

**2024 VISION43 WORKING GROUP MEETING
Draft Meeting Notes of July 17, 2024**

Members present: Greg Close, Molly Macom, Mary Carlson, Spencer Crandall, David D. Jones, Carol Bryck, Rob Henderson, Tanner Woody
Members Absent: Shatrine Krake, Steve Schwartz, Dawn Meaney, Danut Haj
Staff present: Chris Myers and Lynn Schroder
Consultant present: Matt Hastie and Brandon Crawford, MIG Consultants

The meeting video is available on the [here](#).

1. Agenda overview and project status update

Matt Hastie briefly discussed the agenda and project status. He shared the work that has been done since the previous working group meeting, including survey completion, engagement events, and vision/goals drafts.

2. [Approval of Working Group Meeting 1 Minutes](#)

The meeting minutes were tabled to the next working group meeting.

3. [Survey #1 Results Summary](#)

Matt Hastie shared a high-level summary of the online survey results. The first online survey for the project was closed at the end of June 2024.

One working group member asked if the “mixed-use” category in the survey results would include light industrial uses for shared workspaces. Another member asked if it would include things like small breweries which are also sometimes thought of as light industrial uses. Hastie responded that mixed-use typically includes retail/commercial uses, and there could be a modest light industrial component such as breweries or other workshop or craft spaces. The project team and working group will further address the details of what the MU zone should include once the project timeline reaches the code amendments task of the project.

One member asked if the City is aware of ODOT’s plans with Highway 43 in West Linn. Myers responded that plans for proposed improvements to the highway are addressed in the 2016 OR43 Concept Plan. The City worked closely with ODOT on this plan. The plan has yet to be implemented due to lack of funding, in part due to the Metro 2020 Transportation bond failure. The Vision43 project will generally assume the road design recommendations in the OR43 Concept Plan although some additions or modifications may be suggested. The City has met with members of the state legislature to discuss the possibility of jurisdictional transfer of the road from ODOT to the City and opportunities for funding improvements. There are several ODOT “orphan highways” throughout the state that tend to get neglected by ODOT. The City cannot wait for ODOT to make improvements before the community adopts long range plans for the corridor. ODOT is more likely to participate and initiate improvements if the City has a plan for the corridor.

Myers noted there is still a lot of work ahead for this project. The project is about halfway through the engagement phase.

One member asked who owns the air space above the highway and inquired about the potential for

overcrossings or tunnels across the highway based on ideas from the online survey results. Myers responded that the City does not have the budget to construct those types of bridges which typically cost millions of dollars.

One member asked if support for parks and trails indicates opposition to development. Schroder responded that it does not necessarily indicate people are opposed to development, but rather that they want parks, greenspaces, and trails to be incorporated in the corridor or parallel to it. One member suggested that green spaces can help calm drivers down. She also mentioned what other cities have done with solar strips for sidewalks and crosswalks.

Myers mentioned that the City will be conducting a Tax Increment Financing (TIF) funding study in 2025. He also mentioned that there may be federal or state grant funding opportunities to help with implementation. He reminded everyone that it's important for the city to have a plan in place to be eligible for funding.

4. Project Open House and Neighborhood Meetings recap

Hastie briefly summarized the open house and other engagement events.

5. [working draft Vision and Goals discussion](#)

Brandon Crawford discussed the draft Vision and Goal Statement, explaining its purpose, the community input that informed them, and the kind of feedback the project management team seeks.

One working group member suggested that the Vision and Goals Statement should emphasize that the corridor "is safe" rather than just "feeling safe." The project team will incorporate ideas of safety and accessibility, including different modes of mobility such as wheelchairs, skateboards, and scooters.

One member suggested elevating the concept of conserving existing assets, such as existing green spaces and trails. Another member recommended referencing sustainability, noting that it is a prominent theme in other city goals and policies. The Vision and Goals Statement should incorporate sustainability to align with these goals and policies. Another member suggested including a "climate-friendly" element, focusing on sustainable travel within the corridor, such as walking or biking instead of driving.

The project working group agreed that "sustainability" and "climate-friendly" can be interwoven throughout the existing draft Vision and Goals Statement, rather than calling it out as a stand-alone goal.

One member remarked that people outside of West Linn do not think about West Linn. Most people's experience is just driving through West Linn on Highway 43. The Corridor may be a place to help build the community's identity. He suggested this should be part of the branding for the project, noting that Highway 43 is a major point of exposure for people living outside the corridor, and therefore the corridor could showcase West Linn to the rest of the region. He suggested the corridor also needs destinations and "end points" rather than just functioning as a pass-through area.

Myers mentioned that the City will be working on a wayfinding and branding project, which should help cultivate "identity" and help address connections between the community's assets and landmarks.

Another member suggested that safety and accessibility should have stronger language, such as using the term "regulate" for safety. Myers responded that "regulations" would be addressed in design and zoning requirements at a later stage in the project.

One member suggested adding "trails" to integrated spaces and design.

One member mentioned that “potential connections” to the waterfront is inaccurate because there are already existing connections. The project management team will replace “potential” with “improve” or “enhance” connections.

A member suggested that the Goals and Vision Statement include an acknowledgment that focus areas should move away from "strip malls" and transition to something more aligned with the community's desires, like Lower Boones Ferry in Lake Oswego.

Myers noted that rezoning the entire corridor to mixed use would dilute the value of the zoning type, so rezoning should focus on mixed use in specific areas rather than the entire corridor. Zoning outside the identified focus areas would remain residential.

A member suggested utilizing the corridor's existing features to integrate and connect existing areas with the new focus areas and redevelopment, such as "Enhance connections within and between focus areas."

Another member suggested that the focus areas be more explicitly acknowledged in the Goals and Vision Statement.

The project management team will update the draft Vision & Goals Statement to explicitly include the concepts of nodes and focus areas, include language to allow different types of uses, incorporate stronger language around safety in the accessibility goal, and explicitly include sustainability. The statement will also consider implementing design standards to create a cohesive look and feel for commercial space.

6. Corridor Concept examples and approach

Brandon Crawford reviewed the example renderings, and he mentioned the project team is currently working on visualizations. The visualizations are just examples of the types of renderings that may be produced for this project.

A couple of members suggested they like the sidewalk/street level perspective view and map view of the Wilsonville renderings. One member suggested there should be existing landmarks to help make the renderings more relatable for residents. Myers mentioned that it's important to have multiple viewpoints and perspectives for visualizations. One member suggested using actual pictures of the type of development. Hastie suggested that real pictures can be used to supplement the visualizations.

7. Next steps

Brandon Crawford reviewed the project timeline and next steps. The next PROJECT WORKING GROUP meeting will likely occur in late October. Before the next meeting, the project team will:

- Refine the project vision and goals based on feedback from this meeting and online survey,
- Prepare draft corridor concepts and visualizations for further discussion at the next meeting,
- Clarify the difference between more housing options and mixed-use development,
- Share the working draft Vision and Goals Statement with the community,
- Conduct a second online survey for more detailed feedback, and
- Establish a technical advisory group, including representatives from ODOT, to further discuss the project.



Vision 43 Project

Project Working Group Meeting #2

7/23/2024

Agenda



1. Status update
2. Survey #1 results
3. Project Open House and Neighborhood Meetings recap and summary
4. Draft Vision and Goals discussion
5. Examples of “Corridor Concepts” and approach
6. Next steps

Project Status

- Continued pop-up outreach activities at various community events
- Held multiple project meetings
 - Renter's Meeting (5/23)
 - Community-wide Open House (6/8)
 - Robinwood Listening Session (6/17)
 - Bolton Listening Session (6/24)
- City Council/Planning Commission "Bus Tour" (6/6)
- Completed first draft of project Vision and Goals
- Completed first survey; second survey will launch soon
- Preparing to draft corridor concepts and visualizations



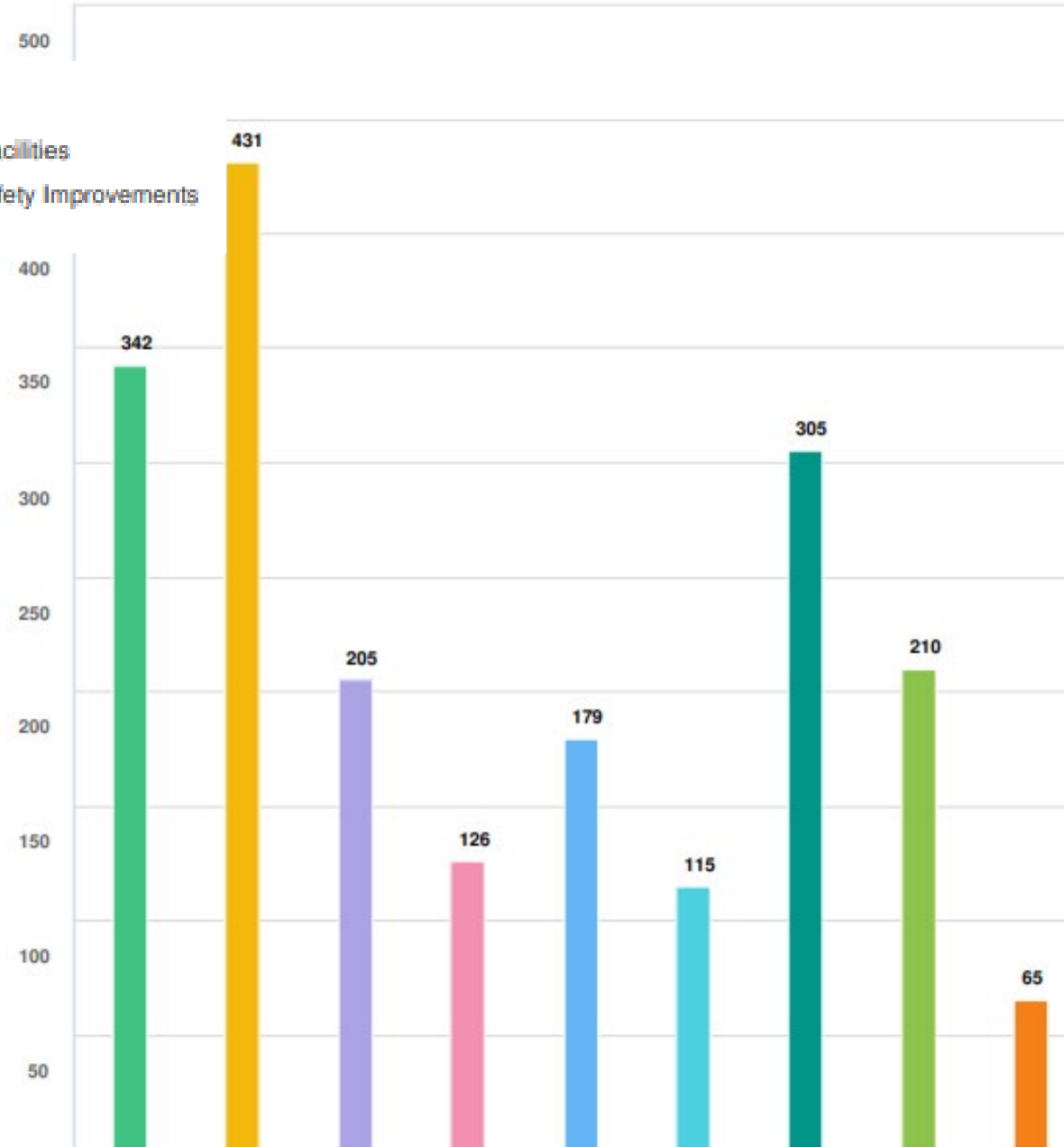
Survey #1 Results

Q5 What types of improvements on or near the Highway 43 corridor are needed most?
(either select all that apply or select one or two that are most in need of improvement?)

Question options

- Improvements for cars
- Sidewalks and pathways improvements
- Improvements for bicycle facilities
- Improvements for transit
- Neighborhood connections
- Accessibility improvements
- Safety improvements
- Landscaping
- Other (please specify)

- >600 responses
- Strong desires for walking/path improvements, improvements for driving, and safety improvements
- Numerous written responses to install crosswalks, slow speeds, improve lighting and signals



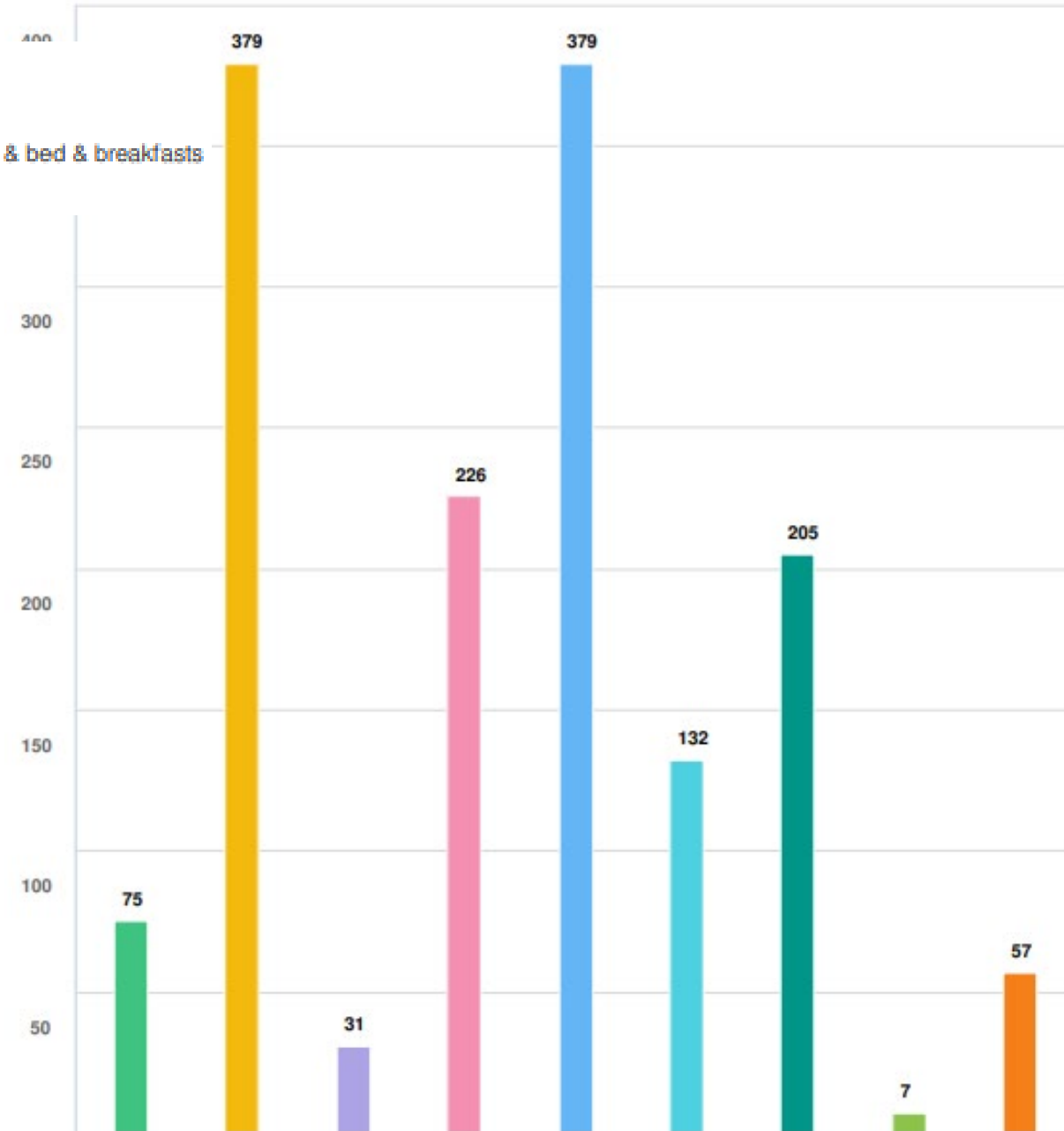
Survey #1 Results

Question options

- More housing options
- More places for shopping, eating, and recreation
- Office space
- Places for community events and gathering
- Green spaces like parks and trails
- Small hotels & bed & breakfasts
- Mixed-use development
- Other
- Other (please specify)

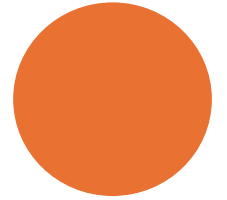
- ~580 responses
- Strong desires for shopping, eating, recreation, and green spaces/parks
- Numerous written responses to improve walkability and accessibility

Q7 What types of new opportunities along or near the Highway 43 corridor would you like to see the most (select all that apply)?



Open Houses

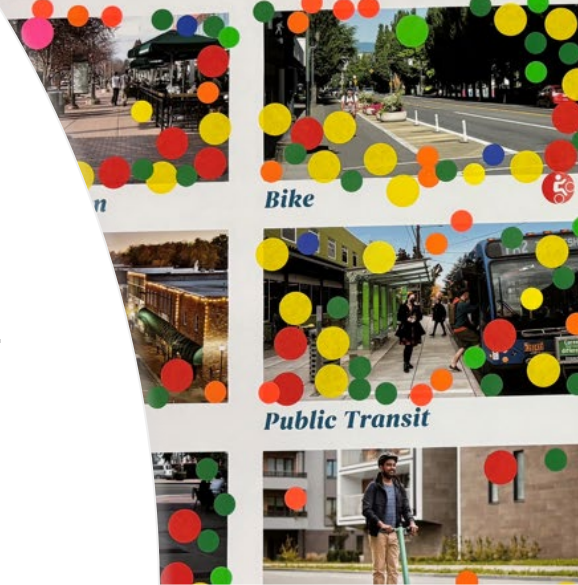
- Renter meeting – 32 attendees
- Open house – 55 attendees
- Robinwood outreach – 40 attendees
- Bolton outreach – 16 attendees



Open Houses

- Positive reception for the project
- Sticker exercise was popular
- A lot of support for:
 - Public gathering spaces
 - Walkable areas
 - Mixed-use development

TYPES OF MOBILITY OPTIONS TO CONSIDER



CONNECTIVITY CONCEPTS



any of the following
to see in the corridor.
along the outside or edge
so others can see the picture.



Open Houses

- Strong desire for improvements and redevelopment at each focus area
 - Pedestrian and crossing improvements
 - Mixed-use development
 - Gathering places and shopping/dining



Use stickers to indicate what you would like to see more of in this area



Use stickers to indicate the things you would like to see more of in this area



Use stickers to indicate the things you would like to see more of in this area

Project Vision & Goals Purpose



- Based on community input from:
 - Online survey
 - Pop-up events
 - Open houses
 - PWG #1 meeting
 - City Council and Planning Commission meetings
- Intended to provide guiding framework for the project
- Will inform project recommendations, including:
 - Corridor alternatives and concepts
 - Corridor Master Plan, including Comprehensive Plan policies and Community Development Code amendments

Draft Project Vision



Our vision is to enrich the Hwy 43 corridor, infusing it with a distinct sense of place and local identity, turning it into a cherished destination. The Corridor will seamlessly integrate with surrounding neighborhoods and the whole community, thereby serving as a cohesive asset that binds the region together and draws in opportunities for people to live, work, and play. All community members and visitors will feel safe and comfortable in the Hwy 43 Corridor. The area will harness a variety of efficient transportation and land use patterns to help us create a vibrant corridor that reflects the community's values. Through collaborative efforts, we aspire to shape a corridor that embodies the spirit and essence of our community, becoming a beloved destination for all.

Draft Project Goals

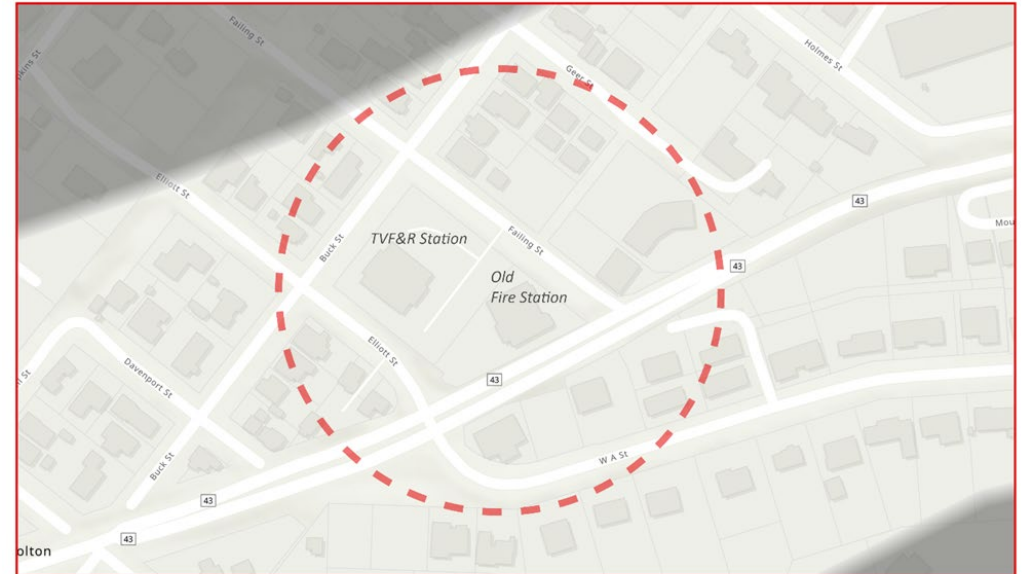
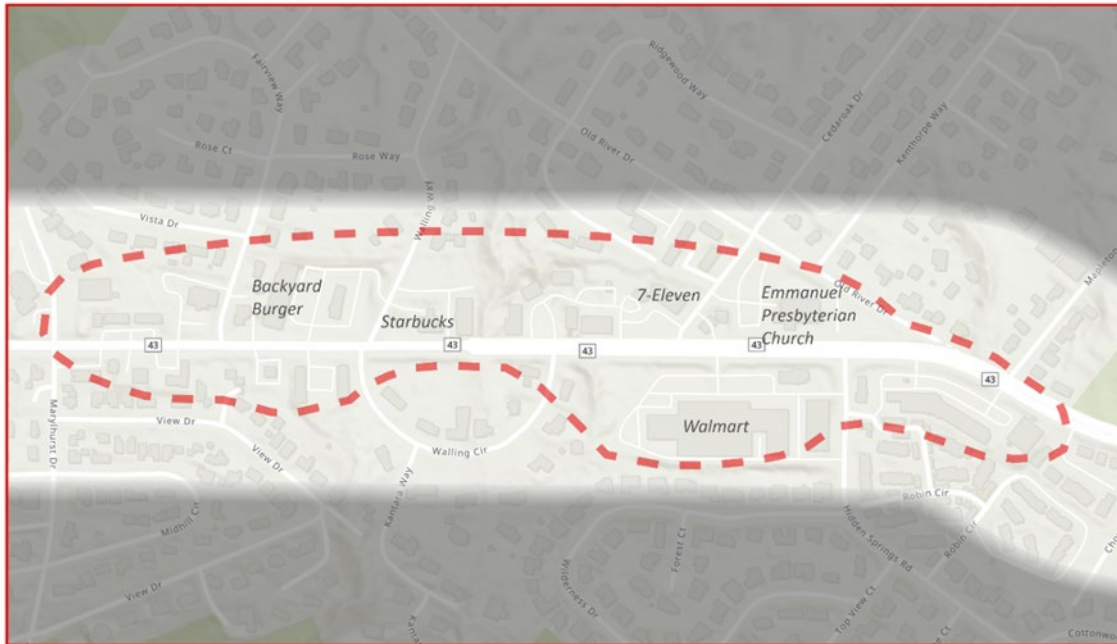
1. *Safety and Accessibility*
2. *Integrated Spaces and Design*
3. *Community Gathering Places*
4. *Economic Development Opportunities*
5. *Functional Corridor and Spaces*



Corridor Concept and Visualization Examples



- Based on community input and project vision/goals
- Renderings for Bolton Fire location and NW section of corridor (Walmart/strip malls, vacant McDonalds)
- Complete concepts/visualizations this summer & fall
- Will inform comp plan and zoning concepts



Corridor Concept and Visualization Examples (Boise, ID)



photos (top to bottom)
Existing Glenwood station area.
The concept developed builds off of the recent improvements to the business facades on the north side of State Street.



ster node area.



TOWN CENTER FUTURE SCENARIO
PHASE 3 (FULL BUILDOUT)

FIGURE 3.8



Corridor Concept and Visualization Examples (Wilsonville)



Next Steps and Working Group Timeline

Next Steps

- Revise/finalize project Vision and Goals
- Conduct survey #2 and launch survey #3 in Fall
- Complete drafts of corridor alternatives and concepts
- Draft Corridor Master Plan & Zoning Updates
- Adopt Corridor Plan

PWG Meetings (5 total)

- ✓ Meeting #1 – April 2024
- ✓ Meeting #2 – (today) 2024
- Meeting #3 – Nov/Dec 2024
- Meeting #4 – Feb/Mar 2025
- Meeting #5 – April/May 2025