





# Metro Community Planning and Development Grants

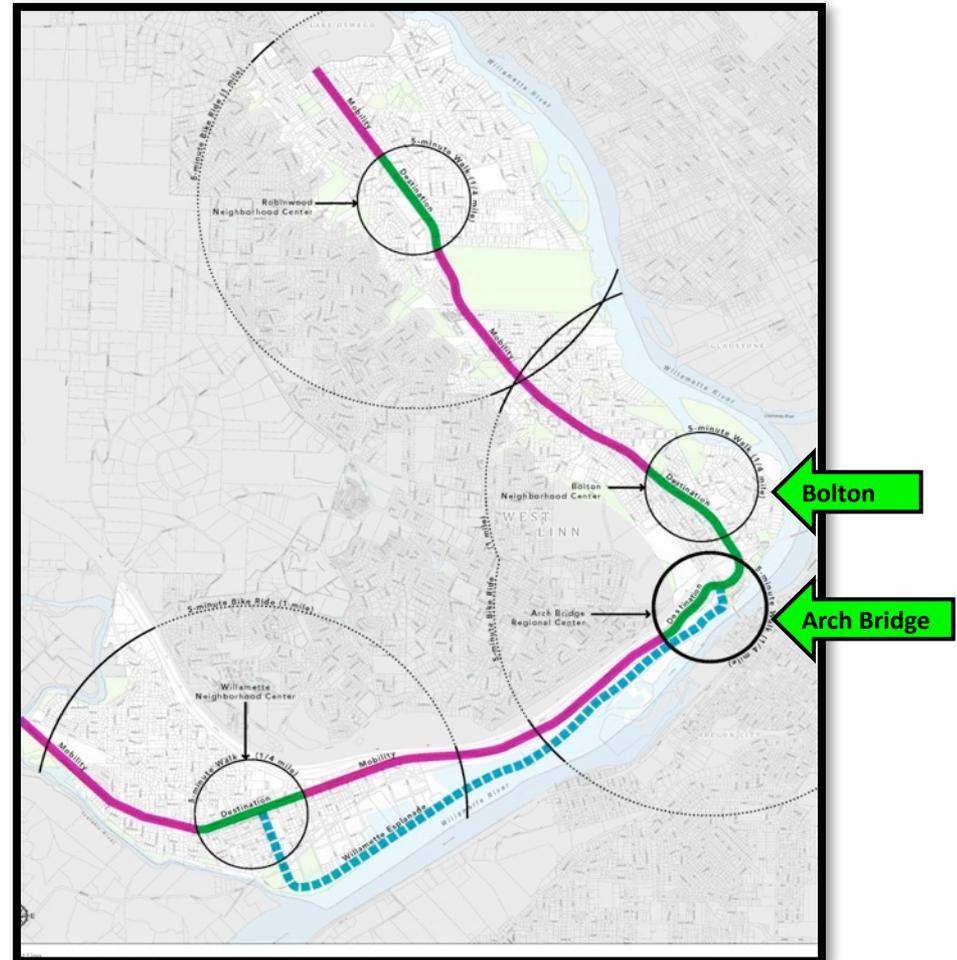
## Funded through the Construction Excise Tax

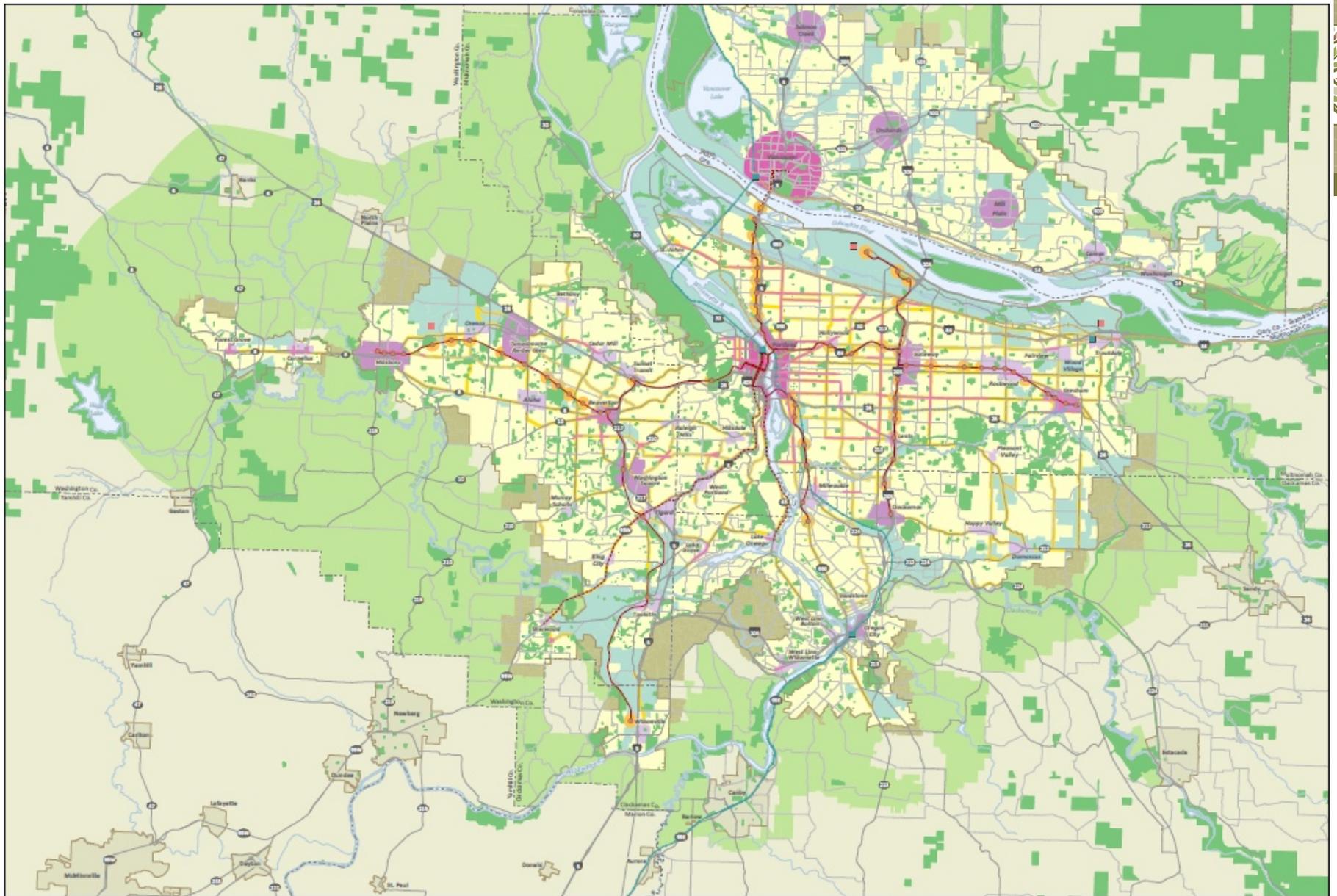
- Assessed on construction permits throughout the Portland area
- Awarded \$10 million in grants in two previous cycles
- Awarded over \$4 million in this grant cycle
- Permits in the City generated nearly \$230,000 by the end of 2012
- Applied in Spring 2013
- Awarded in Summer 2013



# Highway 43/Willamette Falls Drive Vision

- 2011 Council goal was to identify how the community wants the corridor to evolve over the next 20-30 years
- Developed the Vision, which identified three centers including the Arch Bridge/Bolton area
- Possible implementation options included this project





# 2040 Growth Concept Map

January 2013



The information on this map was obtained from public records and other sources. While we believe the information on this map is accurate, we do not warrant its accuracy, completeness, or timeliness. This map is for informational purposes only and should not be used as a basis for any legal or financial decision. Metro is not responsible for any errors or omissions on this map.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1985 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning

efforts including the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

- Central city
- Employment land
- Existing high capacity transit
- Neighboring cities
- Regional center
- Parks and natural areas
- Planned high capacity transit
- Airports
- Town center
- Neighborhood
- Proposed high capacity transit tier 1
- Intercity rail terminal
- Station communities
- Rural reserve
- Mainline freight
- Urban reserve
- High speed rail
- Main streets
- Urban growth boundaries
- County boundaries
- Corridors
- Urban growth boundaries





# West Linn Area – 2040 Growth Concept



# Preliminary Study Area

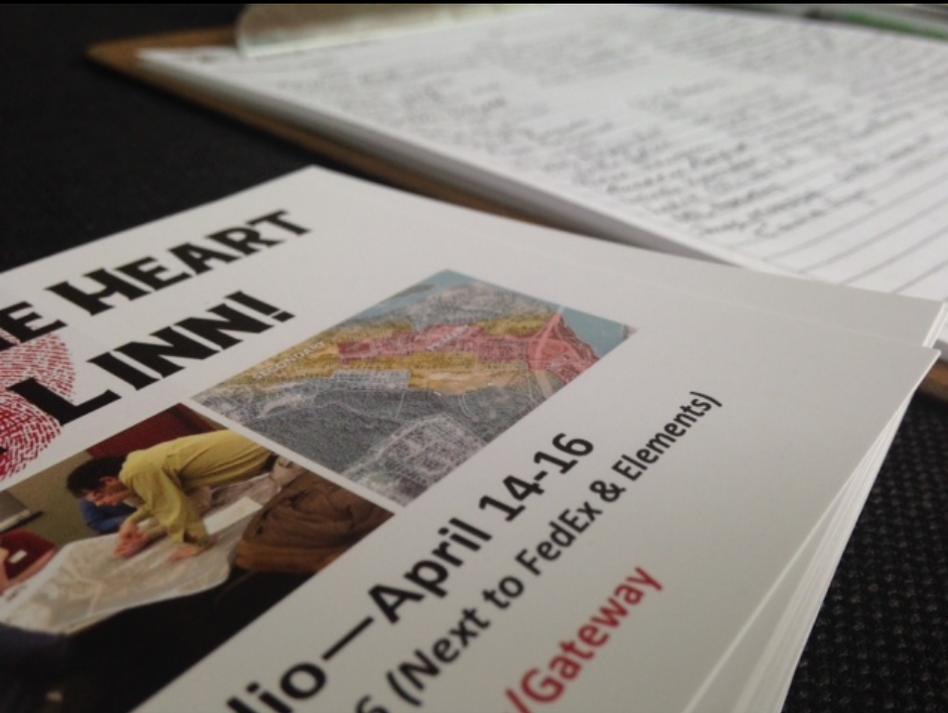




## Why this area?

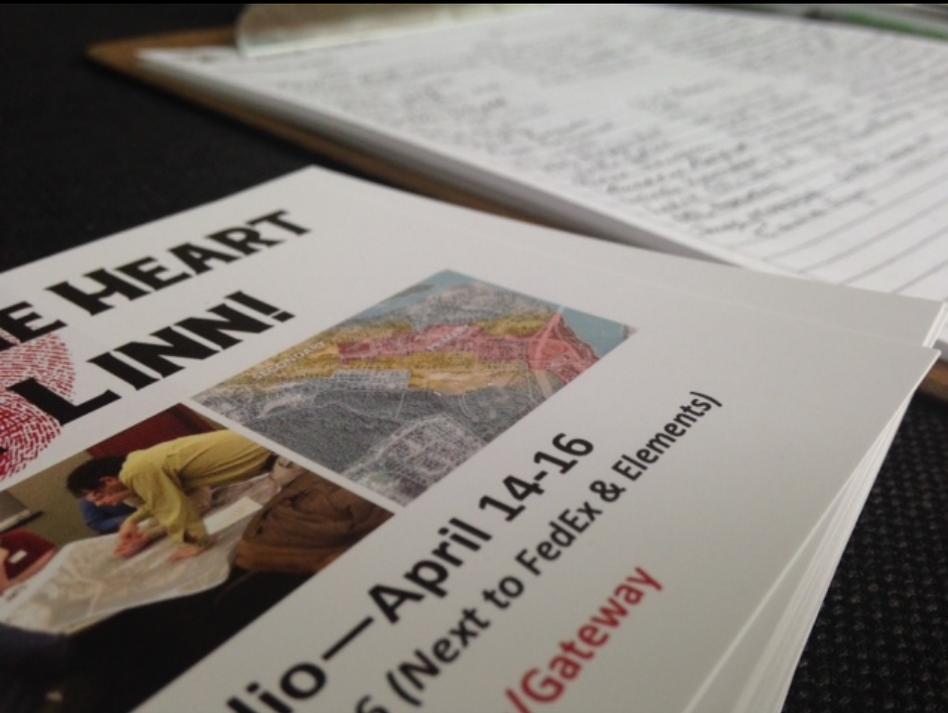
- Transportation Accessibility
- Potential to accommodate additional housing and jobs
- Amenity of the Willamette River and Falls
- West Linn Paper Company supports change in the area
- Pending vacancy of the police station
- Support during the visioning process
- Identified as a Town Center in the Metro 2040 Plan

# TONIGHT



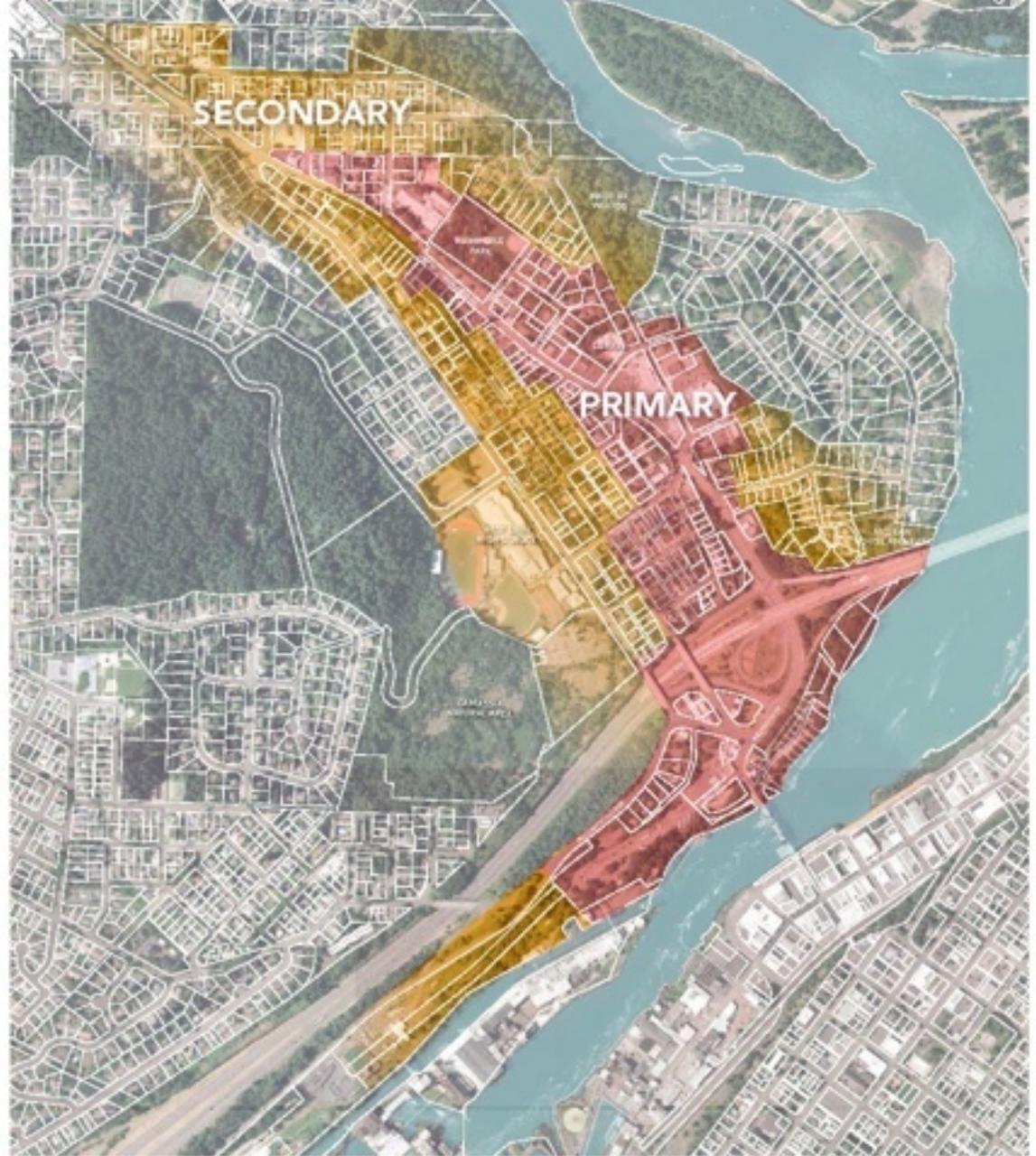
Process  
Conditions assessment  
Preliminary objectives  
Objectives  
Exercise  
Conversation

# PROCESS



Metro grant  
Stakeholders  
Advisory/technical groups  
Assessment  
Studio  
Rollout  
Adoption

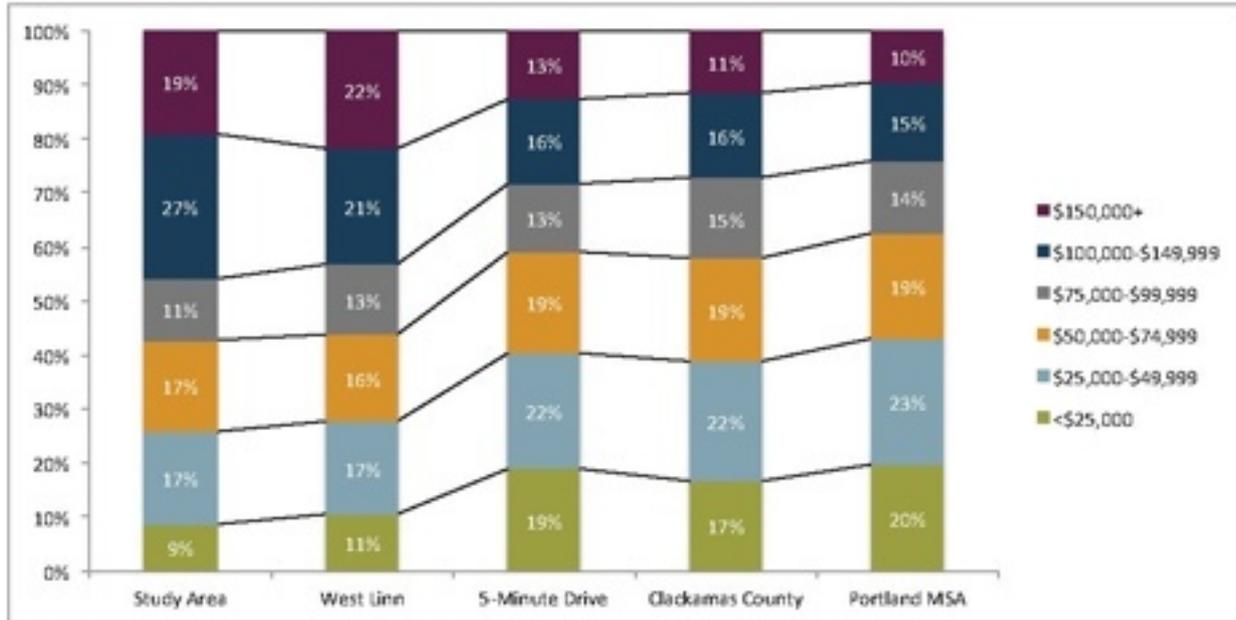
# STUDY AREA



# EXISTING CONDITIONS: DEMOGRAPHICS AND MARKET CONDITIONS

# MARKET ASSESSMENT

## Household Income

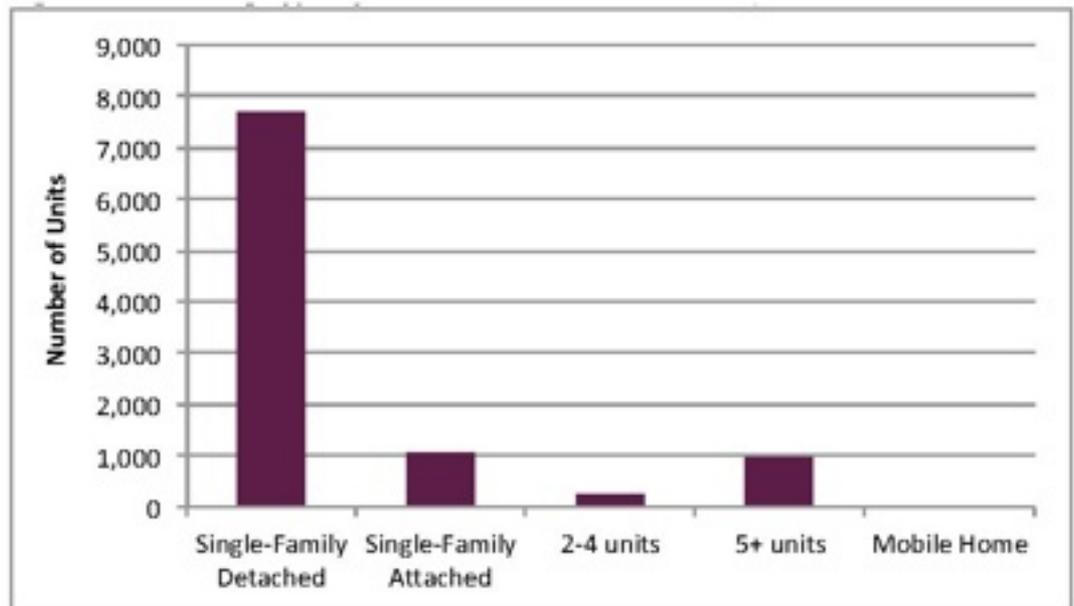


Source: U.S. Census Bureau, 2008-2012 American Community Survey 5-year Estimates, Table DP03.

	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

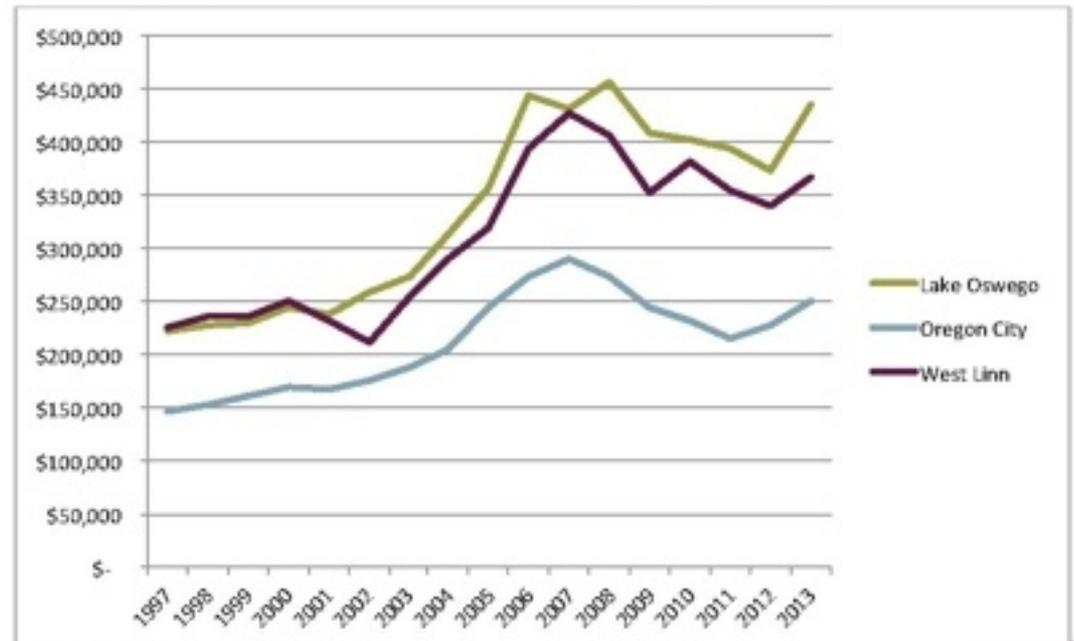


# HOUSING TYPES



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

# MEDIAN HOME SALE PRICE



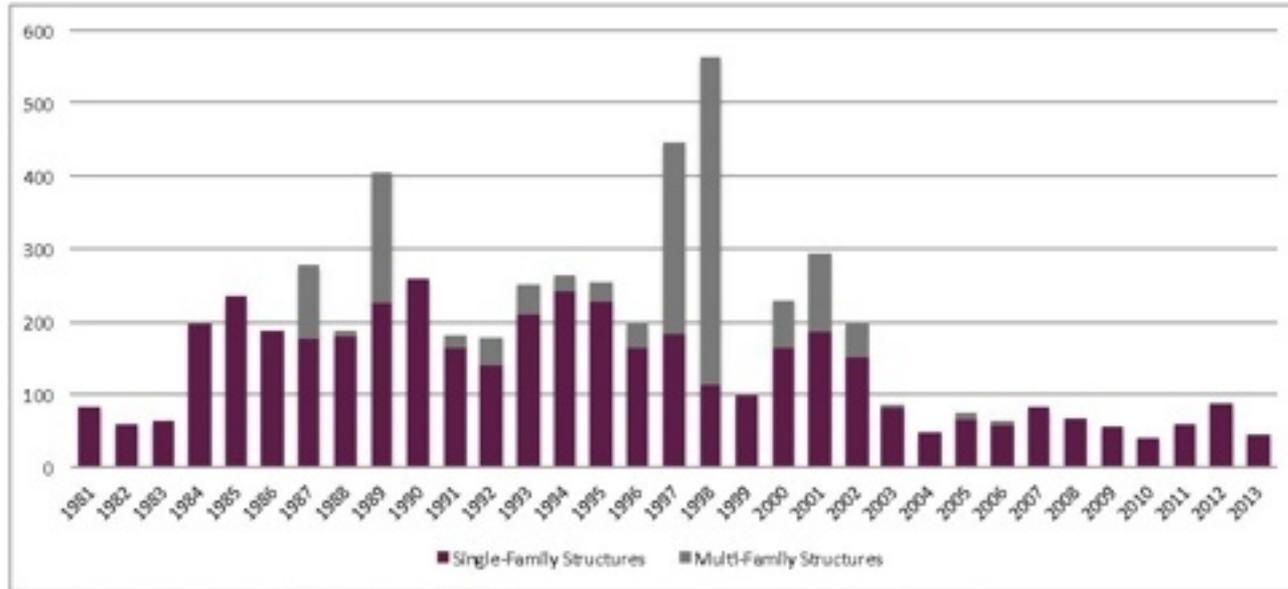
Source: Zillow.com



ARCH BRIDGE AND BOLTON TOWN CENTER

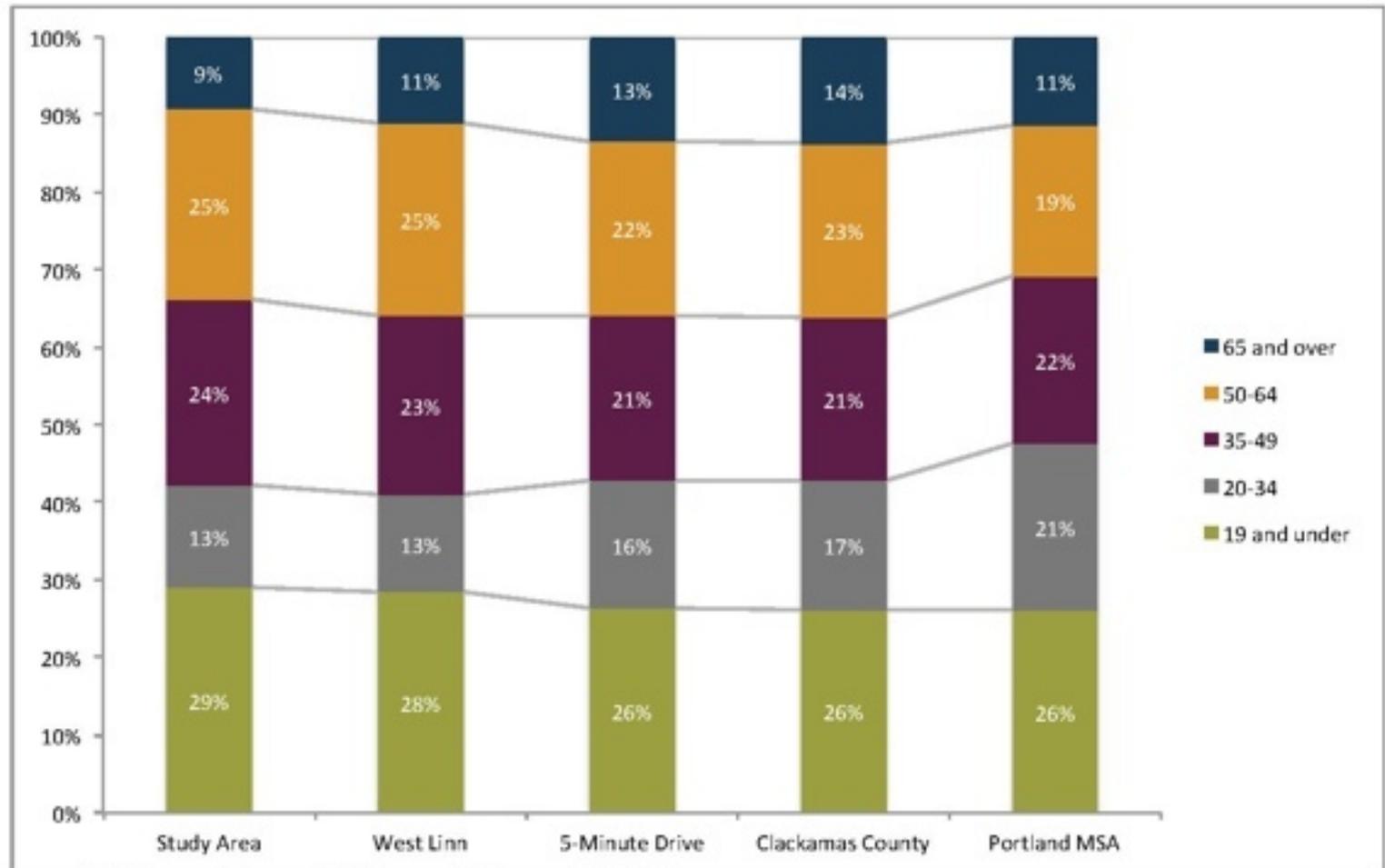


# BUILDING PERMITS



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

# AGE DISTRIBUTION



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

# APARTMENT RENTS AND VACANCY RATES

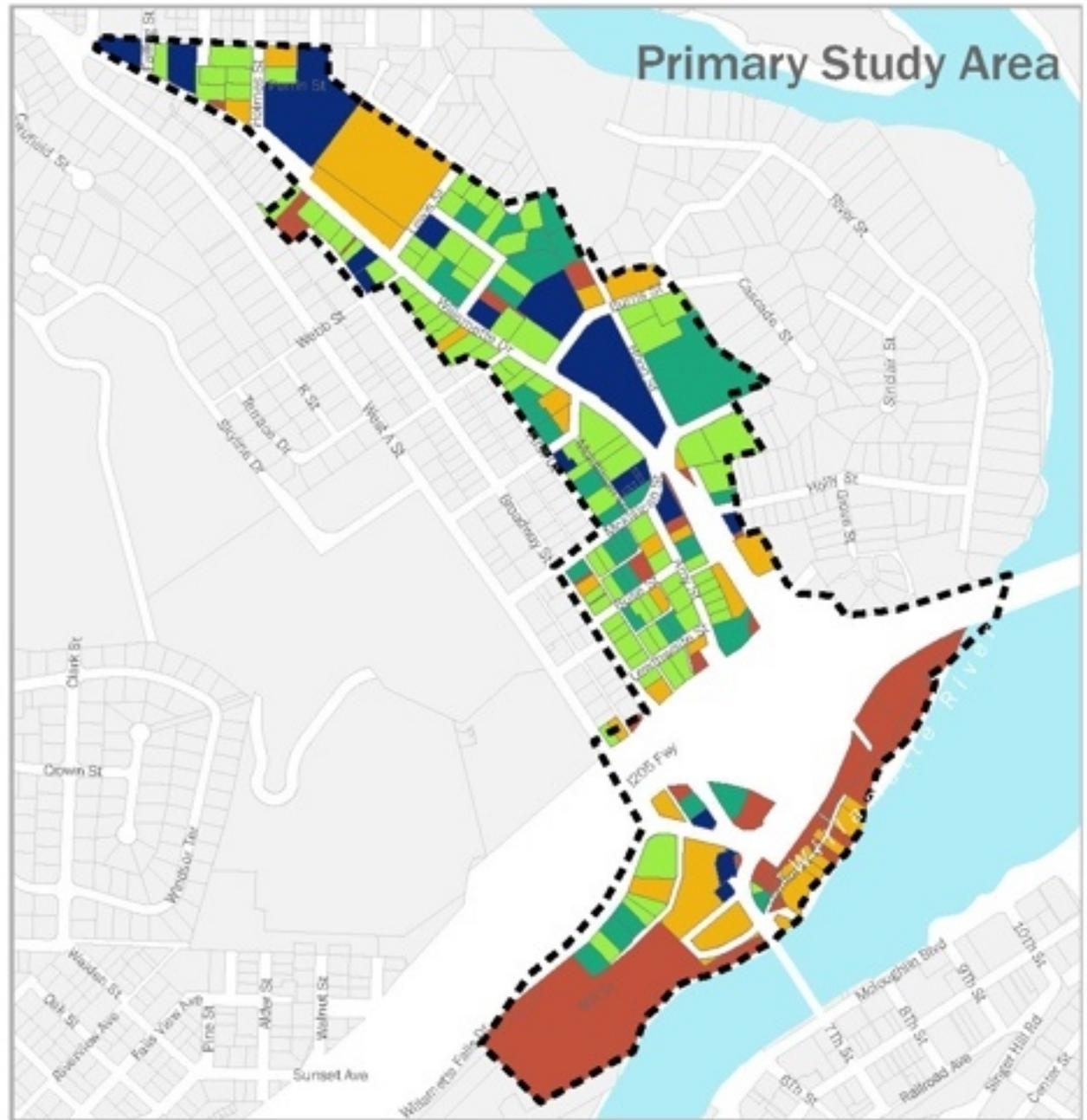
Complex	Unit	Number of Units	Rent	SF	\$/SF	Vacancy Rate
<b>Cascade Summit</b> 22100 Horizon Dr West Linn, Oregon	1 Bedroom	62	\$1,000	795	\$1.26	1.6%
	2 Bedroom	182	\$1,200	1045	\$1.15	1.1%
	3 Bedroom	50	\$1,500	1289	\$1.16	6.0%
	<i>Total/Average</i>	294			<i>\$1.17</i>	2.0%
<b>Summerlinn</b> 400 Springtree 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>	126			<i>\$1.18</i>	7.1%
<b>Amy Street Apartments</b> 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>	10			<i>\$1.05</i>	0.0%

Source: ECONorthwest.

# IMPROVEMENT TO LAND VALUE RATIO



Source: RLIS parcel data, February 2014.



# TRANSPORTATION CONDITIONS + OPPORTUNITIES

# AUTOMOBILES

# TRAFFIC COUNTS





# INTERSECTION DELAY

<b><u>Intersection</u></b>	<b><u>LOS</u></b>	<b><u>2030 Ave. Delay (sec)</u></b>
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



West Linn  
Plan the 

# ARCH BRIDGE AND BOLTON TOWN CENTER

**LMN**  
ECO Northwest  
Walker Macy  
Nelson Nygaard  
Studio Cascade

Tuesday, April 15, 2014

# 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 sharrows 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

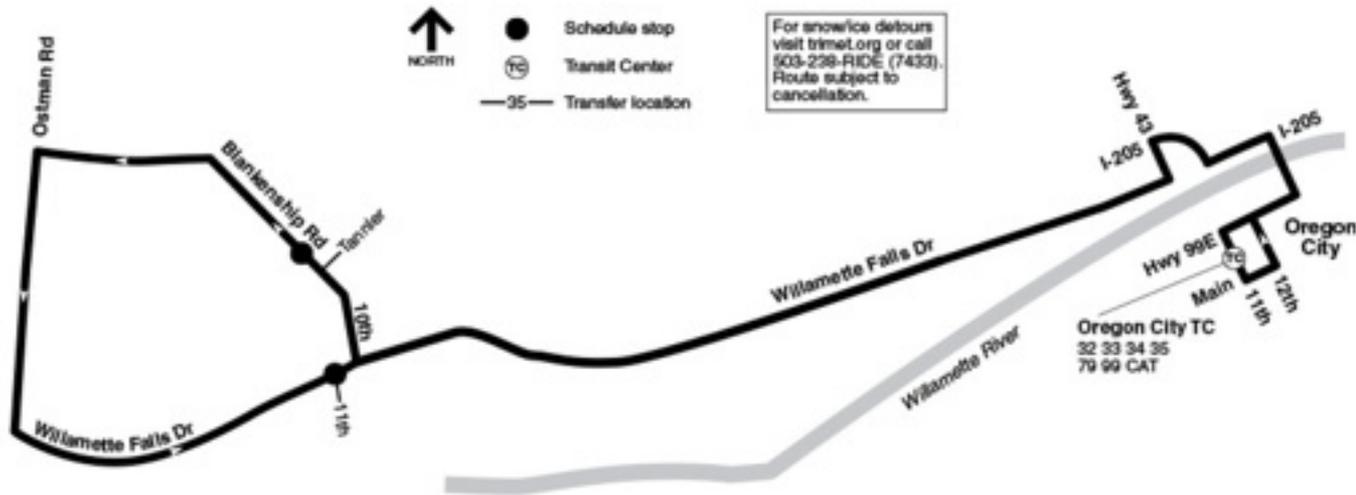
# TRANSIT

# 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

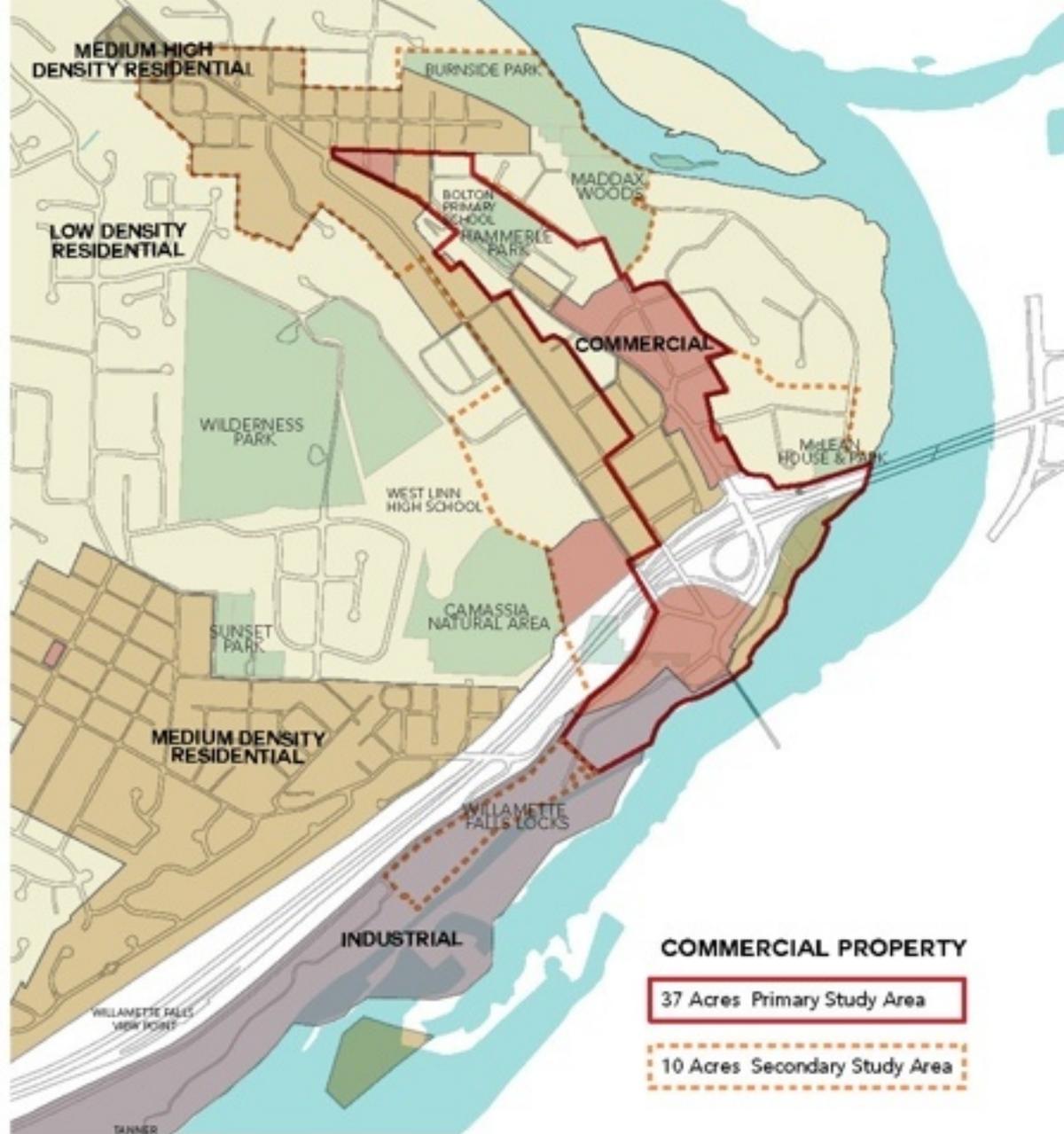


- 1 hour headways
- 9 boarding rides/hour (#77 out of 80 fixed bus routes)
- Willamette Neighborhood-Oregon City 15 min

# 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)

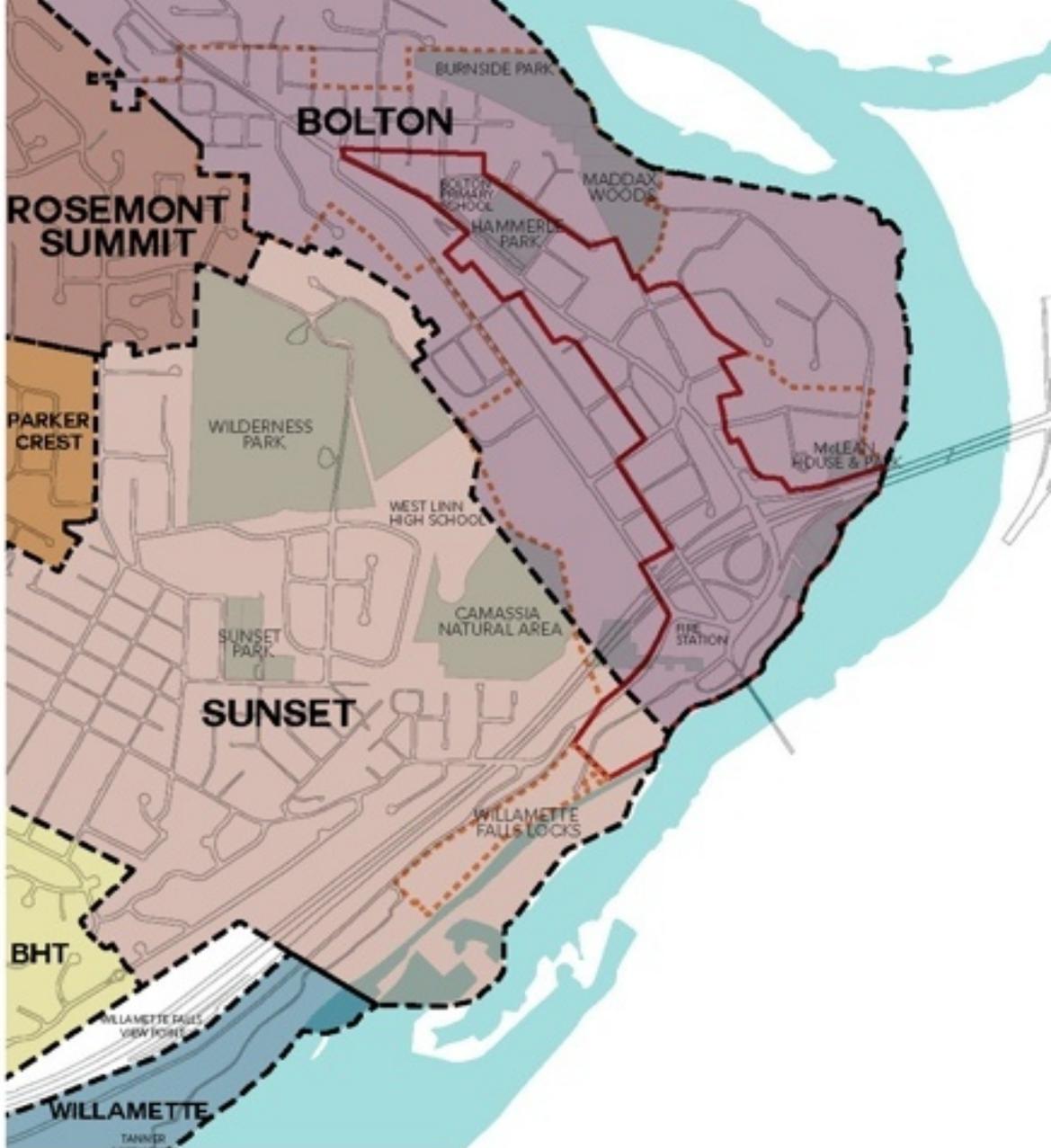
# GENERAL LAND USE



# ZONING



# NEIGHBORHOODS



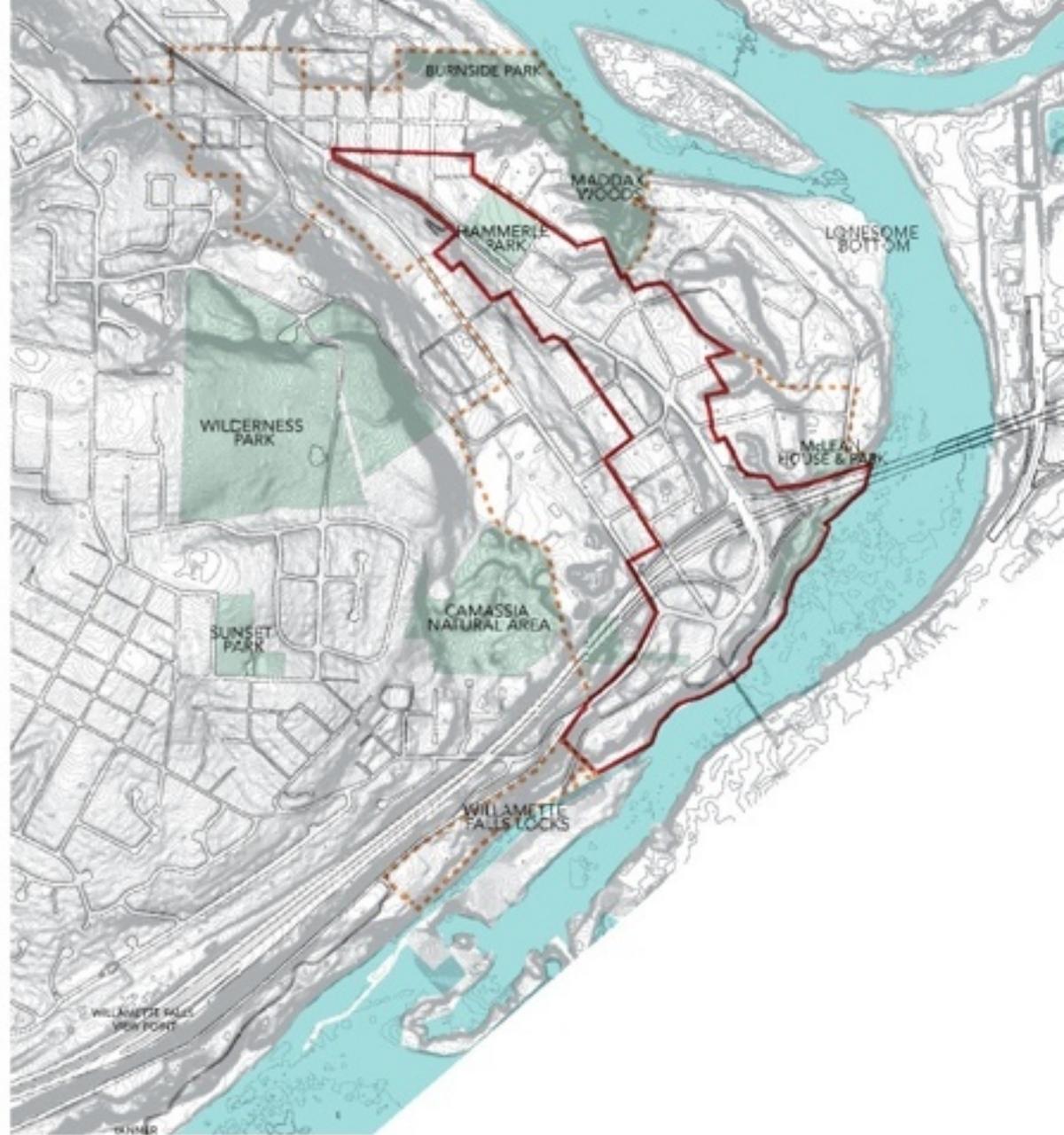
# DEVELOPMENT PATTERN



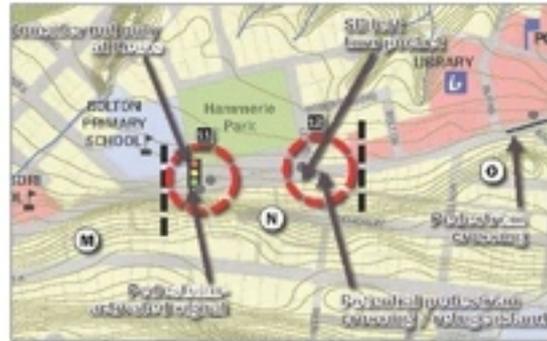
# HISTORIC LANDMARKS



# TOPOGRAPHY



# HIGHWAY 43 CONCEPTUAL PLAN

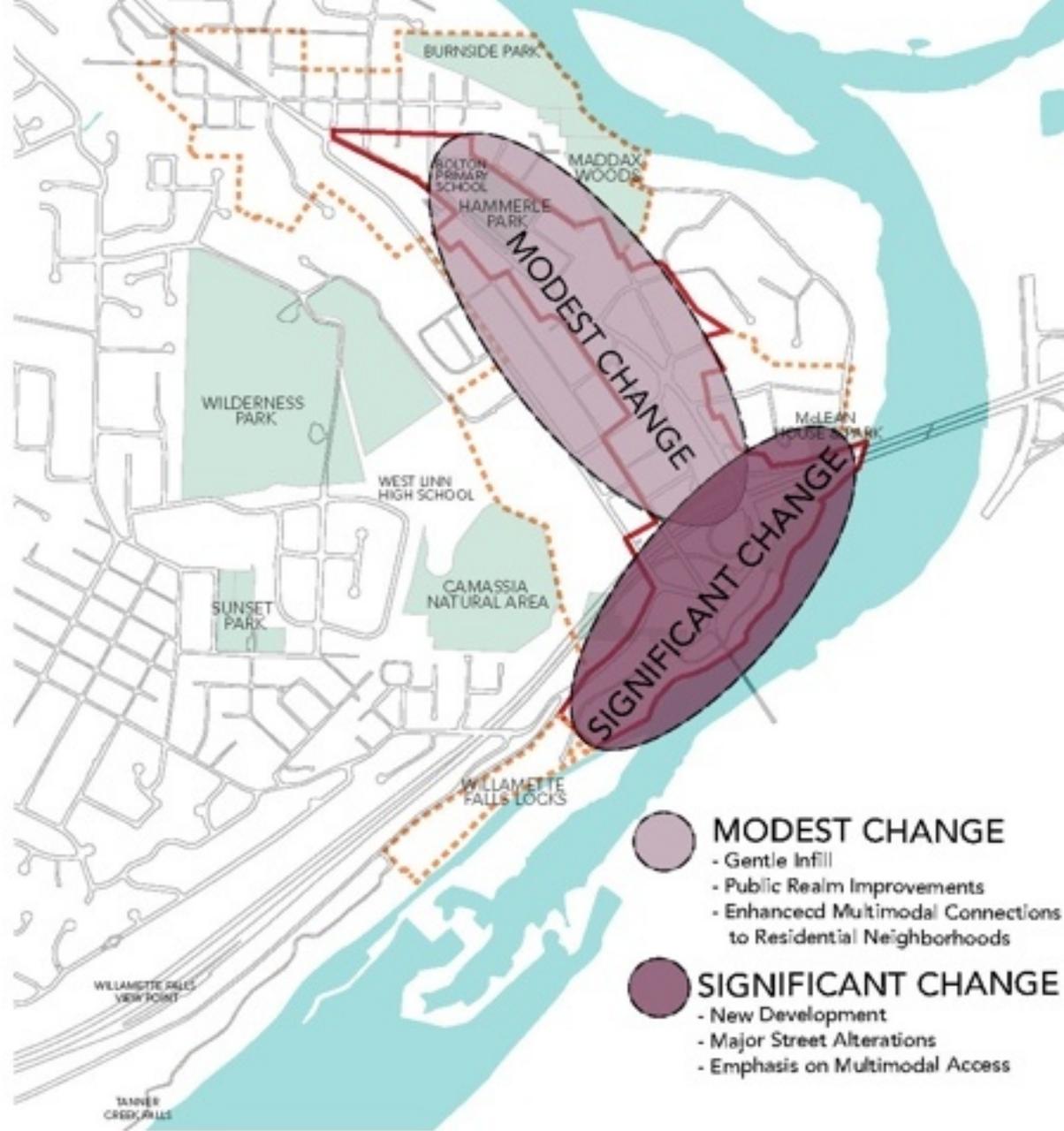


sidewalk	*raised bikeway	travel lane	*median/ped refuge	travel lane	*raised bikeway	sidewalk
7'	6'	12'	4'-6" median 8'-8" striping 42'	12'	6'	7'
pedestrian zone		travel zone			pedestrian zone	



ORE 43 CONCEPTUAL DESIGN PLAN

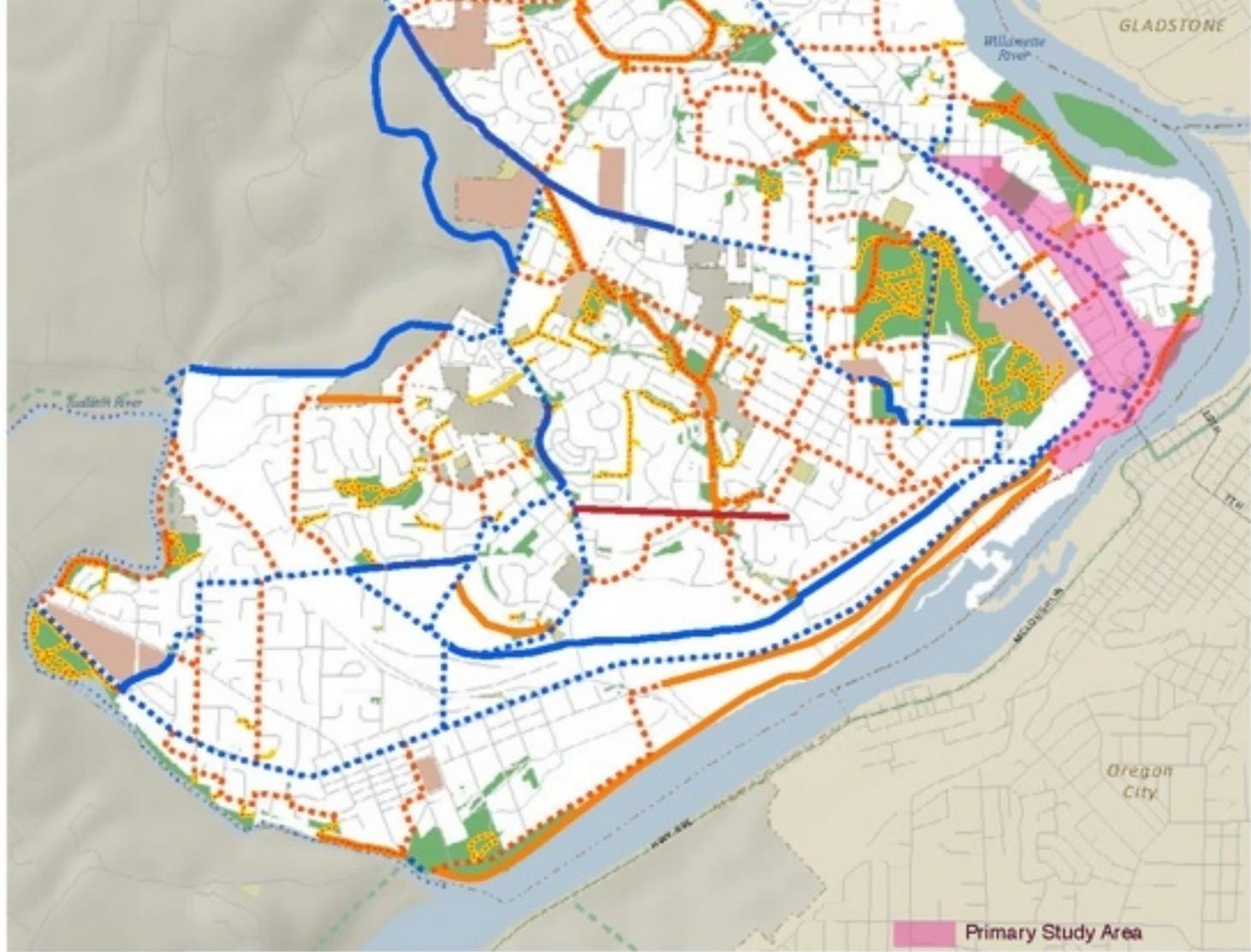
# CHANGE



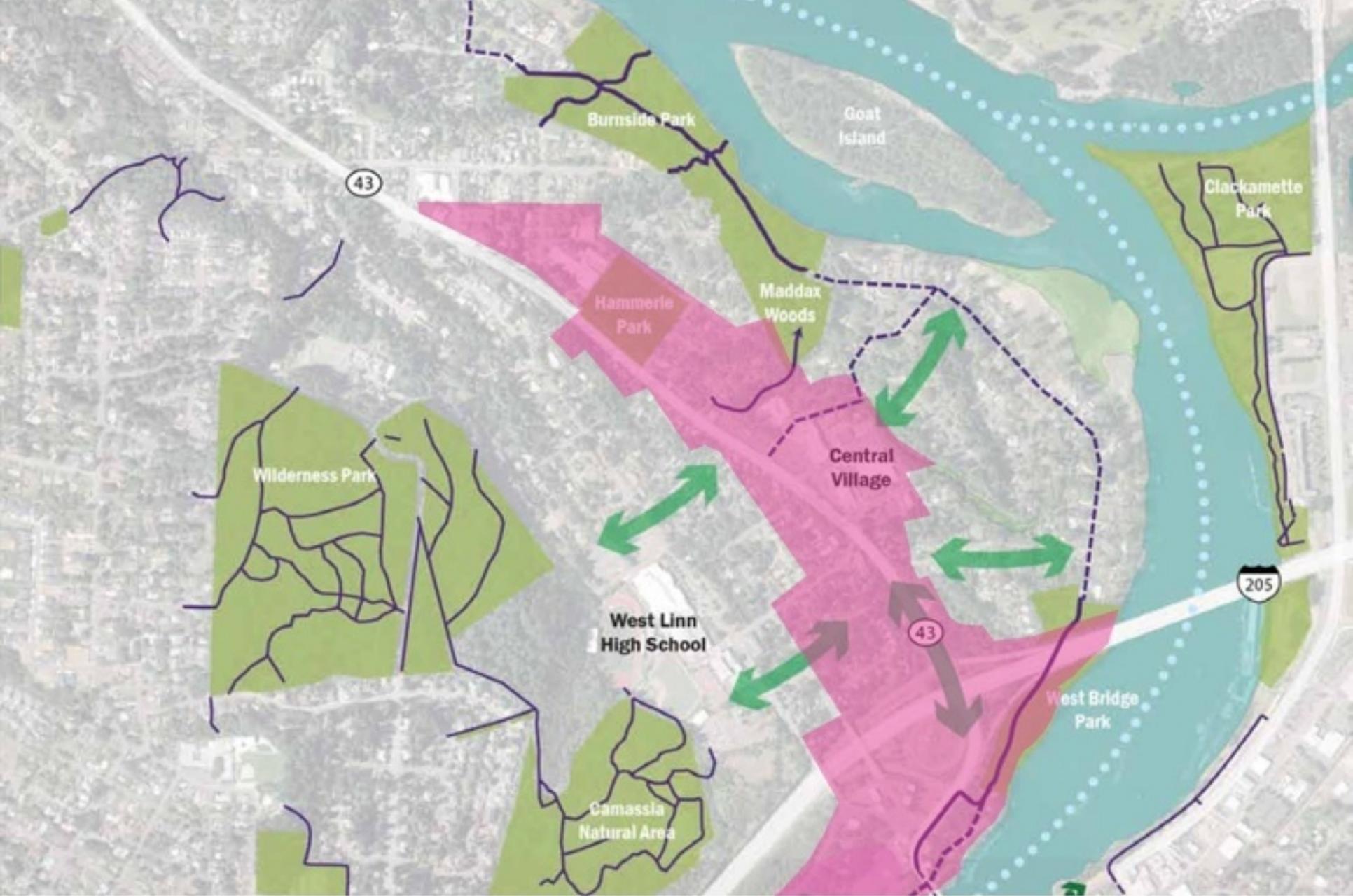
# OPEN SPACE / TRAILS

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
  - 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

West Linn  
Plan the 

ARCH BRIDGE AND BOLTON TOWN CENTER

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Tuesday, April 15, 2014



Territorial Drive



Entrance to West Bridge Park



West Bridge Park

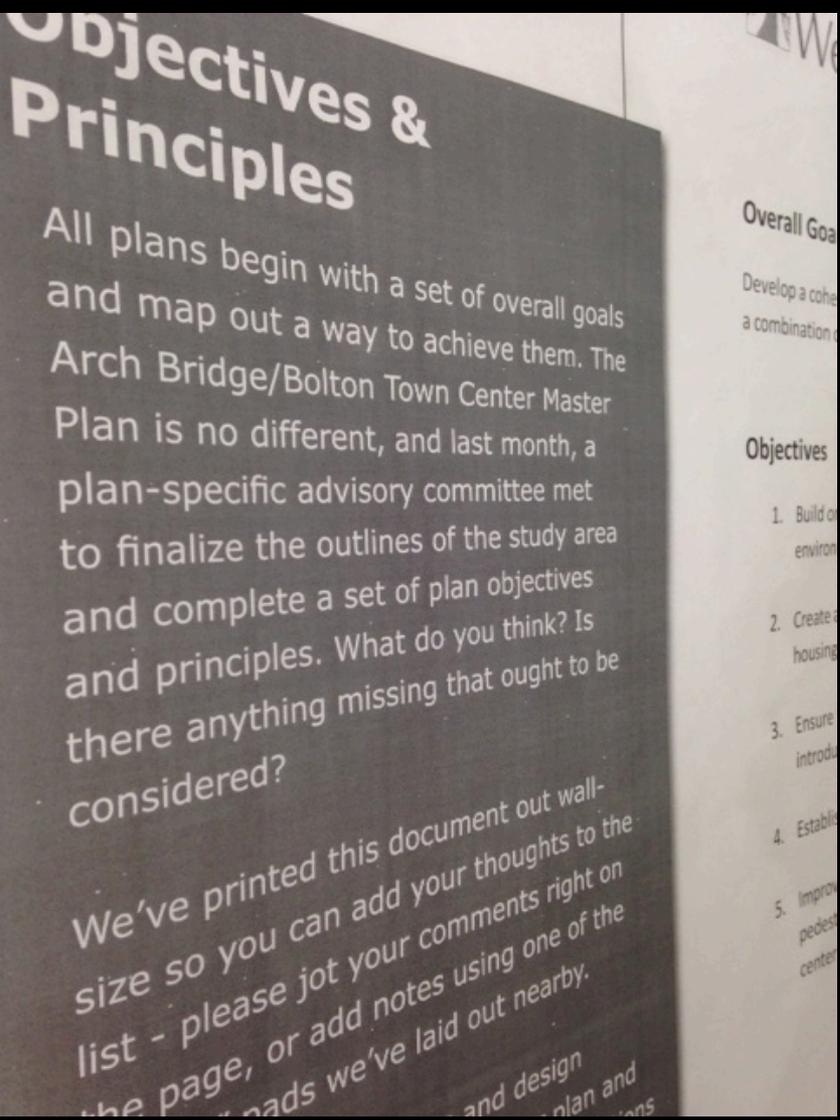
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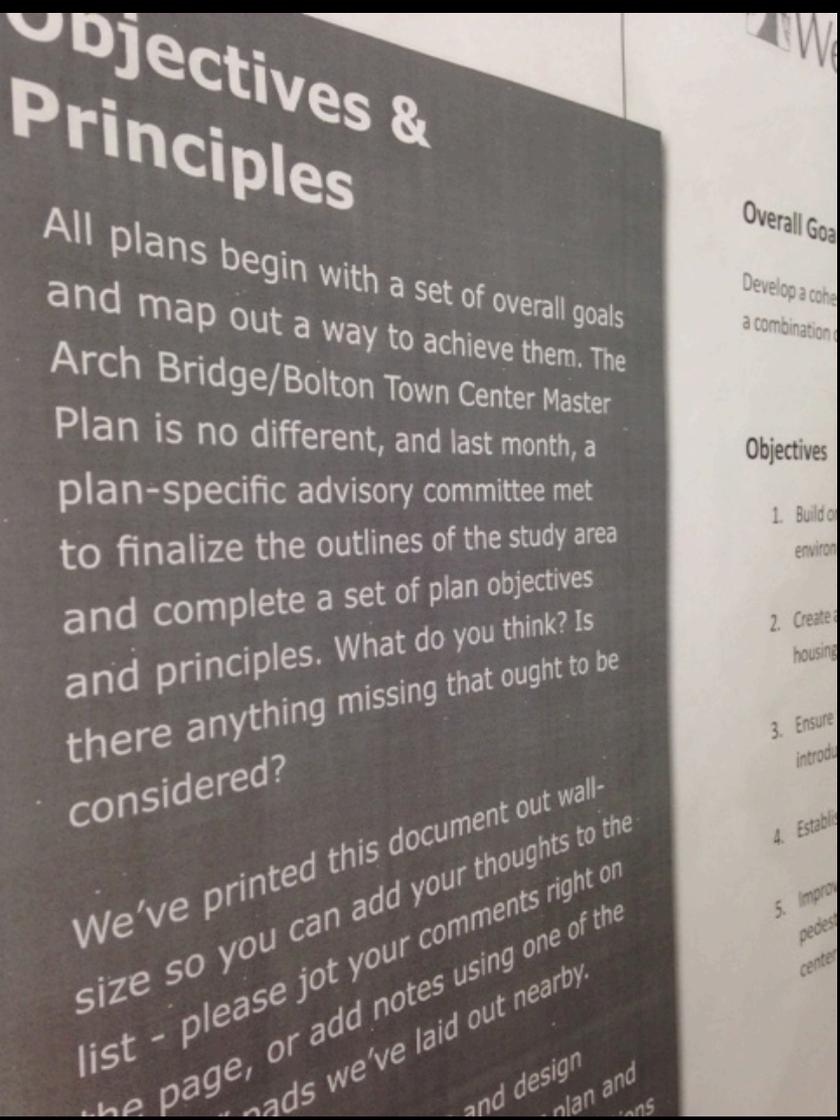
Tuesday, April 15, 2014





# GOAL

- Cohesive plan
- Incremental
- Public/private



# OBJECTIVES

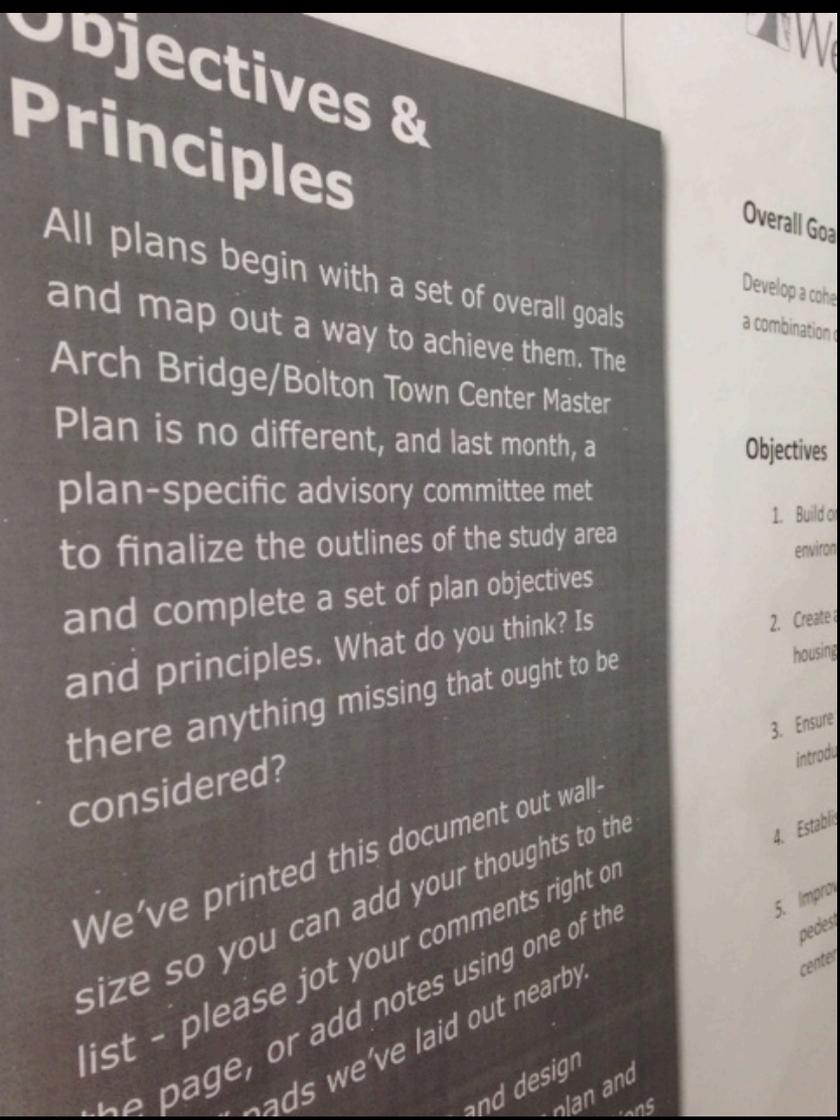
History

Town center

Community character

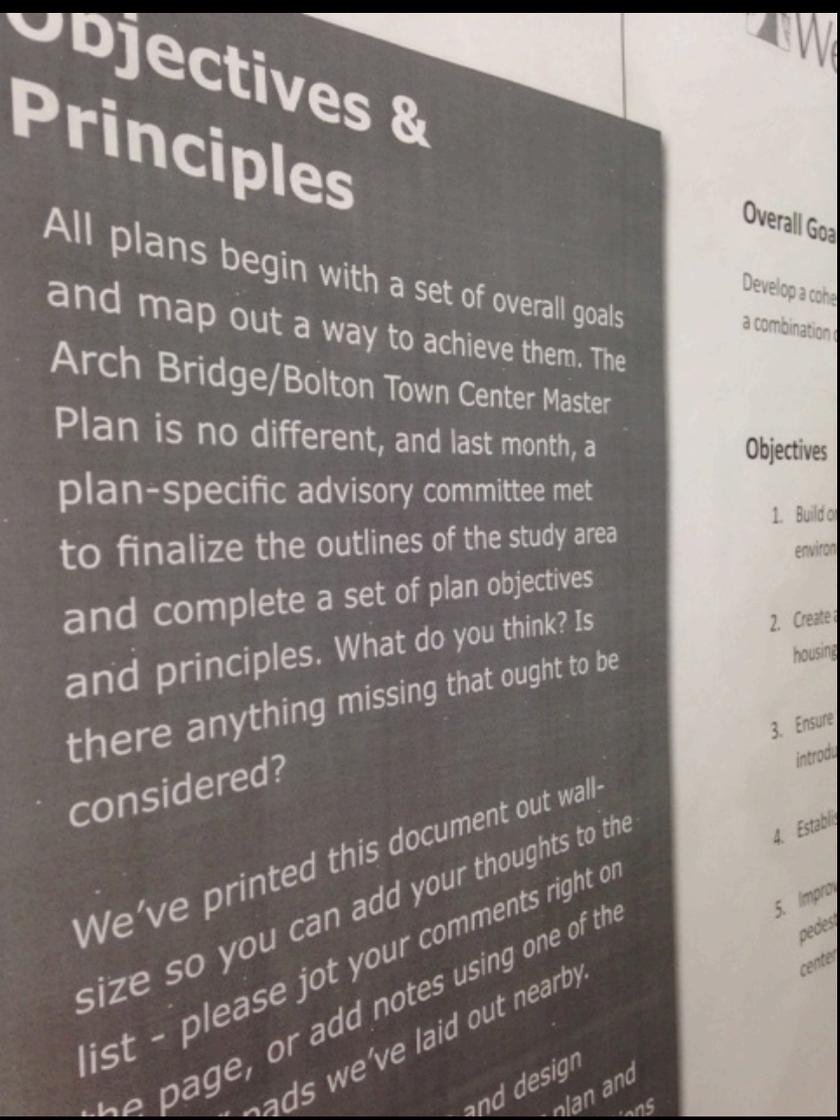
Trails

Connections



# PRINCIPLES

- Transit
- Visions
- New forms
- Locals & visitors
- Safety



# PRINCIPLES

Public spaces

Private investment

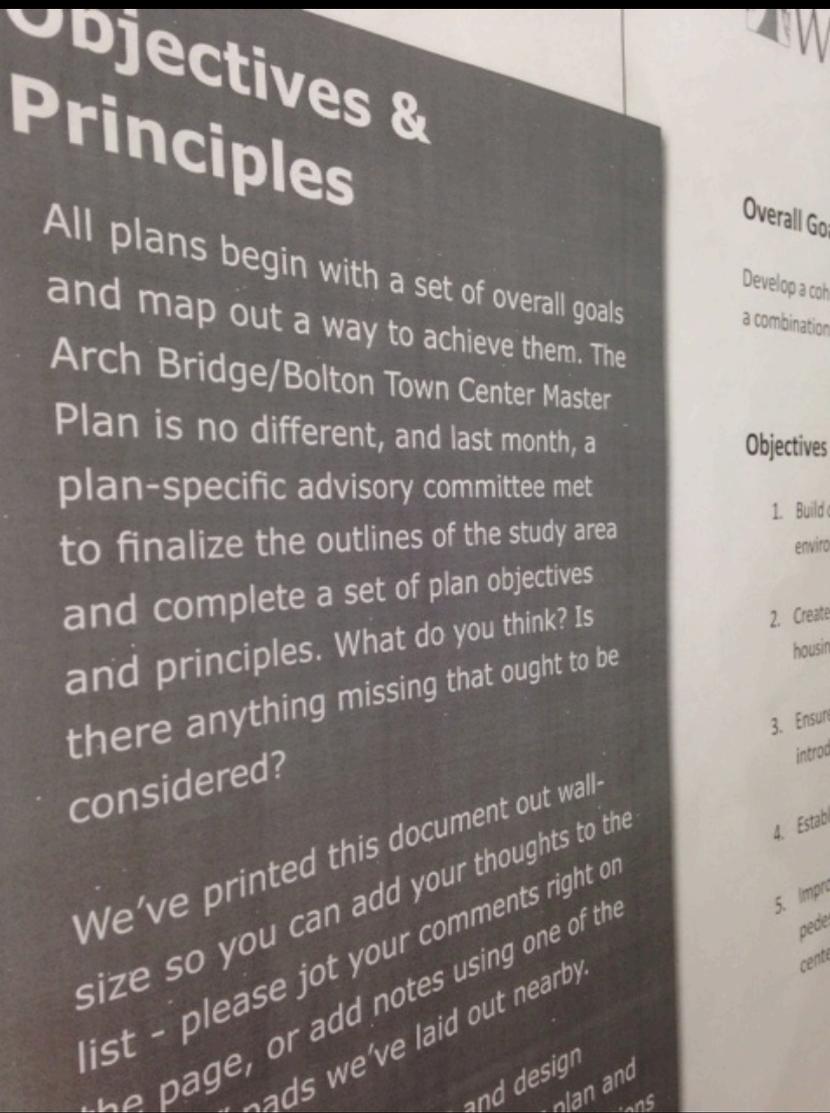
ODOT coordination

Catalysts

Blue Heron

# PRINCIPLES

Community engagement  
Champions  
Linking nodes  
Gateway



# QUESTIONS?

Process

Conditions

Objectives/principles

# EXERCISE

## Housing Jobs Gap map

West Linn  
Plan the  
Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"

**Part 1: Housing Distribution**

**Instructions:** Long term trends indicate the need for additional and varied types of housing in West Linn. This exercise asks your group to consider where both housing ought to be, and in general, what types ought to be. Current plans envision most units happening as part of a new town center, but neighborhood-scale efforts may also be appropriate along Highway 43 and elsewhere.

We've provided data representing three housing types, each with an associated number of units per acre (see chart at left). Place as many dots as your group considers appropriate, but for purposes of this exercise, we ask that you locate at least 800 total units within the study area.

Housing Unit (DU) Type	Units	Dots/acre	Dots/acre	Density Range (DUs/Ac)	Units	Acres	AC/Unit
Business/Working Unit	20	4	100	4-12 Dots/Ac	1-2	20	20
College Housing/Students	20	15	300	30-20 Dots/Ac	1-2	20	20
Student Flats	15	25	375	25-50 Dots/Ac	2-3	15	15
Prosed Low Residential	15	40	600	20-30 Dots/Ac	3-5	12	12
<b>Totals:</b>	<b>60</b>	<b>7</b>	<b>1,075</b>		<b>7</b>	<b>48</b>	

**Note:** The entire primary (CUD) area includes approximately 220 acres, with 70 acres south of 1-200 and 30 acres within the existing 1-200 right-of-way. For comparative purposes, neighborhoods in major Portland neighborhoods feature around 20 units/acre, while downtown Portland features buildings with 40 units/acre or more. See "Housing Density Examples" handout.

**Part 2: Jobs Distribution**

**Instructions:** This exercise asks your group to consider where West Linn job growth should occur. Based on housing and demographic projections, job opportunities going supporting work to home employment, we're expecting that the community will need to add around 800 new jobs over the next 20 years. At one dot per 20 jobs, discuss and locate the 20 dots in your table. Consider the following questions:

- How many jobs should the new town center include, taking in mind the mixed-use environment envisioned and beyond of the original town center?
- How many jobs ought to be geographically dispersed throughout centers? (This place-based services often walking distance from most neighborhoods)
- How many jobs ought to be a place where lots of things work from home?
- What type of jobs might be needed if West Linn hopes to enable more of its residents to work in their town?

**Part 3: "Gap Map"**

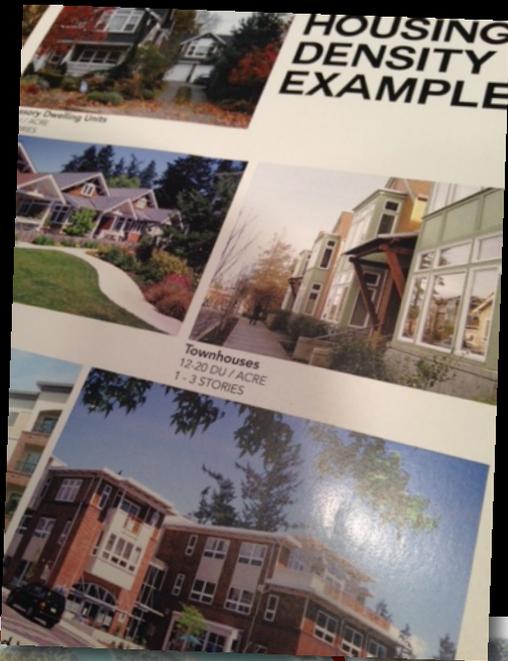
**Instructions:** Reflecting on the community's long-term vision for more diverse development patterns and a new town center, use this map to identify locations and strategies needed to make it happen. Reflecting on the community's long-term vision, identify problem areas or strategies for the plan, using the "gap" between what's envisioned and what's in place. Consider these and other topics in your thinking:

- What transportation-related changes are needed, such as the 1-200 interchange, more walking paths/bike lanes, and changes to shoreline drive?
- What parks-related changes are needed, such as established and new parks, park improvements suited to a town center, etc.?
- How might the new town center best address the plan, creating an environment that captures some of the regional opportunities for jobs that are there and elsewhere in West Linn?
- Where are "PT" (public) "gateway" areas into West Linn that are needed?

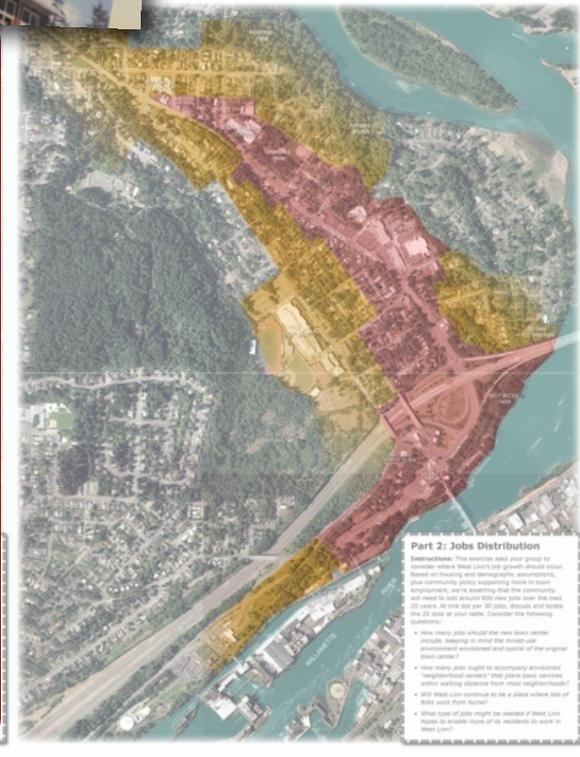
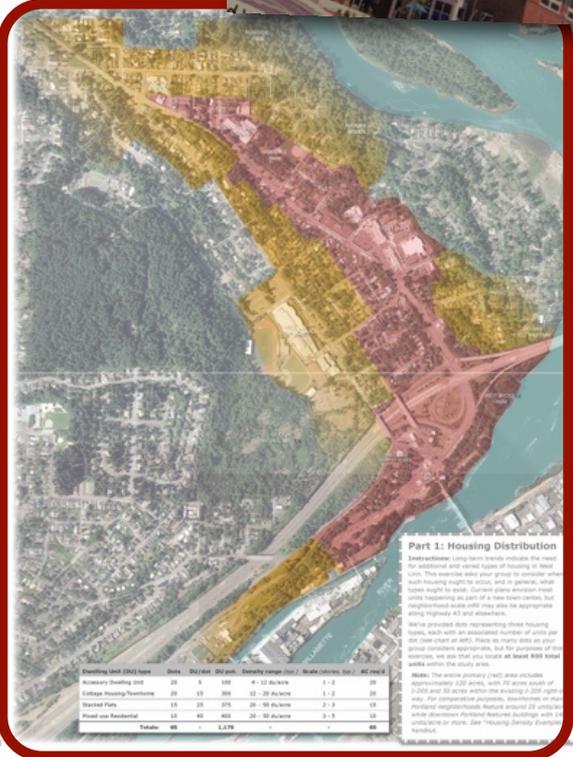
West Linn  
Plan the  
Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"

# EXERCISE

800 units  
Types  
Intensities



West Linn  
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Housing, Jobs, "Gap Map"

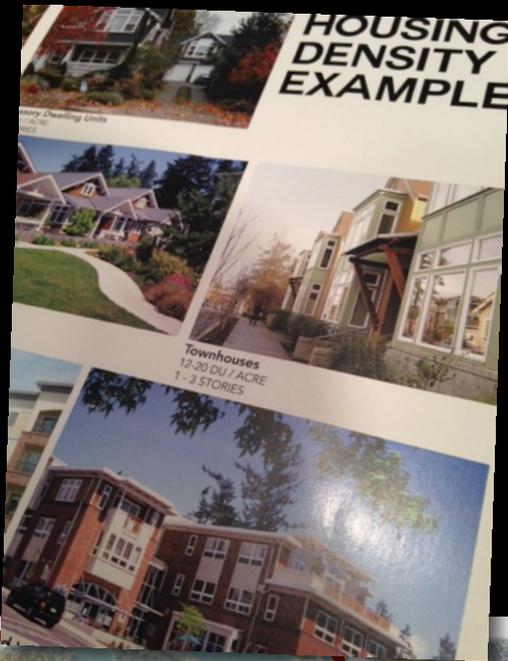


Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"

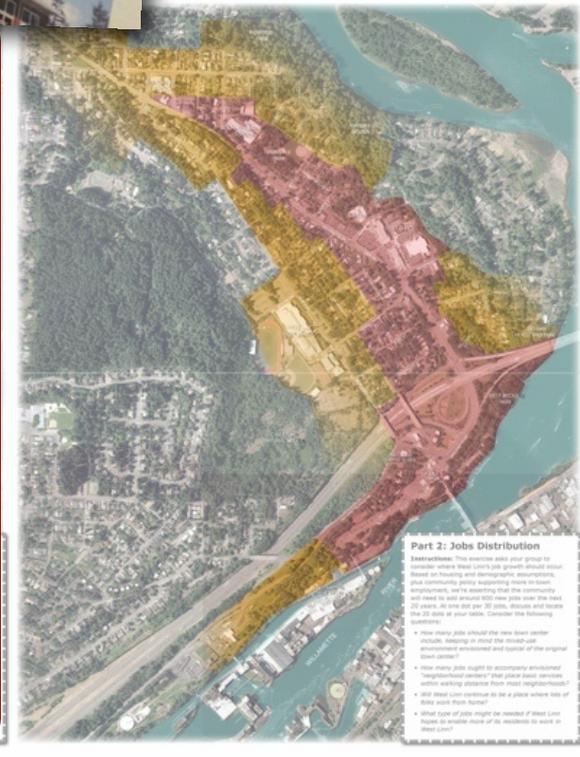
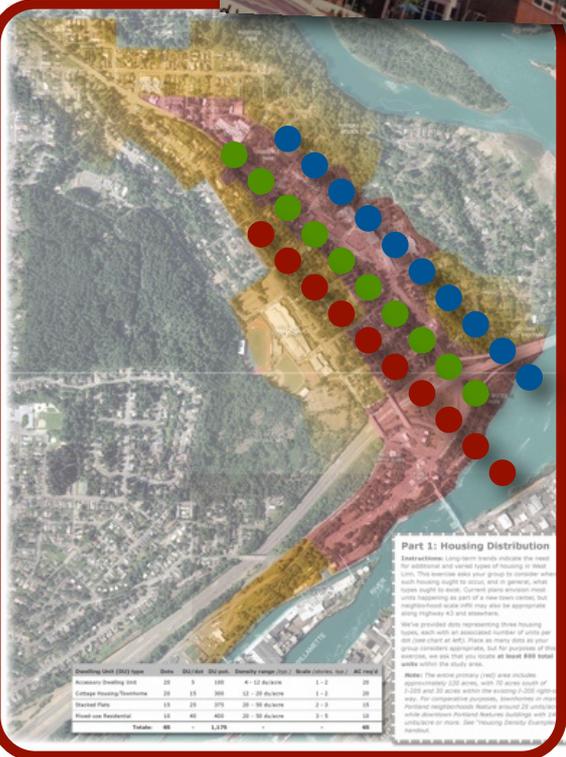


# EXERCISE

800 units  
Types  
Intensities



West Linn  
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Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"



Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"



# EXERCISE

600 jobs  
20 dots

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Plan the  
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Housing, Jobs, "Gap Map"

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We've provided data representing three housing types, each with an associated number of units per acre (see chart at left). Place as many dots as you want on the map to represent, but the purposes of this exercise, we ask that you locate at least 600 total units within the study area.

Housing Unit (DU) Type	Units	Dbl. den.	Mid. den.	Density Change (DU) / Acre	Scale	Location	AC req'd
Medium-Density DU	20	5	100	+120 Units	1-2	20	20
College Housing/Students	20	15	300	32-28 Units	1-2	20	20
Market Flats	15	25	375	20-30 Units	2-3	15	15
Proved use Residential	15	40	400	20-30 Units	3-5	15	15
<b>Totals</b>	<b>60</b>	<b>7</b>	<b>1,070</b>			<b>7</b>	<b>60</b>

**Note:** The entire primary (DU) area includes approximately 220 acres, with 70 acres of 1-200 and 30 acres within the existing 1-200 agricultural. For comparative purposes, developments in other Portland neighborhood feature around 20 units/acre, while downtown Portland features buildings with 100 units/acre or more. See "Housing Density Examples" handout.

**Part 2: Jobs Distribution**

**Instructions:** This exercise asks your group to consider where West Linn's job growth should occur. Based on housing and demographic projections, plus information going supporting work or home employment, we're expecting that the community will need to add around 600 new jobs over the next 20 years. At one dot per 30 jobs, discuss and locate the 20 dots on your table. Consider the following questions:

- How many jobs should the new town center include, taking in mind the mixed-use environment envisioned and beyond of the original town center?
- How many jobs might be appropriately envisioned "neighborhood centers" that place daily services within walking distance from most neighborhoods?
- How many jobs should be a place where lots of things work from home?
- What type of jobs might be needed if West Linn hopes to enable more of its residents to work in their own?

**Part 3: "Gap Map"**

**Instructions:** Reflecting on the community's long-term vision for more diverse development patterns and a new town center, use this map to identify locations and strategies needed to make it happen. Specifically, illustrate problem areas or strategies the plan can address, using the "gap" between what's envisioned and what's in place. Consider these and other topics in your thinking:

- What transportation-related changes are needed, such as the 1-200 interchange, more walking paths/bike lanes, and changes to Interstate 505?
- What parks related changes are needed, such as an established park network, park improvements suited to a town center, etc.?
- How might the new town center best address the plan, creating an environment that captures some of the neighborhood opportunities for jobs that are there and elsewhere in West Linn?
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# EXERCISE

600 jobs  
20 dots

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We've provided data representing three housing types, each with an associated number of units per acre (see chart at left). Place as many dots as you think are needed to represent, but the purpose of this exercise, we ask that you locate at least 800 total units within the study area.

Building Type (2013) from	Units	Site Area	2013 Units per Acre	Density Change (2013)	Units (Units/Acre)	AC (Acre)	AC (Total)
Medium-Density Multi-Family	20	5	400	+120 Units/Acre	1-2	20	20
College Housing/Students	20	15	300	32-28 Units/Acre	1-2	20	20
Mixed-Use	15	25	275	20-30 Units/Acre	2-3	15	15
Proved Low Residential	15	40	400	20-30 Units/Acre	3-5	15	15
<b>Totals:</b>	<b>60</b>	<b>65</b>	<b>1,375</b>		<b>7</b>	<b>60</b>	

**Note:** The entire primary (study) area includes approximately 220 acres, with 70 acres made of 1-200 and 30 acres within the existing 1-200 right-of-way. For comparative purposes, developments in major Portland neighborhood feature around 20 units/acre, while downtown Portland features buildings with 100 units/acre or more. See "Housing Density Examples" handout.

**Part 2: Jobs Distribution**

**Instructions:** This exercise asks your group to consider where West Linn's job growth should occur. Based on housing and demographic projections, plus information being supporting work on local employment, we're asking that the community will need to add around 600 new jobs over the next 20 years. At one dot per 30 jobs, discuss and locate the 20 dots in your table. Consider the following questions:

- How many jobs should the new transit center include, keeping in mind the transit-oriented environment envisioned and typical of the original town center?
- How many jobs might be appropriately envisioned "neighborhood centers" that place local services within walking distance from most neighborhoods?
- How many jobs should be located in other areas of the town center?
- What type of jobs might be needed if West Linn hopes to enable more of its residents to work in their town?

**Part 3: "Gap Map"**

**Instructions:** Reflecting on the community's long-term vision for more diverse development patterns and a new town center, use this map to identify locations and strategies needed to make it happen. Briefly, illustrate problem areas or strategies for the plan on address, using the "gap" between what's envisioned and what's in place. Consider these and other topics in your thinking:

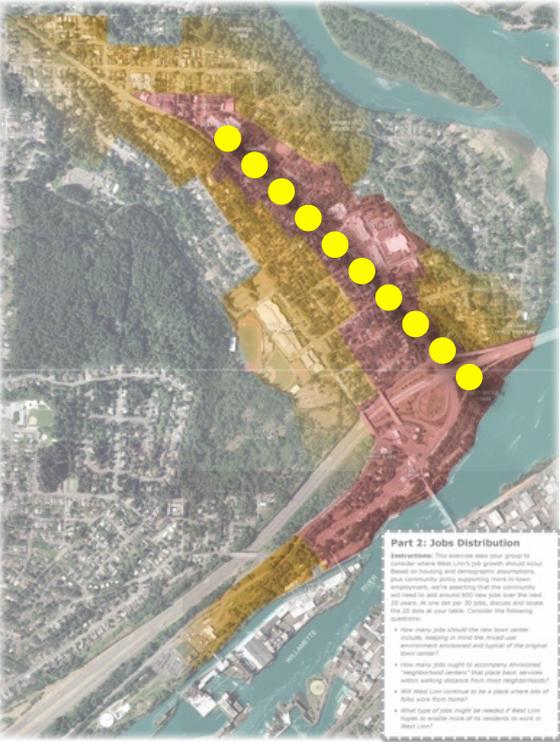
- What transportation-related changes are needed, such as the 1-200 interchange, more walking paths/bike lanes, and changes to street layout?
- What parks-related changes are needed, such as an established park network, park improvements suited to a town center, etc.?
- How might the new town center best address the plan, creating an environment that captures some of the neighborhood opportunities for jobs that are there and elsewhere in West Linn?
- Where are "pinch" or "gateway" areas into West Linn that are needed?

West Linn  
Plan the  
Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"

# EXERCISE

Vision  
In place  
Close the gap

West Linn  
Plan the  
Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"



West Linn  
Plan the  
Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"

# Conversation

Group presentations  
Consensus?

West Linn  
Plan the  
Town Center Workshop - Distribution Dots  
Housing, Jobs, "Gap Map"

**Part 1: Housing Distribution**

**Instructions:** Long term trends indicate the need for additional and varied types of housing in West Linn. This exercise asks your group to consider where both housing ought to exist, and in general, what types ought to exist. Current plans envision most units happening as part of a new transit center, but neighborhood-scale efforts may also be appropriate along Highway 43 and elsewhere.

We've provided data representing three housing types, each with an associated number of units per acre (see chart at left). Place as many dots as your group considers appropriate, but the purpose of this exercise, we ask that you locate at least 800 total units within the study area.

Housing Unit (DU) Type	Units	Dots/Acre	DU per Acre	Density Range (DU/Ac)	Units (Acres, Max)	AC (Max)
Business/Working Unit	20	5	100	1-12/Acres	1-2	20
College Housing/Students	20	15	300	33-28/Acres	1-2	20
Student Flats	15	25	375	20-50/Acres	2-3	15
Proved use Residential	15	40	600	20-50/Acres	3-5	15
<b>Totals:</b>	<b>60</b>	<b>7</b>	<b>1,375</b>		<b>7</b>	<b>60</b>

**Note:** The entire primary (DU) area includes approximately 220 acres, with 70 acres south of I-205 and 30 acres within the existing I-205 right-of-way. For comparative purposes, developments in major Portland neighborhood feature around 20 units/acre, while downtown Portland features buildings with 50 units/acre or more. See "Housing Density Examples" handout.

**Part 2: Jobs Distribution**

**Instructions:** This exercise asks your group to consider where West Linn's job growth should occur. Based on housing and demographic projections, job opportunities going supporting work or home employment, we're expecting that the community will need to add around 600 new jobs over the next 20 years. At one dot per 30 jobs, discuss and locate the 20 dots in your table. Consider the following questions:

- How many jobs should the new transit center include, keeping in mind the transit-oriented environment and layout of the original town center?
- How many jobs ought to be geographically dispersed throughout centers? (Do place-based services within walking distance from most neighborhoods?)
- Are there other locations to be a place where lots of this work from home?
- What type of jobs might be needed if West Linn hopes to enable more of its residents to work in their town?

**Part 3: "Gap Map"**

**Instructions:** Reflecting on the community's long-term vision for more diverse development patterns and a new town center, use this map to identify locations and strategies needed to make it happen. Specifically, illustrate problem areas or strategies the plan can address, using the "gap" between what's envisioned and what's in place. Consider these and other topics in your thinking:

- What transportation-related changes are needed, such as the I-205 interchange, more walking paths/bike lanes, and changes to shoreline drive?
- What parks-related changes are needed, such as established and new parks, park improvements suited to a town center, etc.?
- How might the new transit center best address the plan, creating an environment that captures some of the regional opportunities for jobs that are there and elsewhere in West Linn?
- Where are "pinch" ("gateway") areas into West Linn that are needed?

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**Thank you!**

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