

CITY OF  
**West  
Linn**

# Highway 43/Willamette Falls Drive Vision, Phase I

## Opportunities and Constraints Analysis



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Maps prepared June 29, 2011.

# INTRODUCTION

## Purpose

The first phase of the Highway 43/Willamette Falls Drive Corridor Vision and Plan project will identify the community's preferences for corridor evolution over the next 50 years.

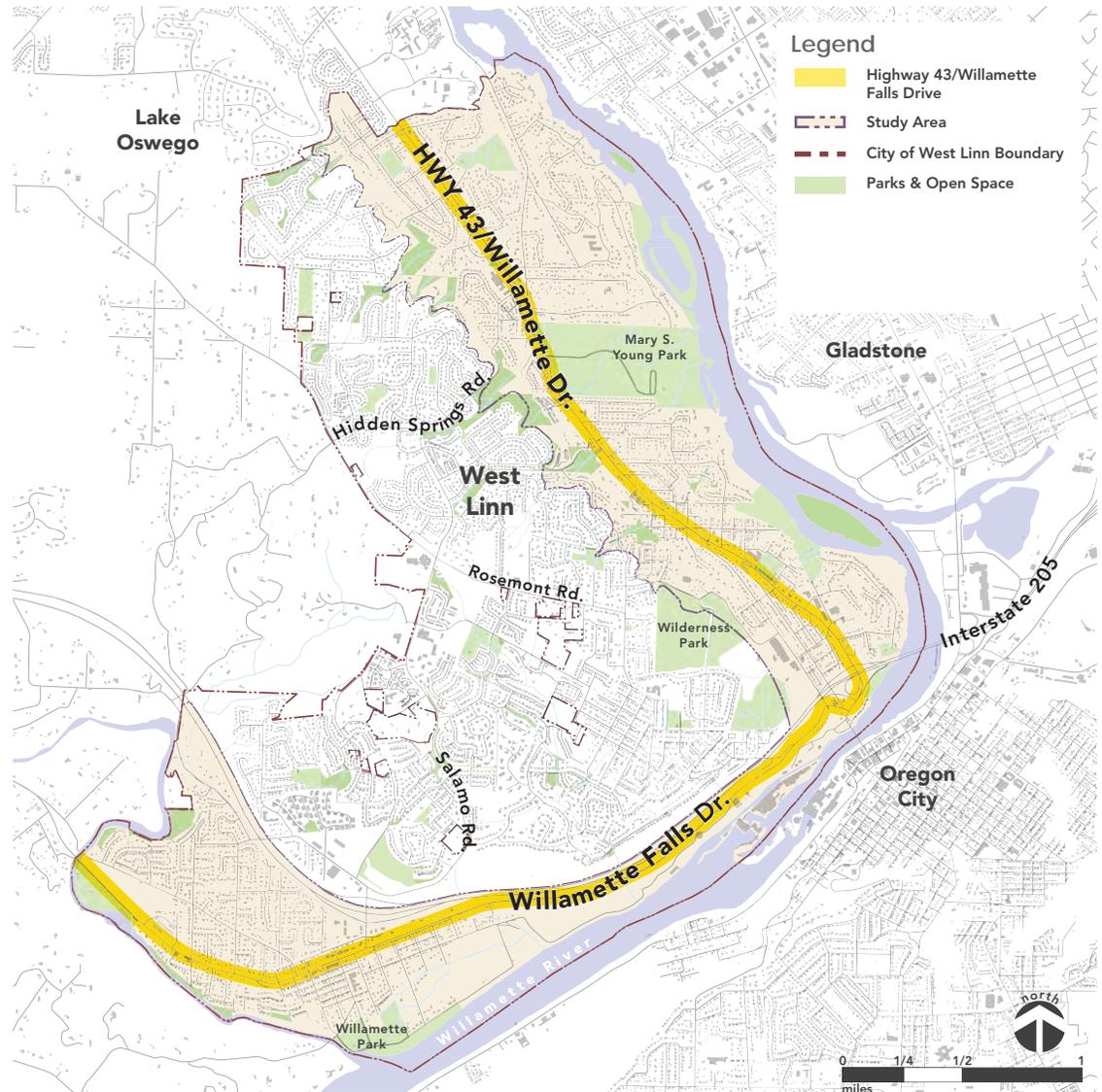
This component of the project assesses the existing conditions of the study area and other project components will include:

- Exploring alternative design concepts with the community to spur their brainstorming
- Capturing the community's desires and preferences in a concept vision
- Assessing the feasibility and support for the concept vision

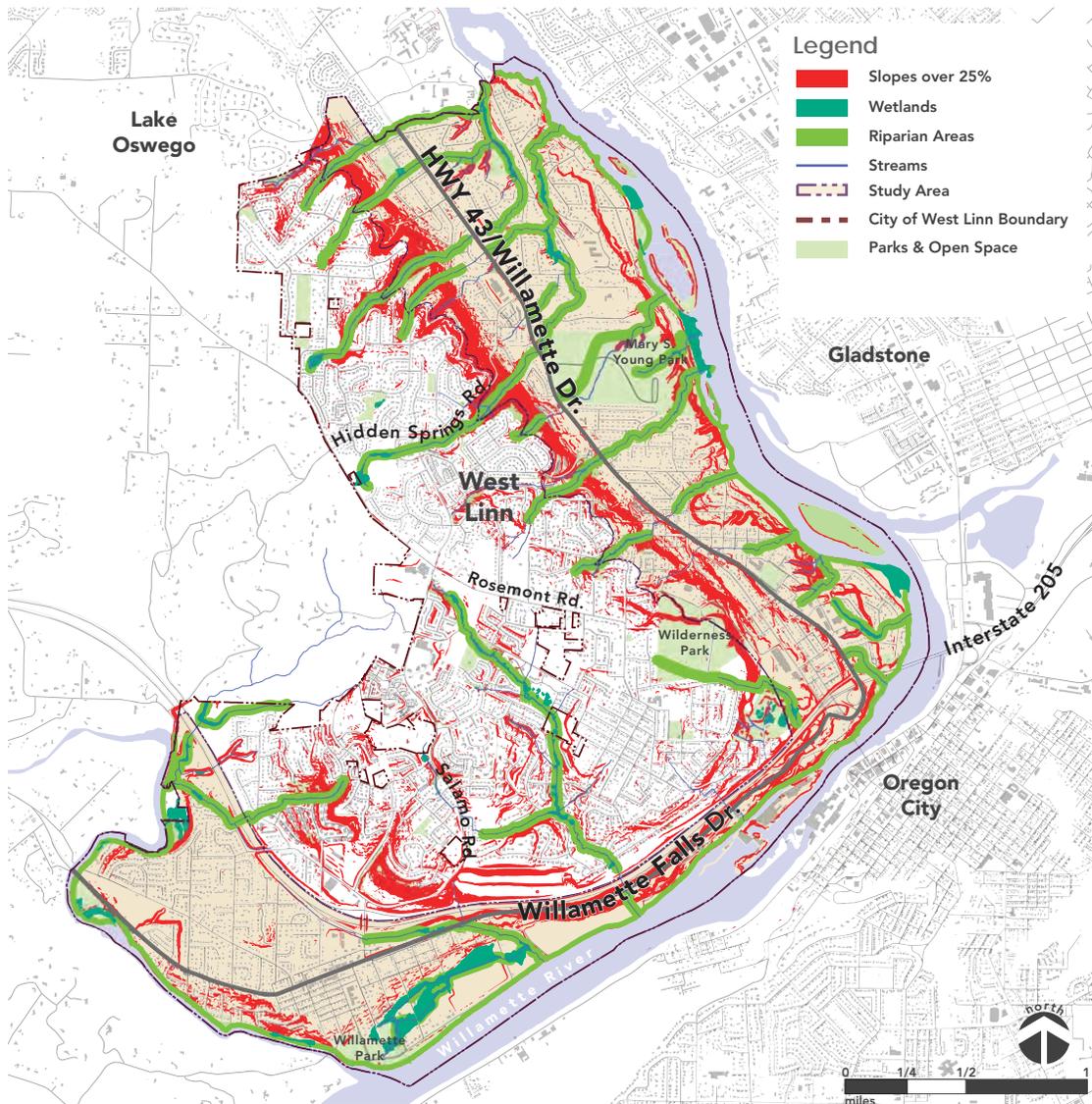
Phase 1 will result in the presentation of a preferred vision concept to the City Council, which will decide whether to proceed with the project and identifies the constraints and opportunities that should be taken into consideration when planning for the area.

## Study Area

The study area encompasses the Highway 43/Willamette Falls Drive corridor within the City of West Linn. The Willamette River forms the lower boundary and the upper edge of the study area is bounded by steep slopes and Interstate 205. The map to the right indicates the study area, corridor, local parks and open spaces, City of West Linn boundaries and adjacent cities.



Study Area



Environmental Constraints

### The Environment

West Linn’s topography shapes the corridor’s access and development character. Slopes greater than 25% separate the corridor from the upland areas of the city, creating barriers to pedestrian and bicycle access. Riparian areas and wetlands limit the quantity of land available for potential development. However, these natural areas and the views afforded by steep slopes may act as amenities to attract higher-density residential development to neighborhood centers.



Steep Slopes

# TRAFFIC AND CIRCULATION

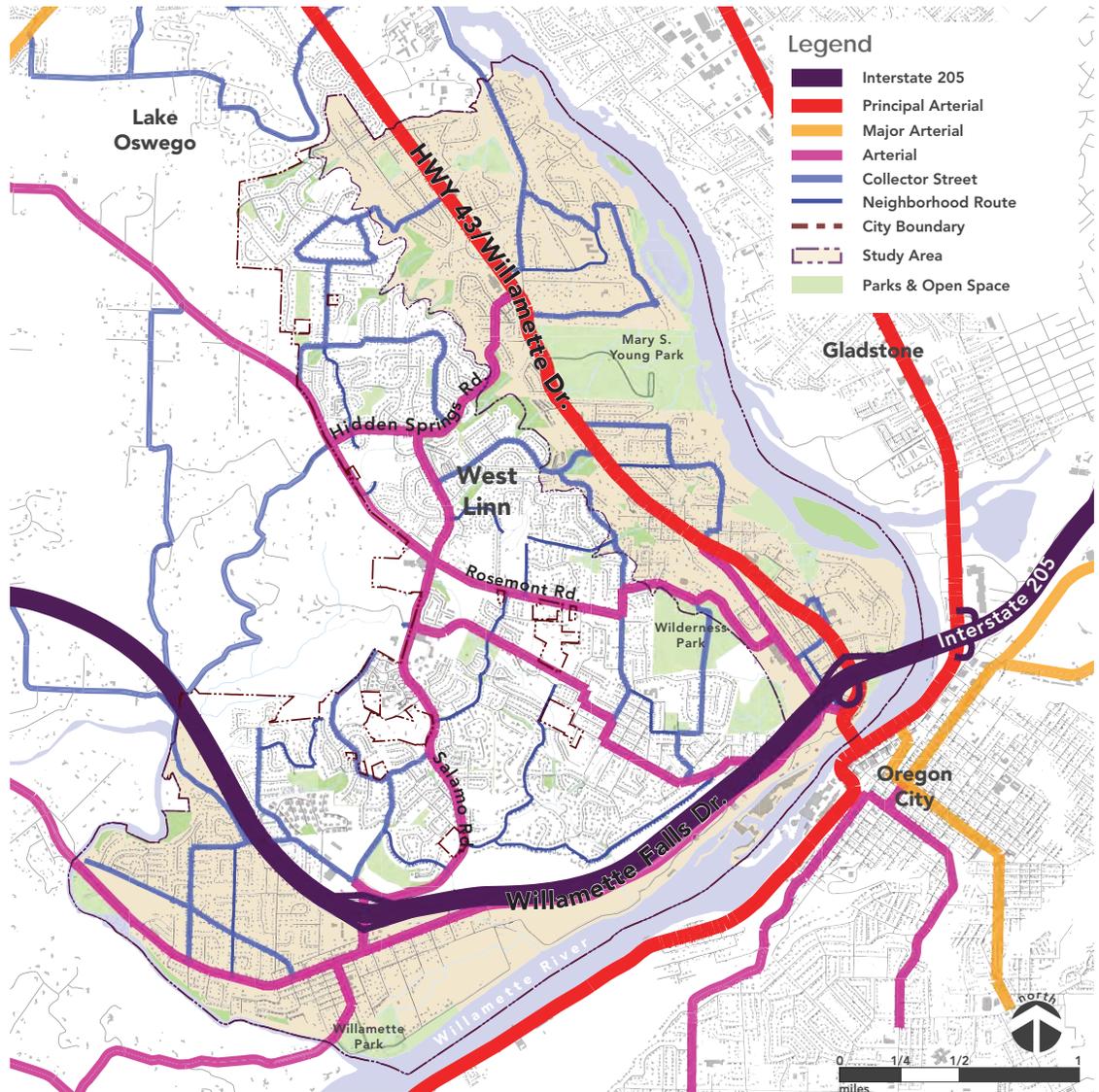
## Vehicle Network

Topography defines the location and character of study area roadways. Access to the corridor from the east is constrained by the Willamette River. Access to upland residential and commercial areas is limited by steep slopes, a sparse roadway network and Interstate 205.

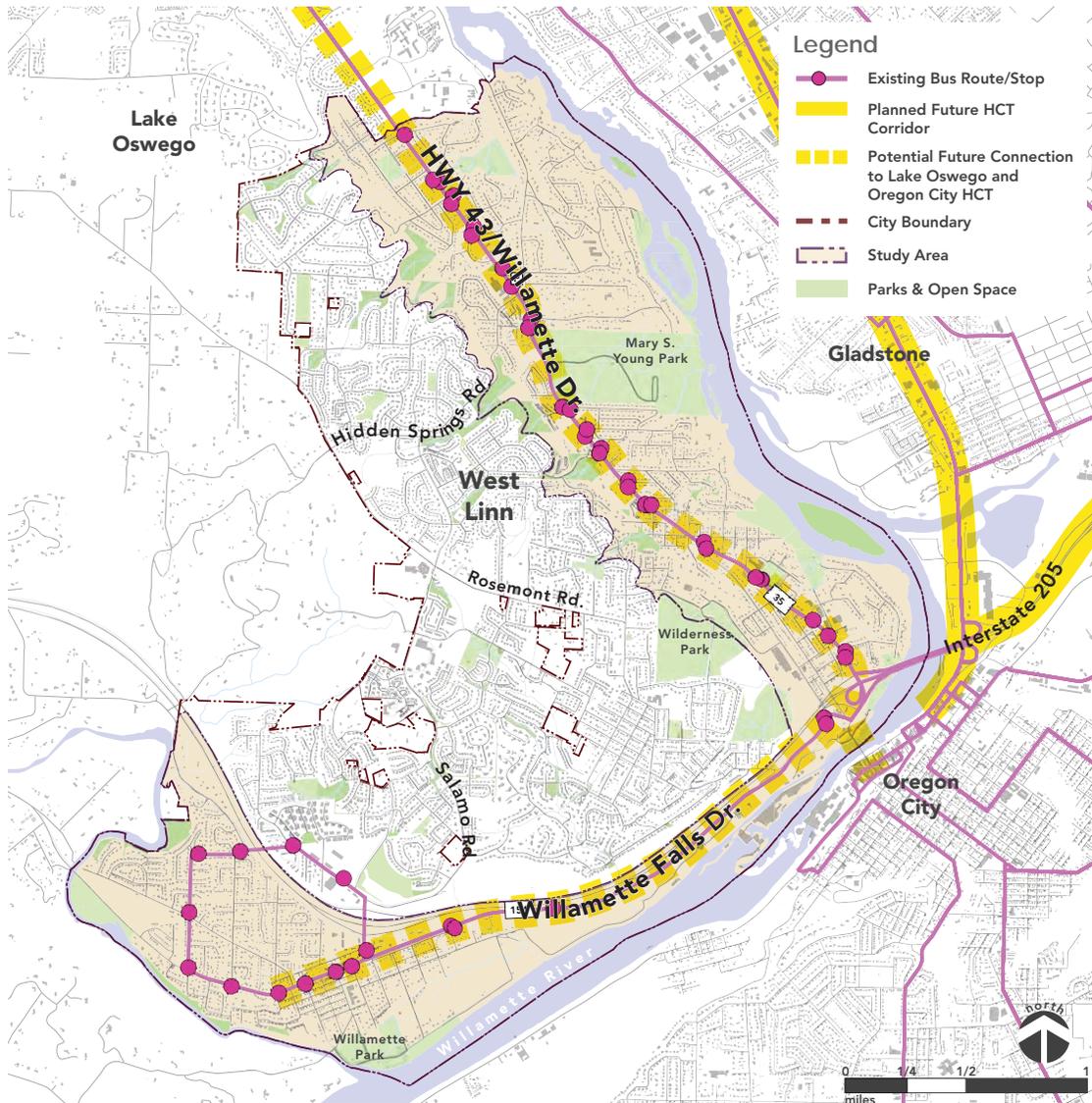
Highway 43 is a significant regional access route that serves not only West Linn but also the Portland metro region. As a result, the roadway has consistently high traffic volumes and serves multiple modes. Average daily trip (ADT) counts from 2005 indicate ADTs over 20,000 between the northern city limits and Interstate 205.

The City of West Linn has developed a conceptual design plan for Highway 43 to improve accommodations for bicycles, pedestrians, automobiles, and trucks.

As an arterial, Willamette Falls Drive, serves both pass-through and local traffic; ADTs collected in 2005 ranged from 7,000 to 11,900 between Interstate 205 and the city limits.



Roadways



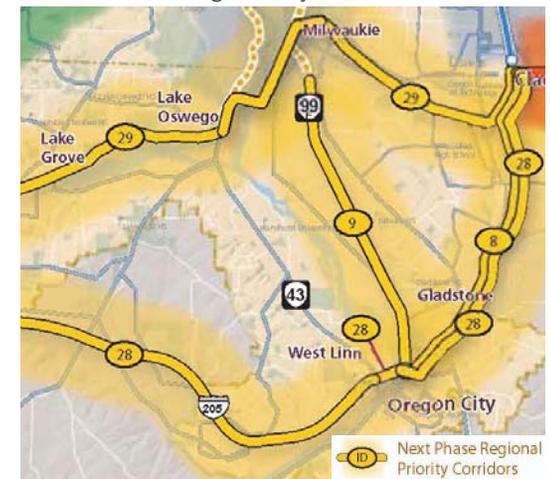
Transit

### Transit Service

Interstate 205 is the only high capacity transit (HCT) corridor identified in West Linn by Metro's *High Capacity Transit System Expansion Policy*. There may be long-term potential to connect West Linn to the greater Portland metro region via the Interstate 205 or Oregon City corridors.

The Lake Oswego to Portland Transit Project has recommended a streetcar option for further study. There may be long-term potential for connecting Highway 43 to this system with streetcar or bus rapid transit (BRT).

Existing Tri-Met bus service includes the #35 to downtown Portland and Oregon City, and the #154 to Oregon City.



Metro's Long-Term HCT Vision

### Bicycles and Pedestrians

Pedestrian and bicycle facilities along Highway 43 and Willamette Falls Drive are limited and discontinuous.

Due to steep slopes and limited access points, pedestrian and bicycle access to neighborhoods is constrained.

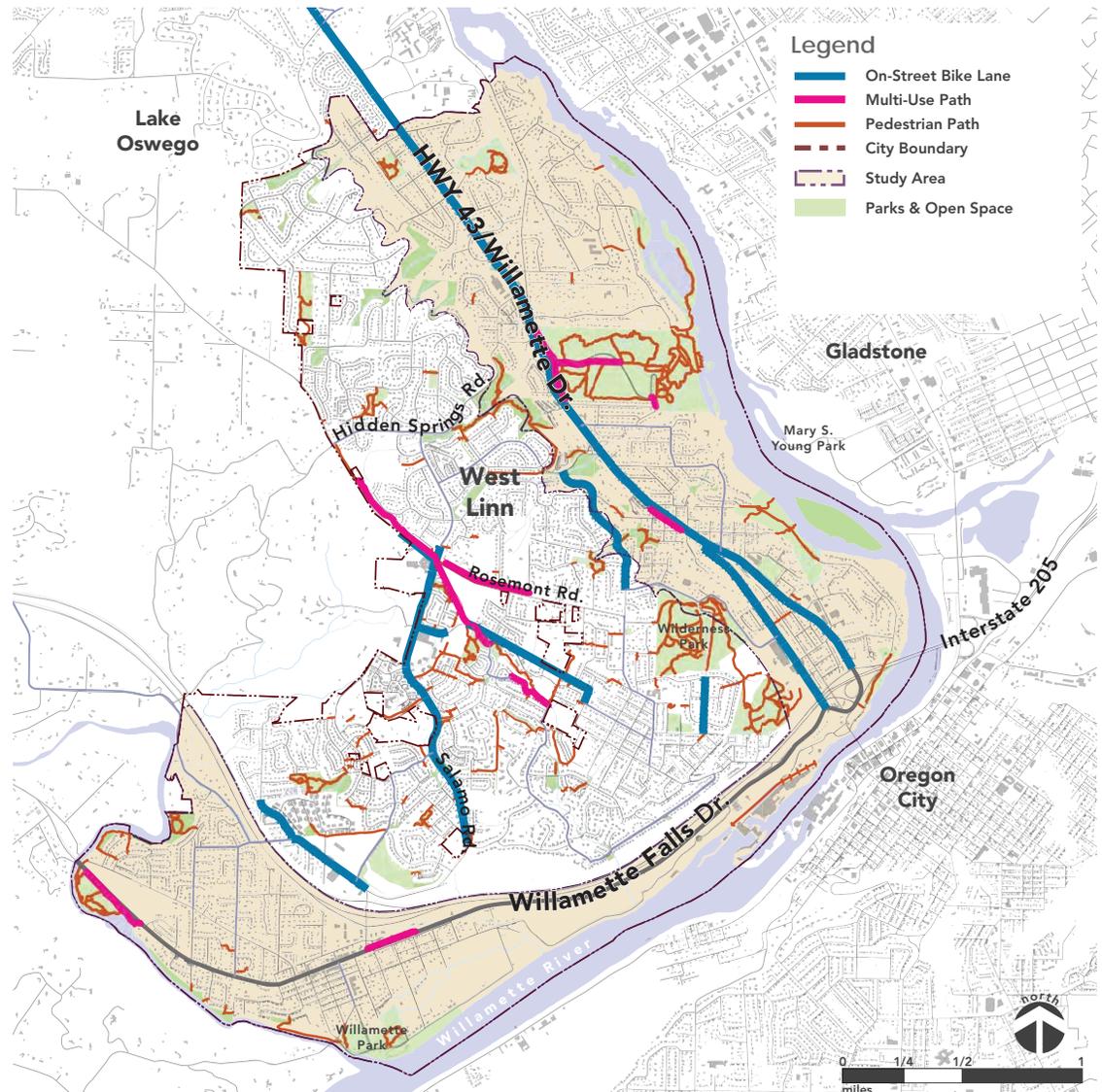
On-street bike lanes connect the study area with Lake Oswego along the shoulder of the busy Highway 43 roadway.

There are very few bike facilities within the Willamette Falls Drive portion of the corridor.

Pedestrian paths currently located in parks may provide opportunities for connecting neighborhood centers within the study area away from the heavy traffic of the corridor.



Highway 43 Bike Lane



Bicycle and Pedestrian Infrastructure

# LAND USE

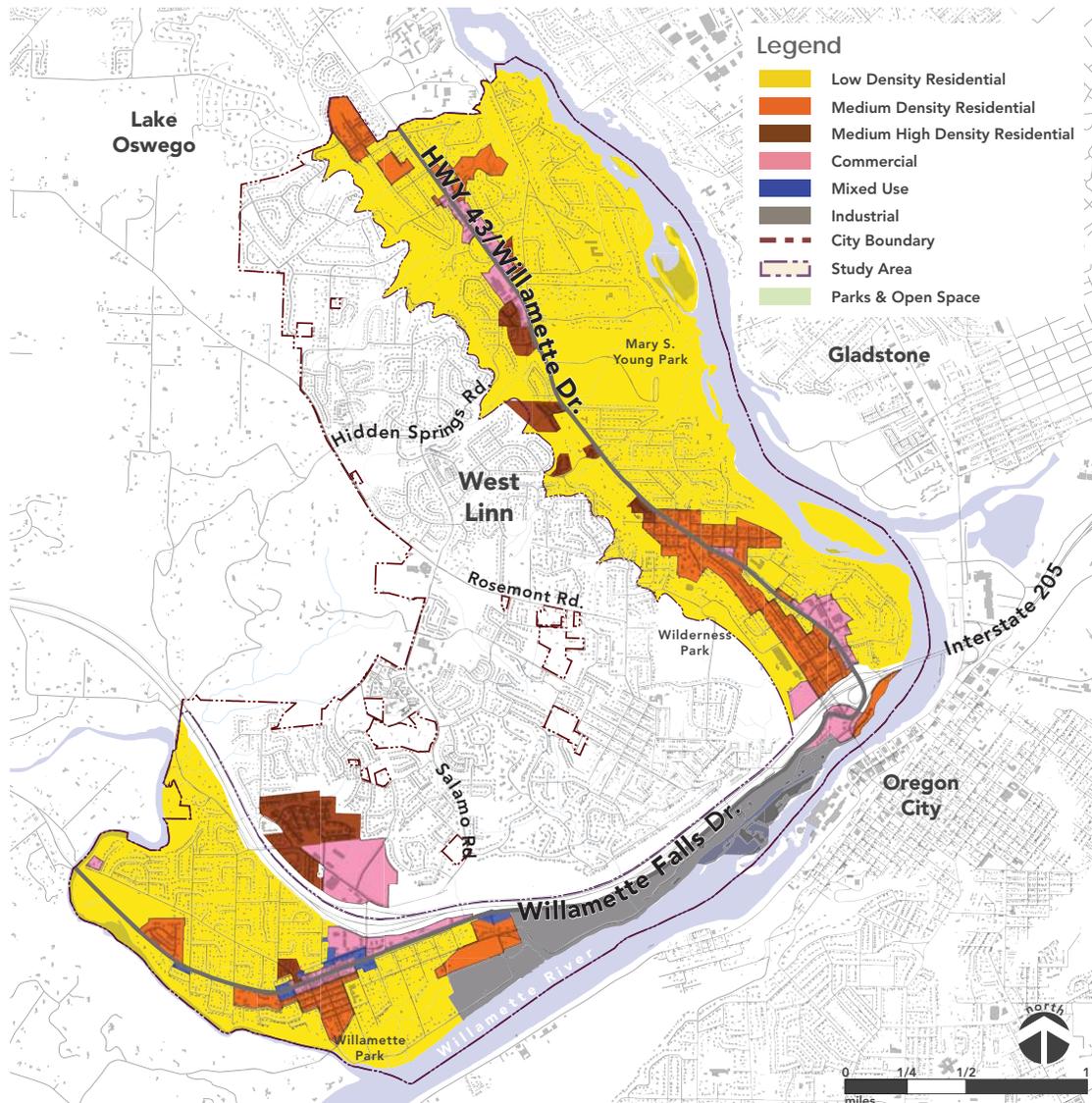
## Comprehensive Plan Designation

The existing land uses should be considered when planning for the future of the corridor. Some areas are likely to redevelop in the next 50 years while others are not.

Residential is the most common land use in the corridor and in West Linn. Low density residential is the most prevalent, followed by medium density residential.

Commercial areas are scattered along the corridor including the Robinwood area, Bolton Central Village, near the West Linn Paper Company, and in the Willamette area.

Industrial areas include the West Linn Paper Company on the Willamette River and other adjacent properties to the south and along the river.



Comprehensive Plan

## Destinations

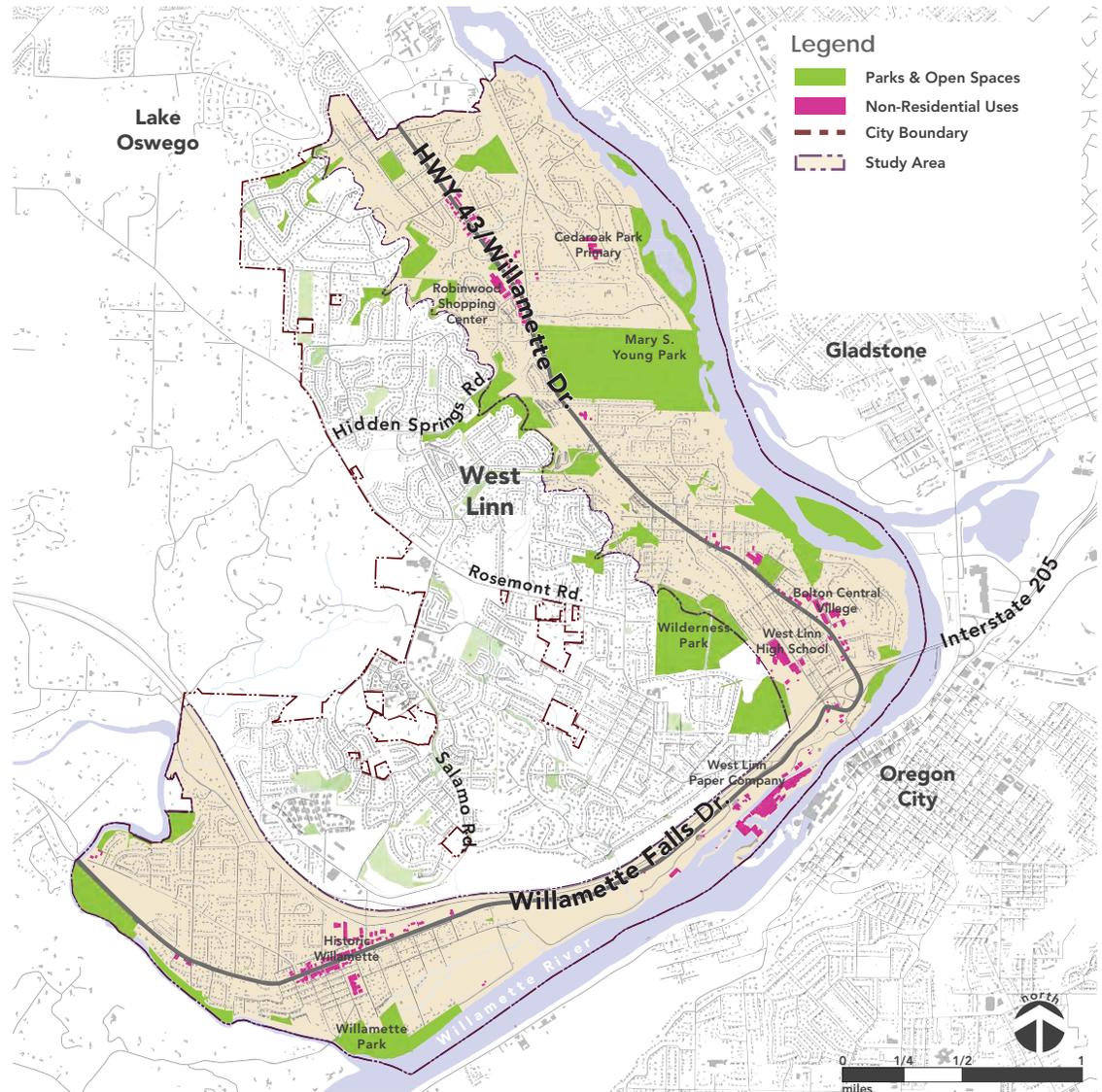
A destination is a high-trip generating use—a use that West Linn residents will use on a daily or weekly basis. There are three types of destinations within the corridor:

- Commercial, employment, or service uses, such as medical facilities, grocery stores, and offices
- Civic, cultural, and institutional uses, such as libraries and schools
- Parks and open space amenities

These destinations could be the focus for potential future neighborhood development.

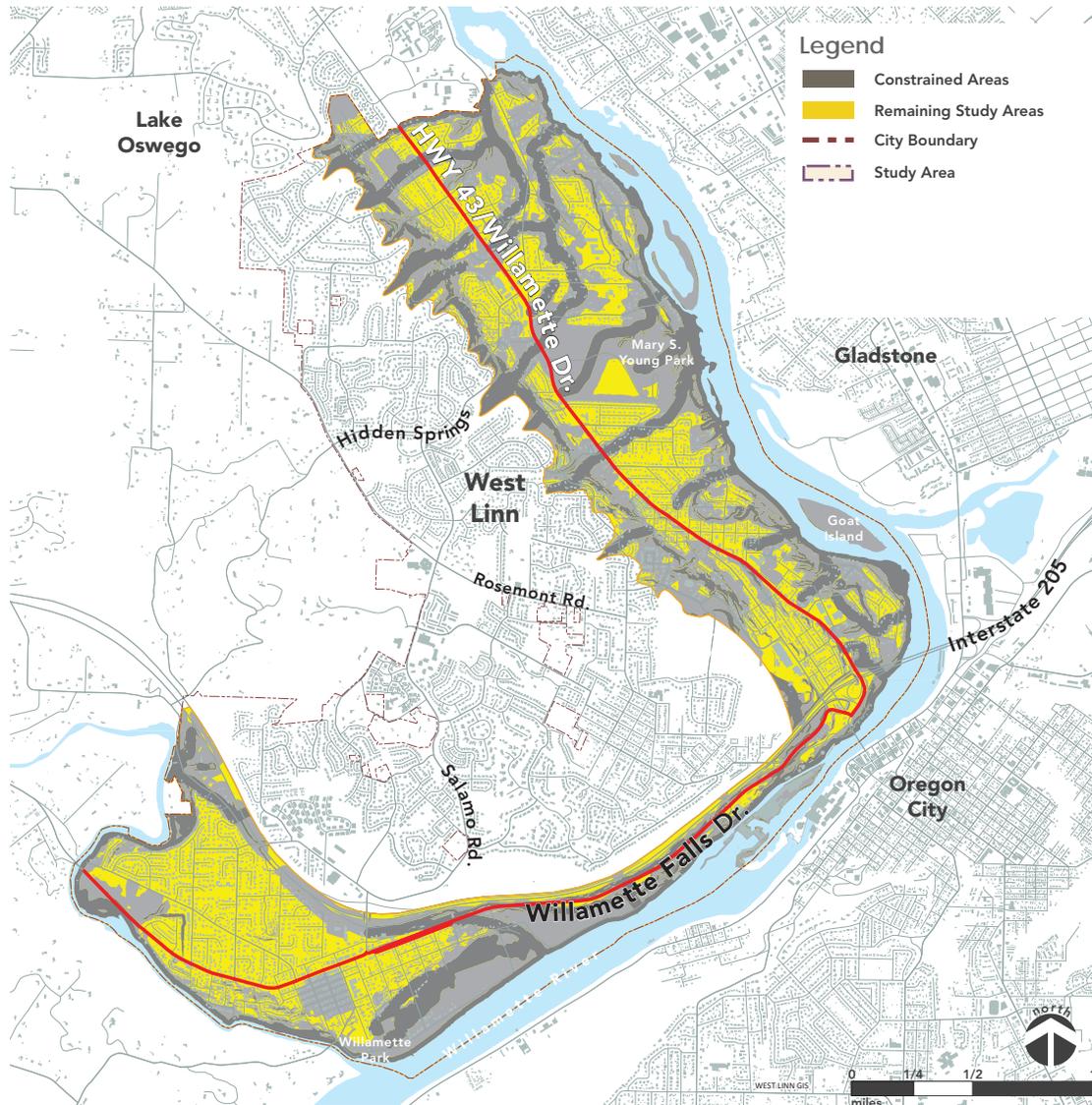


City Library: Civic Destination



Destinations

## DEVELOPMENT POTENTIAL



Opportunities and Constraints

Constrained areas are defined as those areas which meet one of the following criteria:

- Regulatory Constraints include the West Linn Flood Management Area, Metro Habitat Conservation Area, Willamette Historic District, and slopes between 25-40%
- No Development areas are those with Goal 5 Wetlands and buffers, Goat 5 Significant Riparian Corridors, slopes greater than 40%, Historic/Active DOGAMI Landslides, and streams and storm water drainageways.

Opportunity areas with available buildable land have the highest potential for extensive redevelopment, if desired. Further evaluation of these areas is warranted.



Opportunity Areas