



22500 Salamo Road  
West Linn, Oregon 97068  
<http://westlinnoregon.gov>

## VISION43 WORKING GROUP MEETING 3 AGENDA

**Tuesday, October 29, 2024**

1:00pm – 3:00pm Bolton Room & Virtual\*

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Staff Liaison: Chris Myers, [cmyers@westlinnoregon.gov](mailto:cmyers@westlinnoregon.gov)

1. **Agenda overview and project status update** (1:00 – 1:20)

[Project Status Report](#)

2. **Approval of [07/23/24 draft Minutes](#)** (1:20 – 1:25)

3. **Revised Vision and Goals** (1:25 – 1:35)

Revised/Finalized Vision and Goals

4. **Survey #2 – status and initial findings** (1:35 – 1:50)

5. **Corridor Concepts/Visualizations** (1:50 – 2:45)

[Vision43 Visualization Graphics](#)

6. **Next steps** (2:45 – 3:00)

### **Meeting Instructions:**

*\*The VISION43 Working Group meetings will be conducted in a hybrid format, with some members and the public attending remotely and others attending in person. The public can watch the meeting online at:*

<https://youtube.com/live/4xcq9CWsAac?feature=share>

*Submit all written testimony to the staff liaison by 12:00pm on the meeting day.*

*To participate remotely, you must register at <https://westlinnoregon.gov/citycouncil/meeting-request-speak-signup> by 4:00 pm on the meeting day. If you do not have email access, please call 503-742-6061 for assistance 24 hours before the meeting.*

*The City abides by Public Meetings law. If you believe a violation has occurred, please [click here](#) to inform the staff of your concern.*

*The meeting location is accessible to persons with disabilities. To request ADA accommodation, please call Lynn Schroder 48 hours before the meeting date at 503-742-6061 or TDD at 503-657-7845.*

**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

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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.



# memo

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to Vision43 Project Working Group  
from Brandon Crawford and Matt Hastie, MIG  
re Vision43 Project Status Report  
date 10/23/2024

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The purpose of this memo is to provide a general project status update for the Vision43 project and to summarize the work that the project team has completed since the previous Project Work Group (PWG) meeting on July 23, 2024. The following tasks were completed since the previous PWG meeting:

- **Revised Project Vision and Goals.** The project team made modest revisions to the Project Vision and Goals based on PWG input. The revisions incorporate language to promote sustainability, climate friendly practices and design, trails, focus areas and activity centers, and enhanced connectivity for the corridor. The revised version of the Project Vision and Goals has been posted on the [project webpage](#) on the City's website, which can be viewed with [this link](#).
- **Project Survey #2.** The project team posted a second survey to gather community feedback on the project Vision and Goals. Some of the questions are also intended to gather input on development concepts, which will help inform Development Code updates for the corridor. The survey will be open until October 31.
- **Engagement Events.** City staff held multiple "pop ups" at various community events to promote the project and gather feedback from community members. Staff hosted these pop ups at the West Linn Senior Night Football Game, the library, Music in the Park concert series, the Old Time Fair, and the Farmers Market. Staff also provided project briefings at multiple Neighborhood Listening Sessions for the Bolton and Robinwood Neighborhood Associations.
- **City Council-Planning Commission Field Trip.** City staff hosted a second field trip with members of the City Council to tour specific sites along Lower Boones Ferry Road in Lake Oswego. The purpose of this trip was to visit certain areas and developments that may serve as a model for the City to consider for the Highway 43 corridor.
- **Draft Corridor Concepts and Visualizations.** The project team has drafted conceptual "visualizations" for specific focus areas along the corridor. The visualizations reflect community input and express potential development outcomes that could be possible under the updated Code standards for the Corridor. For more information, see the Visualizations and narrative summary that are provided separately in the meeting package.



# Vision 43 Project

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Project Working Group Meeting #3

10/29/2024

# Agenda

1. Status Update
2. Revised Vision and Goals
3. Survey #2 – Status and Initial Findings
4. Corridor Concepts and Visualizations
5. Next Steps



# Project Status



- Continued pop-up outreach activities at various community events
- Conducted additional Neighborhood Listening Sessions (Bolton and Robinwood)
- Organized City Council/Planning Commission “Bus Tour #2” – Lower Boones Ferry in Lake Oswego (10/11)
- Revised project Vision and Goals
- Launched second survey – closes 10/31
- Drafted corridor concepts and visualizations



# Vision & Goals *Revised*



## Project Goals

- Safety and Accessibility
- Integrated Spaces and Design
- Community Gathering Places
- Economic Development Opportunities
- Functional Corridor and Spaces

## Revisions

- Address activity centers and “focus areas”
- Incorporate sustainability and “climate friendly” language
- Address trails and connectivity between and within focus areas

# Survey #2 – Initial Results



- Gather input on Vision/Goals
- Inform Code standards for the Corridor
- 144 responses (as of 10/24)
- Strong support for Vision and Goals
- Majority agreement on development concepts
  - Pedestrian friendly design/access
  - Mixed use development
  - Increased height
  - Landscaping and design standards
  - Minimize parking impacts (e.g., locate behind or under buildings)
  - Infill/redevelopment opportunities

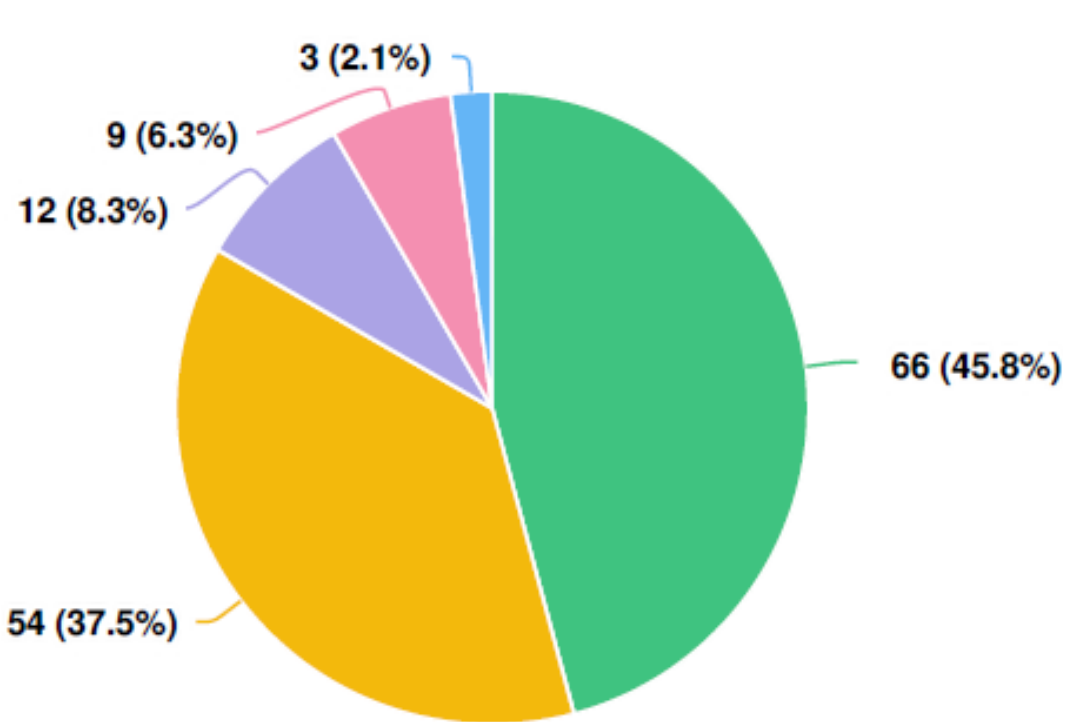
# Survey #2 – Initial Results



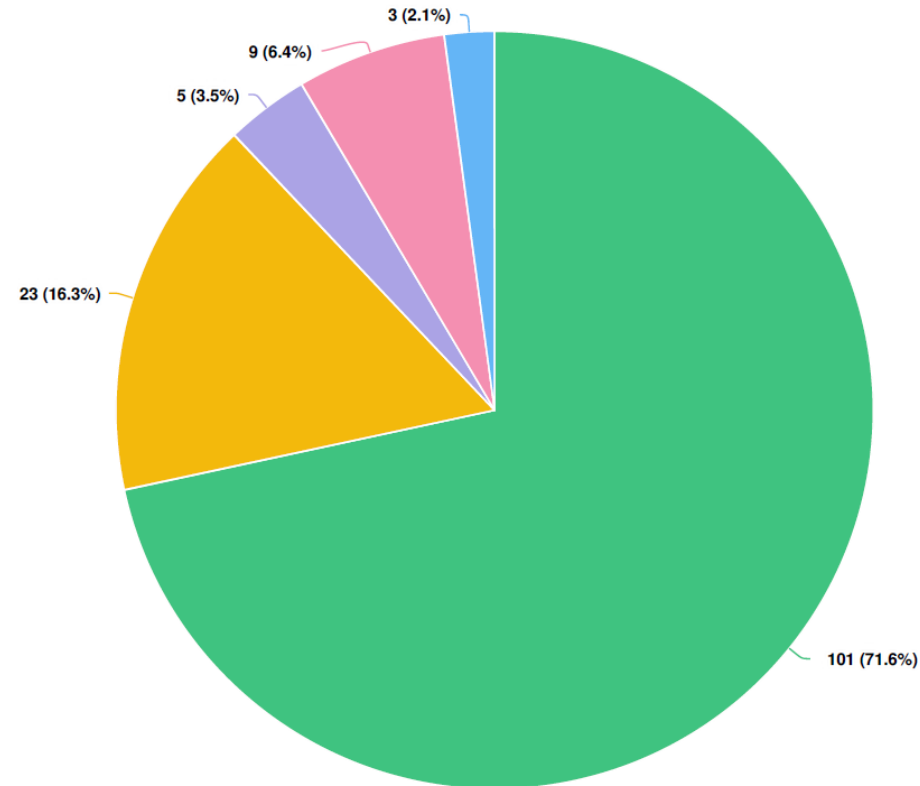
## Question options

- Strongly agree
- Somewhat agree
- Neither agree or disagree
- Somewhat disagree
- Strongly disagree

## Vision Statement



## Safety & Accessibility Goal



# Survey #2 – Initial Results

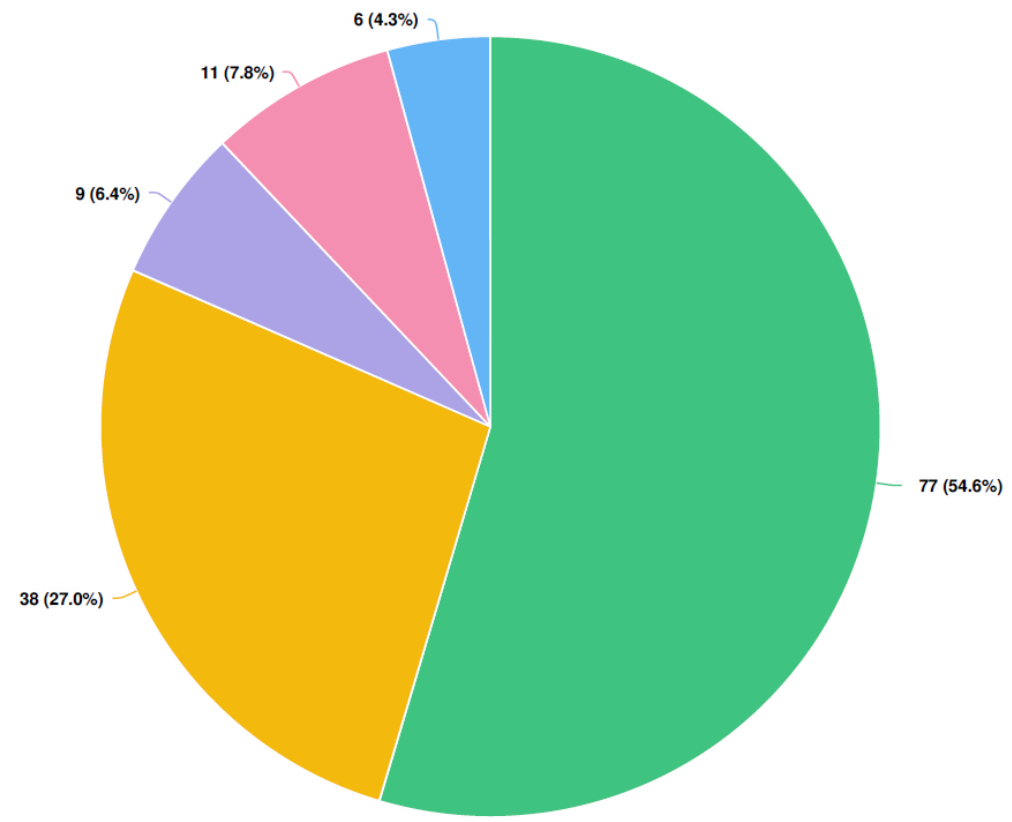
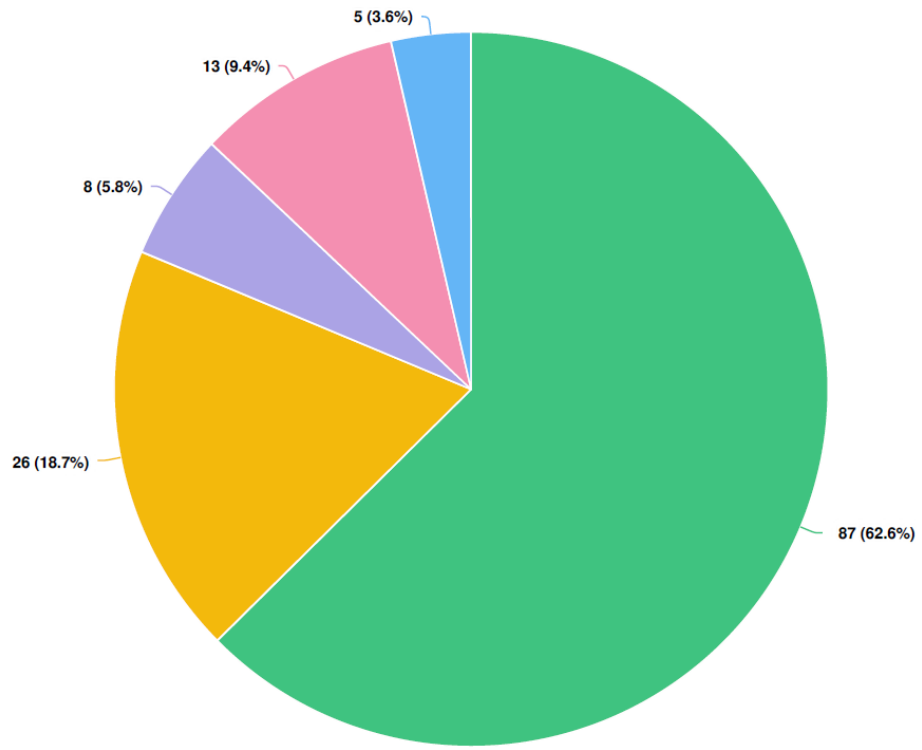


## Question options

- Strongly agree
- Somewhat agree
- Neither agree or disagree
- Somewhat disagree
- Strongly disagree

### Integrated Spaces Goal

### Community Gather Places Goal



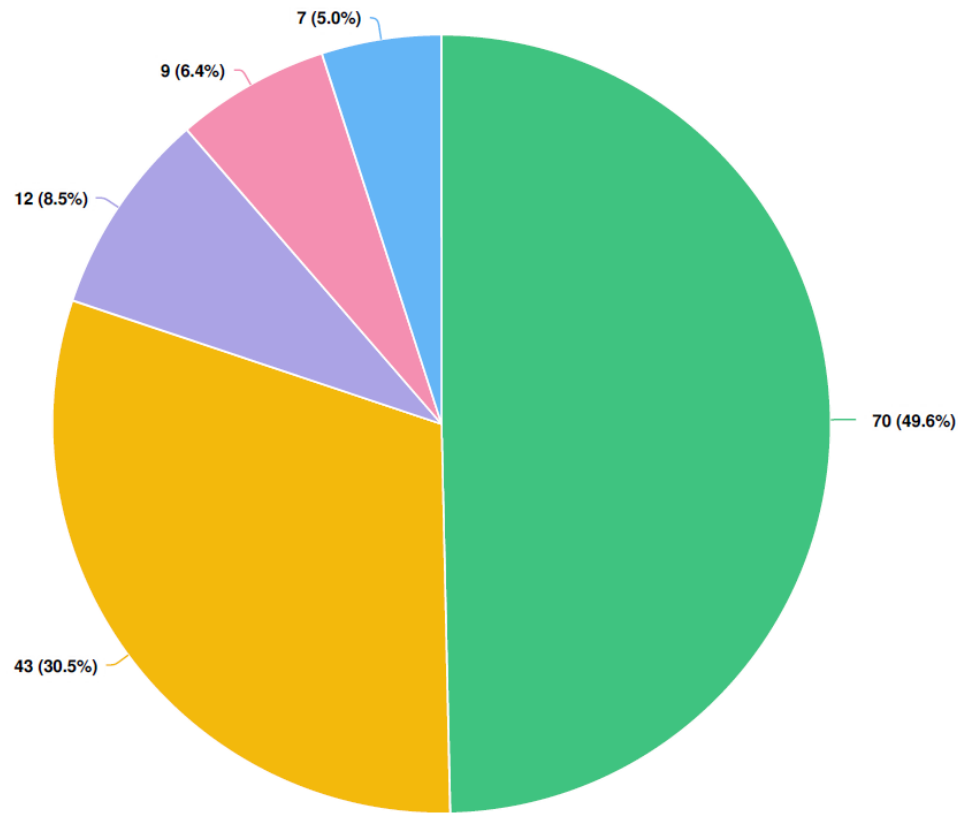
# Survey #2 – Initial Results



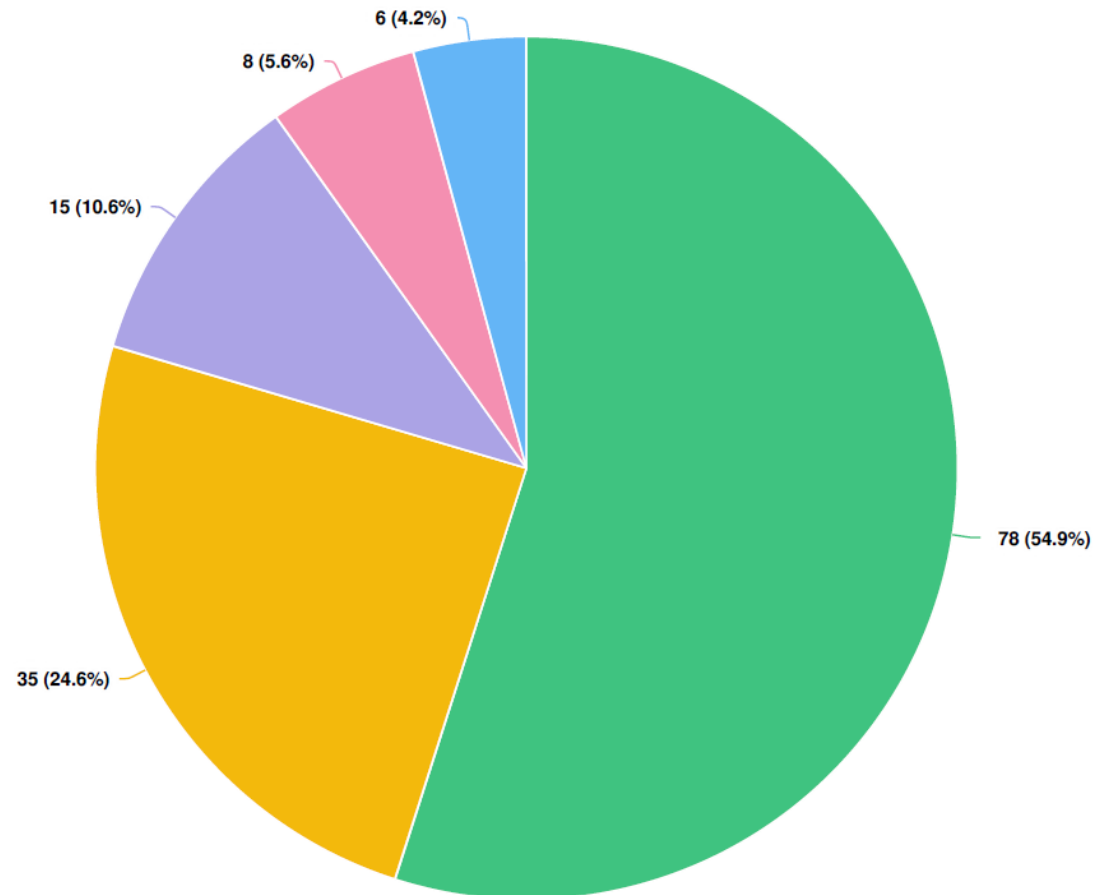
## Question options

- Strongly agree
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- Neither agree or disagree
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- Strongly disagree

### Economic Development Goal



### Functional Corridor Goal

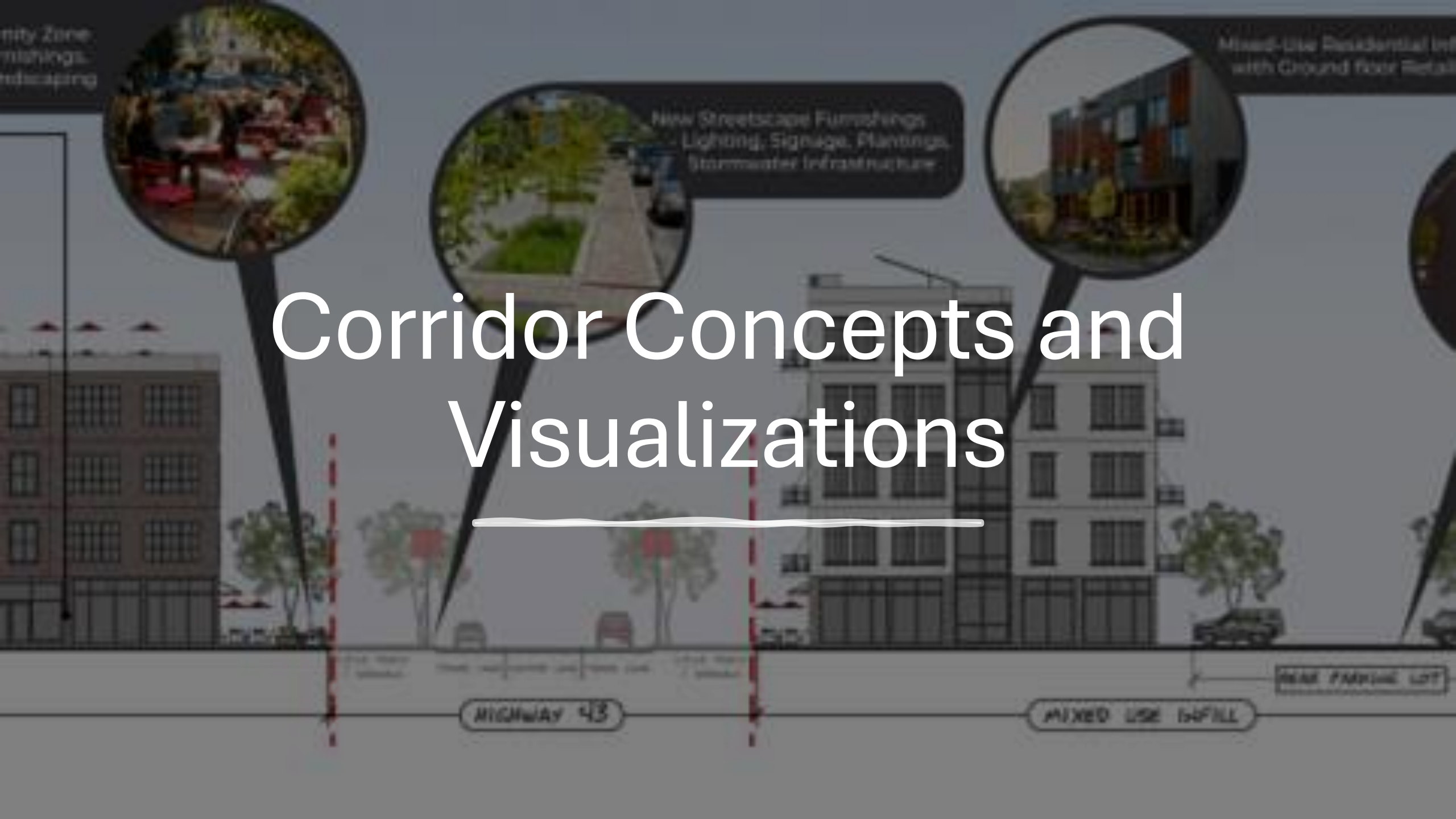


Community Zone  
Furnishings,  
Landscaping

Mixed-Use Residential Infill  
with Ground floor Retail

New Streetscape Furnishings  
Lighting, Signage, Plantings,  
Stormwater Infrastructure

# Corridor Concepts and Visualizations

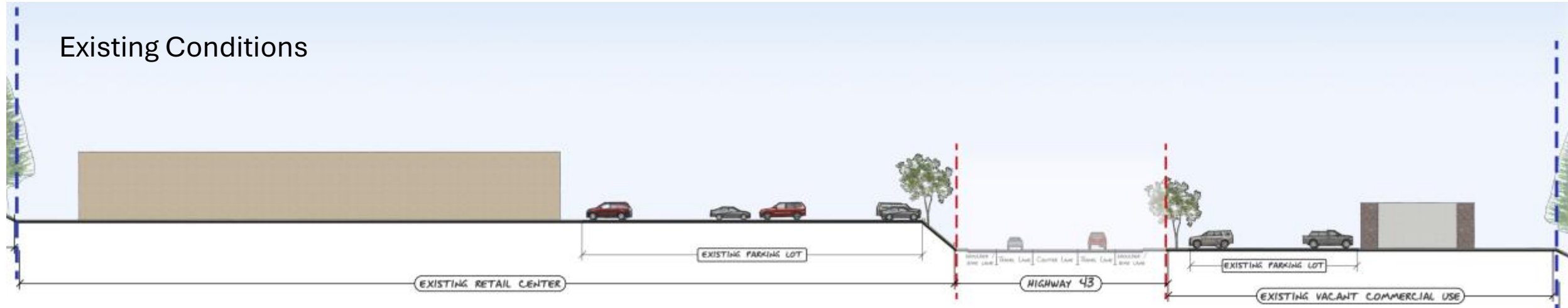


HIGHWAY 43

MIXED USE INFILL

NEAR PARKING LOT

# Existing Conditions



# Scenario 1



# Scenario 2

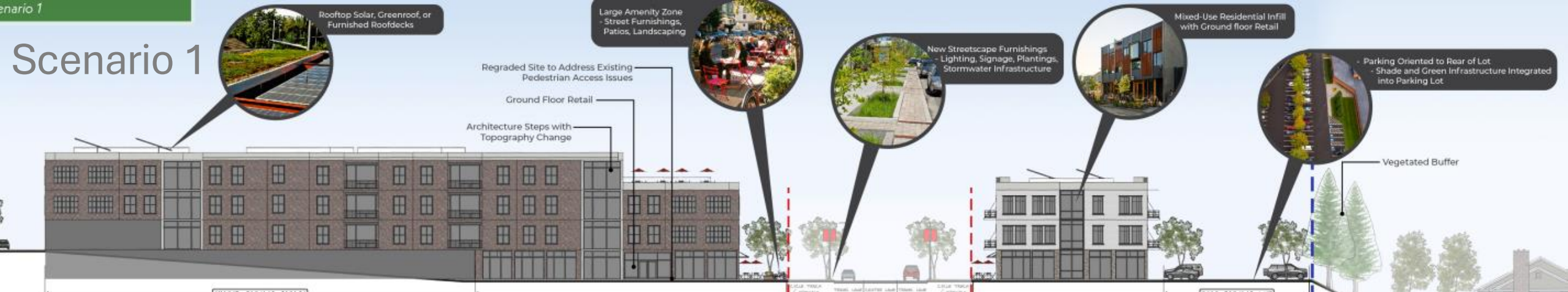


# Details & Amenities Existing



## Scenario 1

# Scenario 1



## Scenario 2

# Scenario 2





# Scenario 1 Details



**Legend:**

- Extent of Vision 43 Recommendations
- Extent of 2016 Highway 43 Conceptual Design Plans
- ..... Existing 35' Building Height Limit
- - - - - Existing 45' Building Height Limit (For buildings on steep grade)
- ..... Potential 55' Building Height Limit
- Residential Use
- Retail / Commercial Use
- Structured Garage



# Scenario 2 Details



**Legend:**

- — — Extent of Vision 43 Recommendations
- - - Extent of 2016 Highway 43 Conceptual Design Plans
- ..... Existing 35' Building Height Limit
- - - Existing 45' Building Height Limit (For buildings on steep grade)
- ..... Potential 55' Building Height Limit
- Residential Use
- Retail / Commercial Use
- Structured Garage





# Next Steps and Working Group Timeline

## Next Steps

- Summarize survey #2 results and launch survey #3 in winter
- Complete corridor concepts and visualizations
- Draft Corridor Master Plan & Zoning Updates
- Adopt Corridor Plan

## PWG Meetings (5 total)

- ✓ Meeting #1 – April 2024
- ✓ Meeting #2 – July 2024
- ✓ Meeting #3 – Today
- Meeting #4 – Jan/Feb 2025
- Meeting #5 – April/May 2025