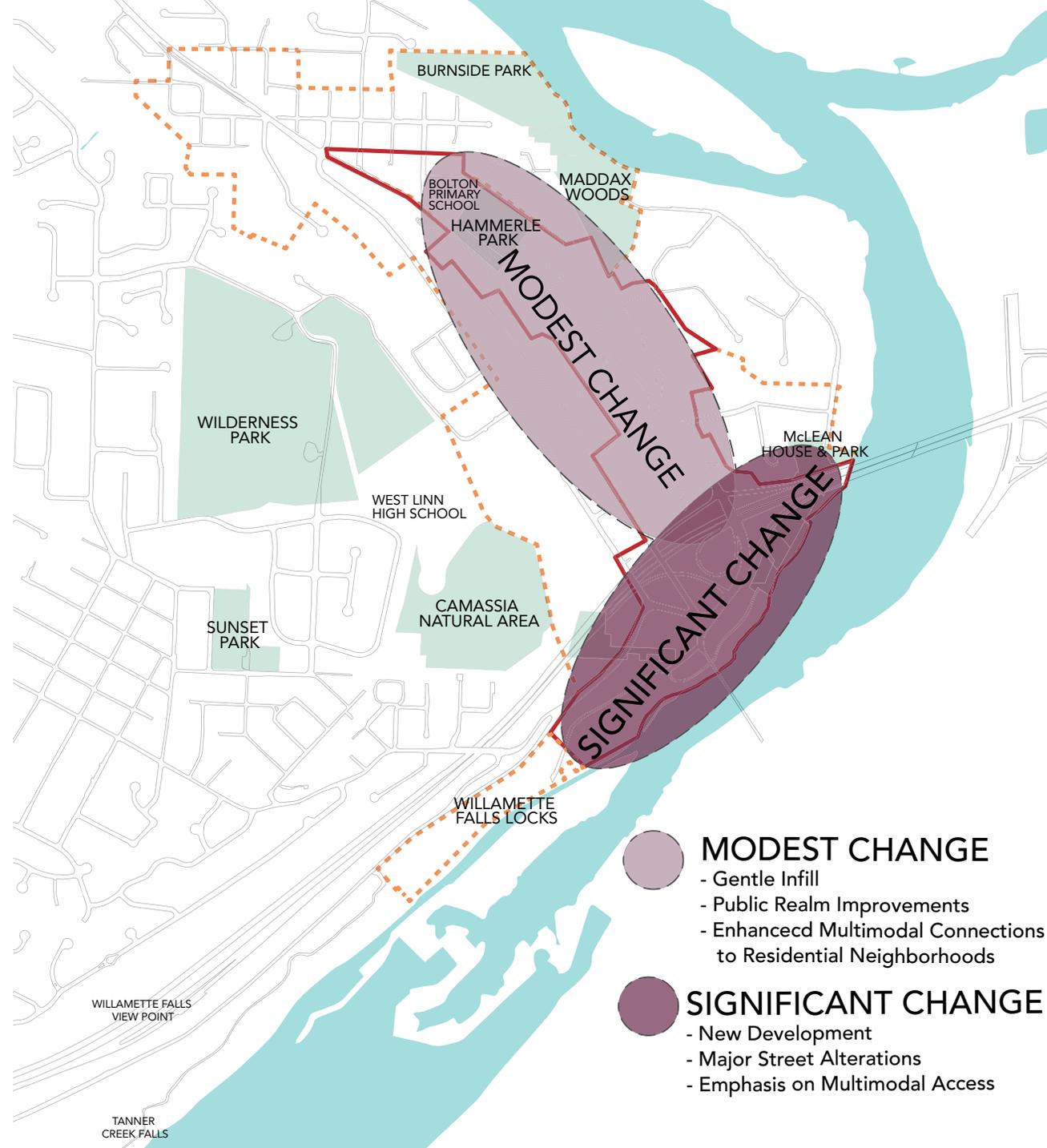


sidewalk	* raised bikeway	travel lane	* median/ ped refuge	travel lane	* raised bikeway	sidewalk
7'	6'	12'	4'- 6' median	12'	6'	7'
7'			6 - 8- striping			7'
pedestrian zone			travel zone		pedestrian zone	



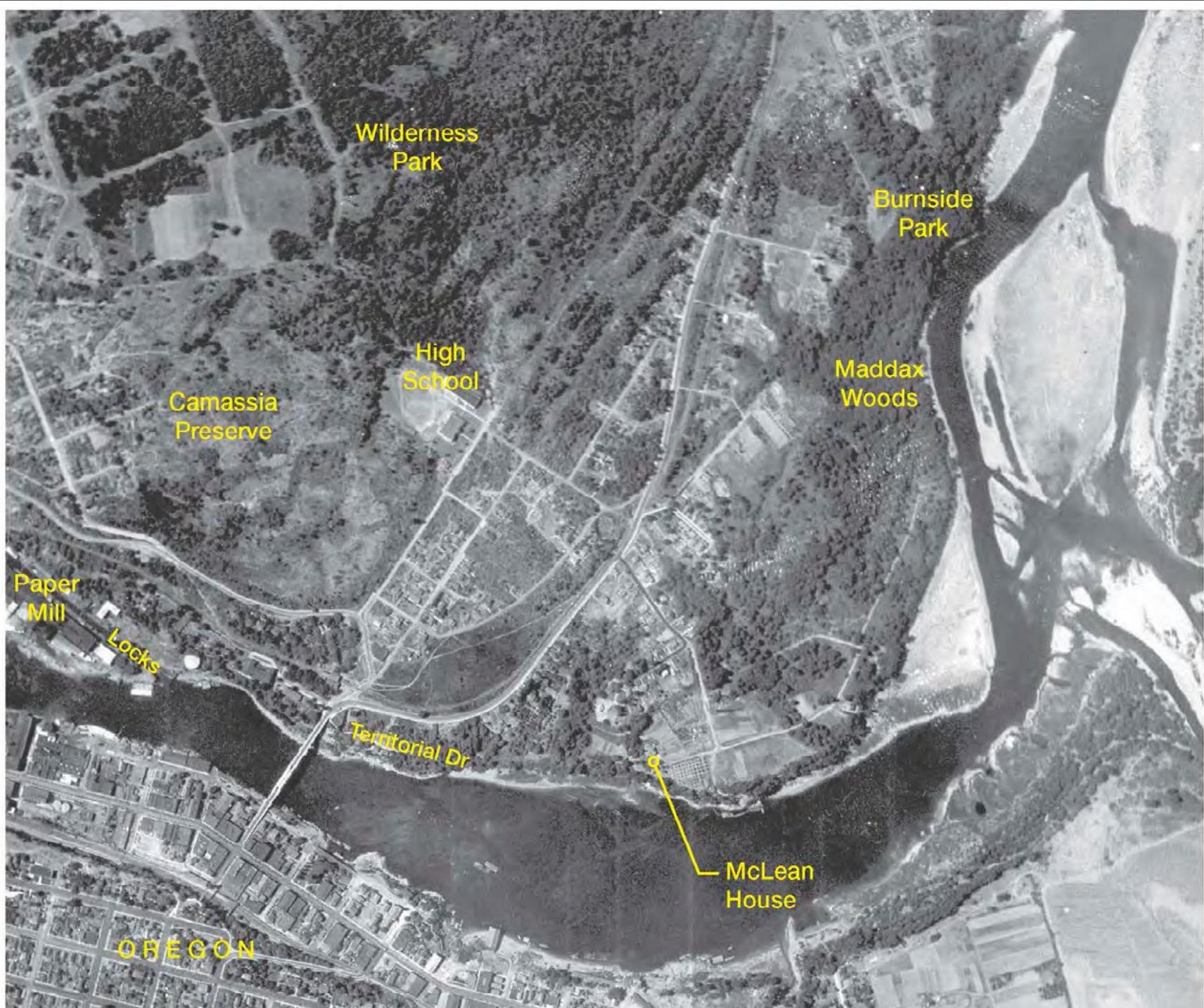
ORE 43 CONCEPTUAL DESIGN PLAN

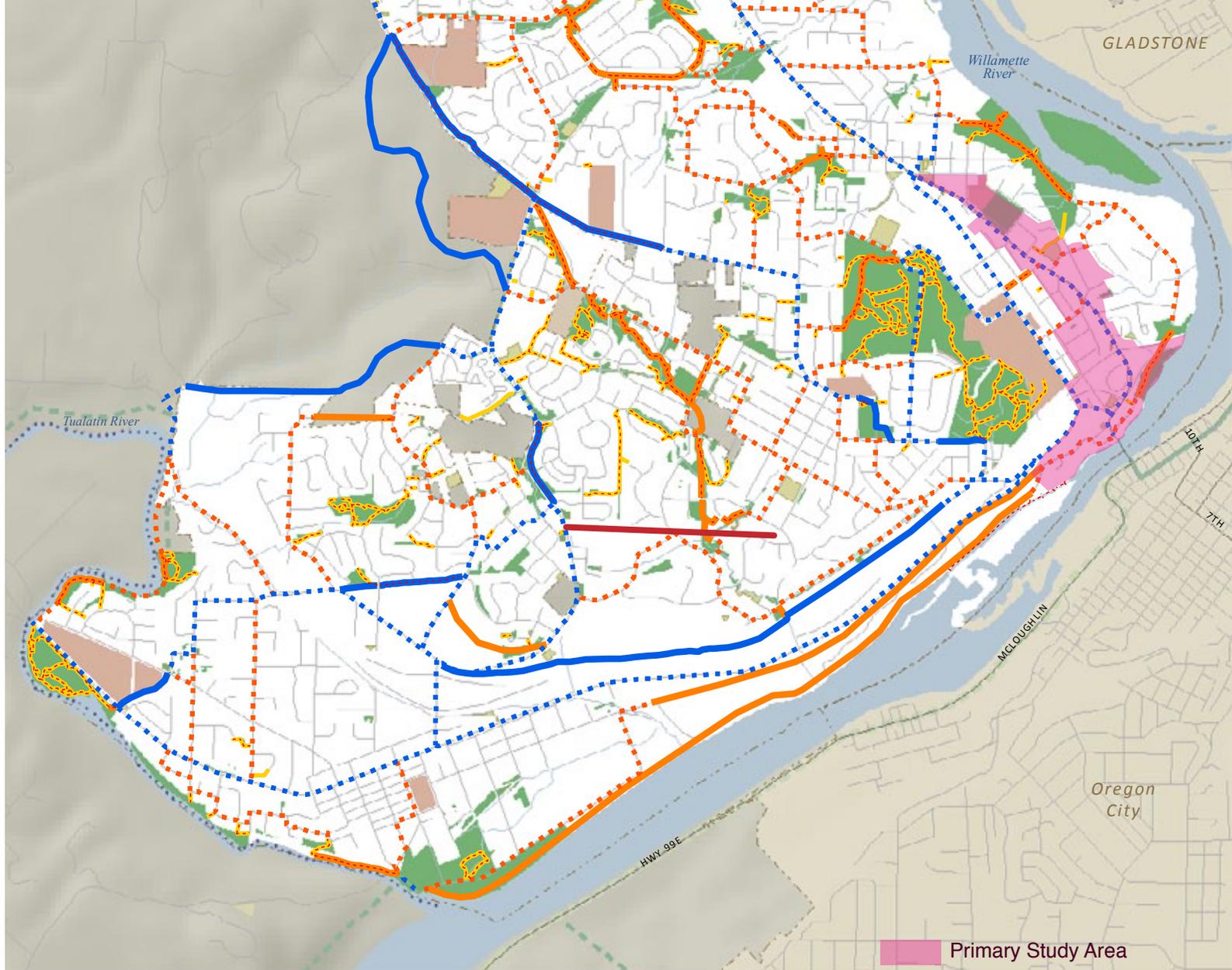
CHANGE



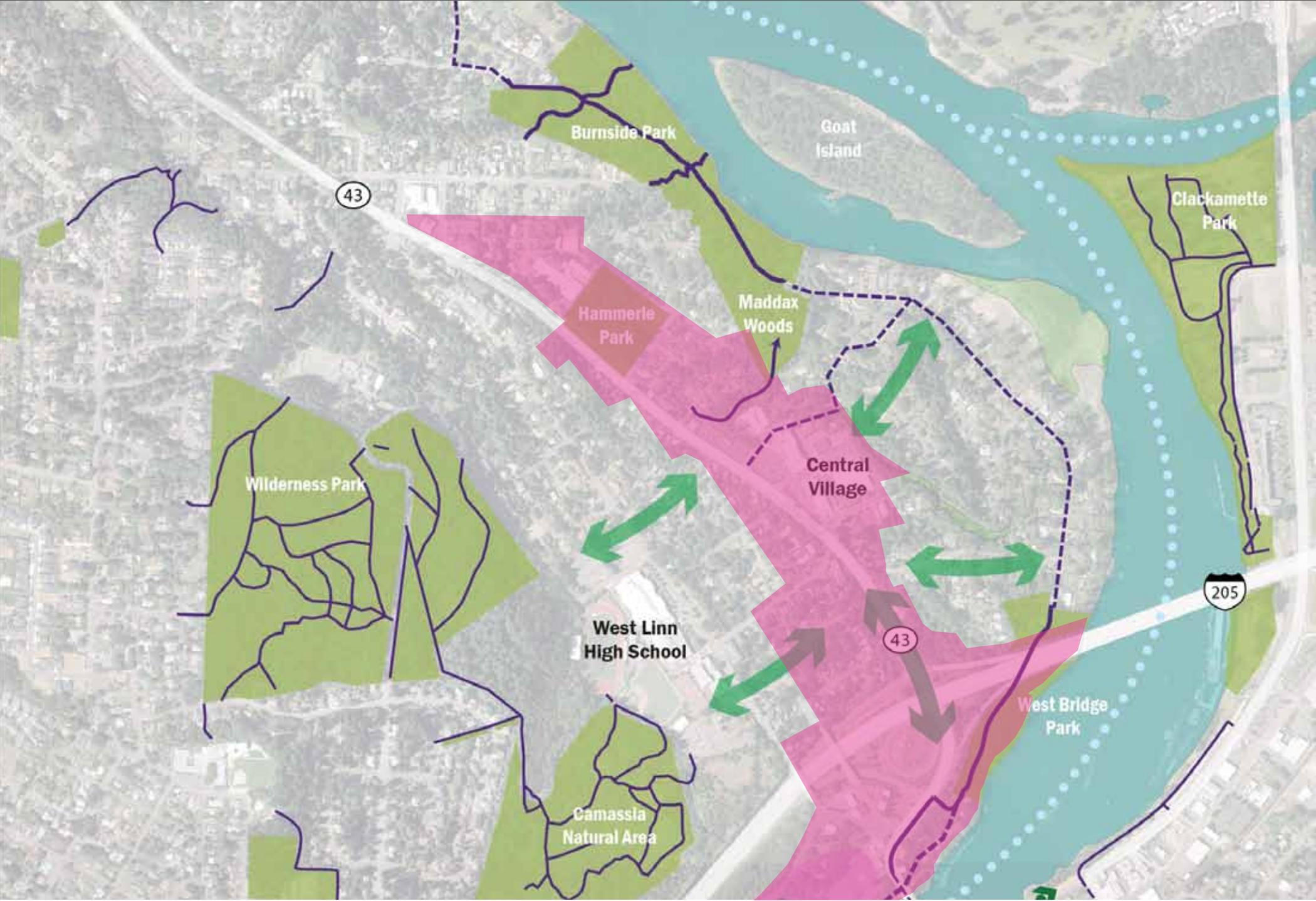
OPEN SPACE / TRAILS

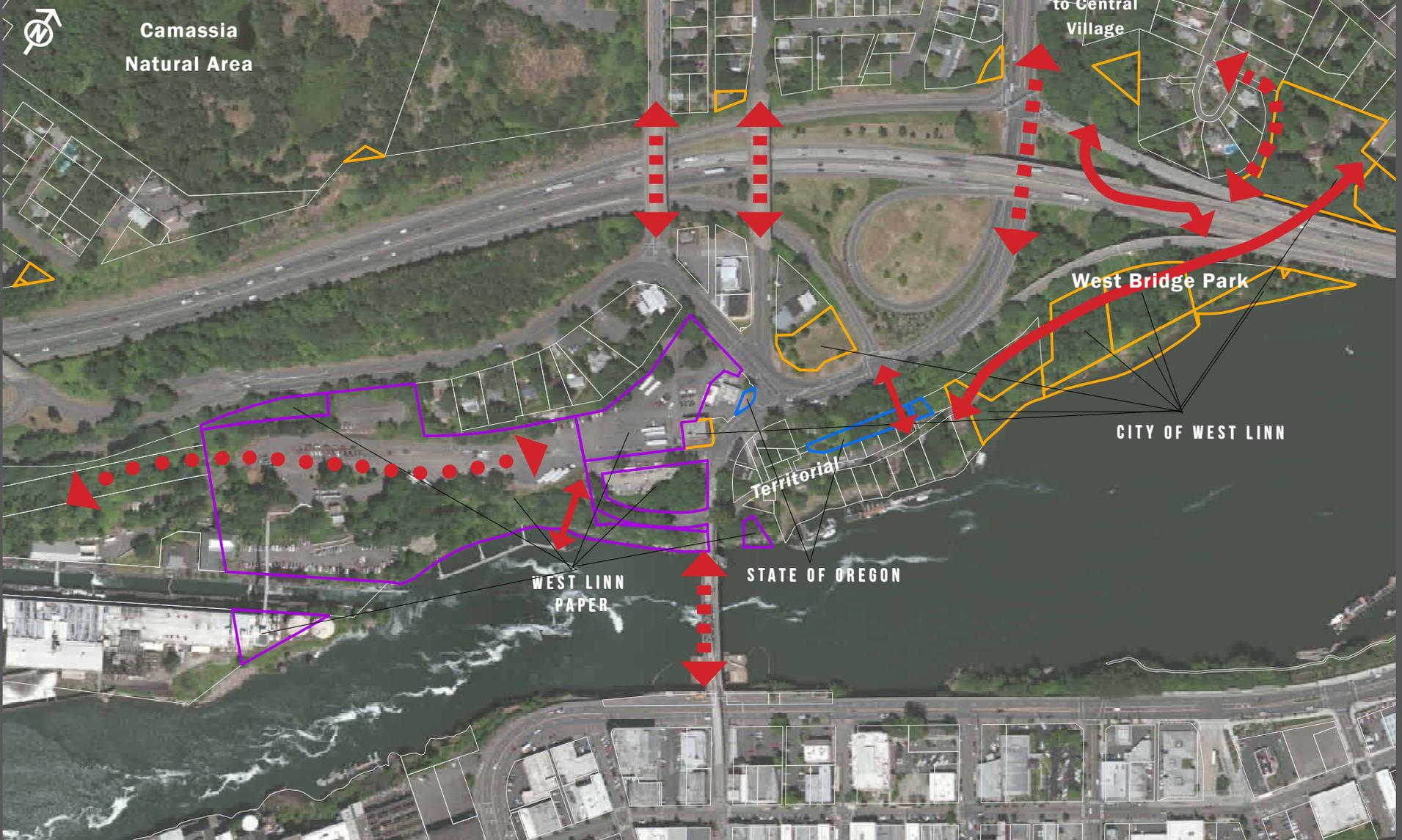
1. Existing unique open spaces will enhance potential town center.
2. West Linn Trails Master Plan identifies use of current parks, streets and added right-of-way to complete a multimodal recreational route.
3. As the trail is developed, local connections can enhance its relationship to the town center.
4. Trail potential:
 - interpret the rich history of the area, as well as to
 - provide an esplanade with views the falls and natural landscape
5. The McLean House:
 - valuable community asset
 - enhanced by sensitive site improvements





- Primary Route, Off-street
- Primary Route, On-street
- Existing Trails
- Secondary Route, Off-street
- Secondary Route, On-street
- City Limits
- Local Route, Off-street
- Local Route, On-street
- Open Spaces
- Water Trail
- School District Property





The above diagram summarizes existing and potential connections in the Arch Bridge area, as well as the key property owned by the City (shown in orange), ODOT (blue) and West Linn Paper Company (purple).

-  Conceptual Trail
-  Existing Trail
-  Potential on-street connection



West Linn Paper Co



Territorial Drive



Entrance to West Bridge Park



West Bridge Park

