



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

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Fax (503) 378-5518

www.lcd.state.or.us

NOTICE OF ADOPTED AMENDMENT

May 19, 2008

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of West Linn Plan Amendment
DLCD File Number 009-07



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: June 5, 2008

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist
Darren Nichols, DLCD Community Services Division Manager
Bill Holmstrom, DLCD Transportation Planner
Chris Kerr, City of West Linn

<paa> ya/

Notice of Adoption



THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
 PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

Jurisdiction: **City of West Linn**

Local file number: **MISC-04-33**

Date of Adoption: **5/12/2008**

Date Mailed: **5/15/2008**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: Uncertain

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other: **Neighborhood Plan**

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

The City has adopted the attached Neighborhood Plan, "Robinwood Neighborhood Plan" as part of our Comprehensive Plan.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: **N/A**

to:

Zone Map Changed from: **N/A**

to:

Location: **N/A**

Acres Involved:

Specify Density: Previous: **NA**

New:

Applicable statewide planning goals:

- | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD # 009-07 (16587)

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

None

Local Contact: **Chris Kerr**

Phone: (503) 723-2538 Extension:

Address: **22500 Salamo Rd. #1000**

Fax Number: **503-656-4106**

City: **West Linn**

Zip: **97068-**

E-mail Address: **ckerr@ci.west-linn.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**
2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

**ORDINANCE NO. 1567
WEST LINN, OREGON**

**AN ORDINANCE AMENDING THE COMPREHENSIVE PLAN ADDING THE
ROBINWOOD NEIGHBORHOOD PLAN**

WHEREAS, the Robinwood Neighborhood Plan process was instigated by the West Linn City Council in 2003, to provide a blueprint for the evolution of the Robinwood neighborhood in a way positive both for its own residents and businesses, and the City as a whole; and,

WHEREAS, the resulting Neighborhood Plan prepared by the community represents that blueprint; and,

WHEREAS, on February 5, 2008, the West Linn Planning Commission, upon the recommendation of the Robinwood Neighborhood Association, and upon a positive recommendation from City staff, recommended that the City Council adopt the proposed Robinwood Neighborhood Plan as part of the West Linn Comprehensive Plan; and

WHEREAS, the West Linn City Council held a public hearing on March 10, 2008, and April 28, 2008, and adopted the findings justifying the adoption of the Robinwood Neighborhood Plan as contained within the staff report,

NOW, THEREFORE, THE CITY OF WEST LINN ORDAINS AS FOLLOWS:

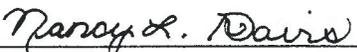
Section 1: The Robinwood Neighborhood Plan is hereby adopted as a portion of the West Linn Comprehensive Plan. The Plan is attached to this ordinance as Exhibit "A."

PASSED AND APPROVED THIS 12th DAY OF MAY 2008.



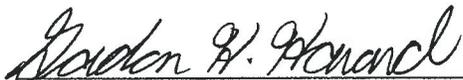
NORMAN B. KING, MAYOR

ATTEST:

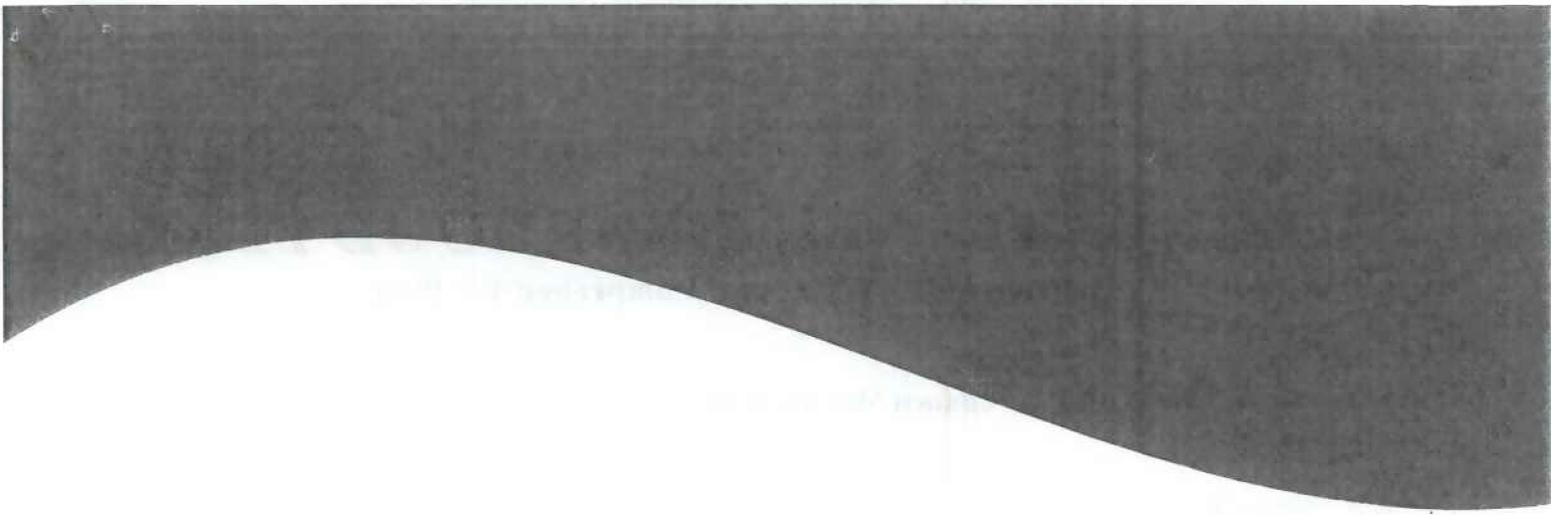


Witness

APPROVED AS TO FORM:



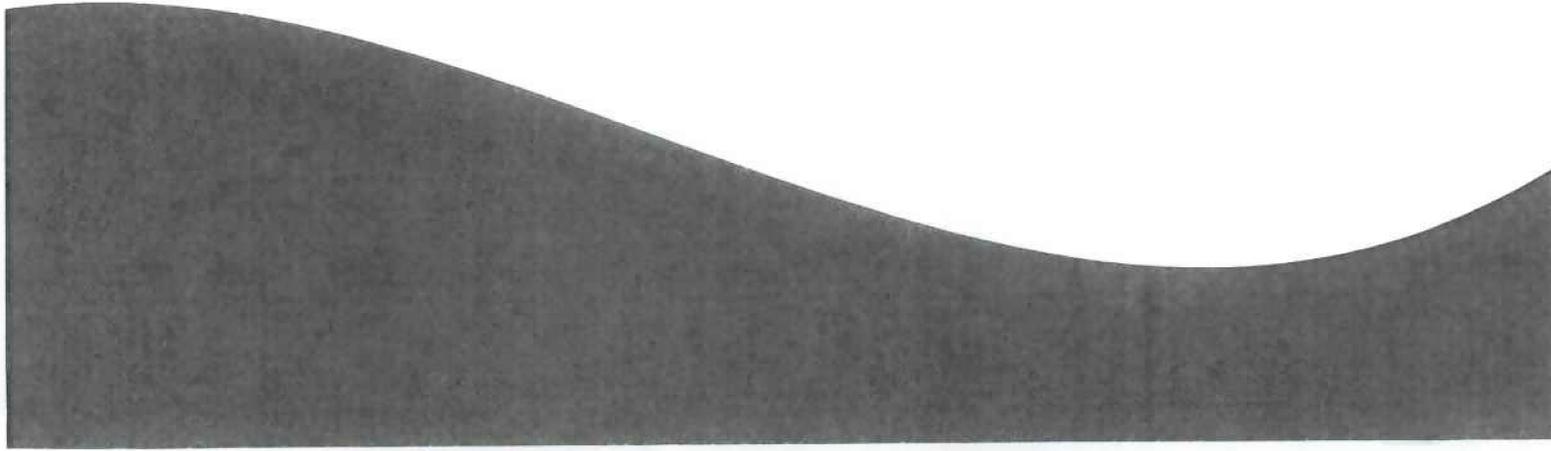
City Attorney



ROBINWOOD NEIGHBORHOOD PLAN

Adopted by the West Linn City Council May 12, 2008

Ordinance 1567



ROBINWOOD NEIGHBORHOOD PLAN

A portion of the West Linn Comprehensive Plan

**Adopted by the West Linn City Council May 12, 2008
Ordinance 1567**

Mayor Norman King

Councilors:

Scott Burgess
Michelle Eberle
Jody Carson

West Linn Planning Commission

Michael Babbitt, Chair
John Kovash
Bob Martin
Ian Chase
Valerie Baker
Ron Whitehead

Robinwood Implementation Task Force

Kevin Bryck
Tim Cibula
Anne Blake

City Staff

Bryan Brown, Planning Director
Chris Kerr
Gordon Howard

Assistance Provided By:

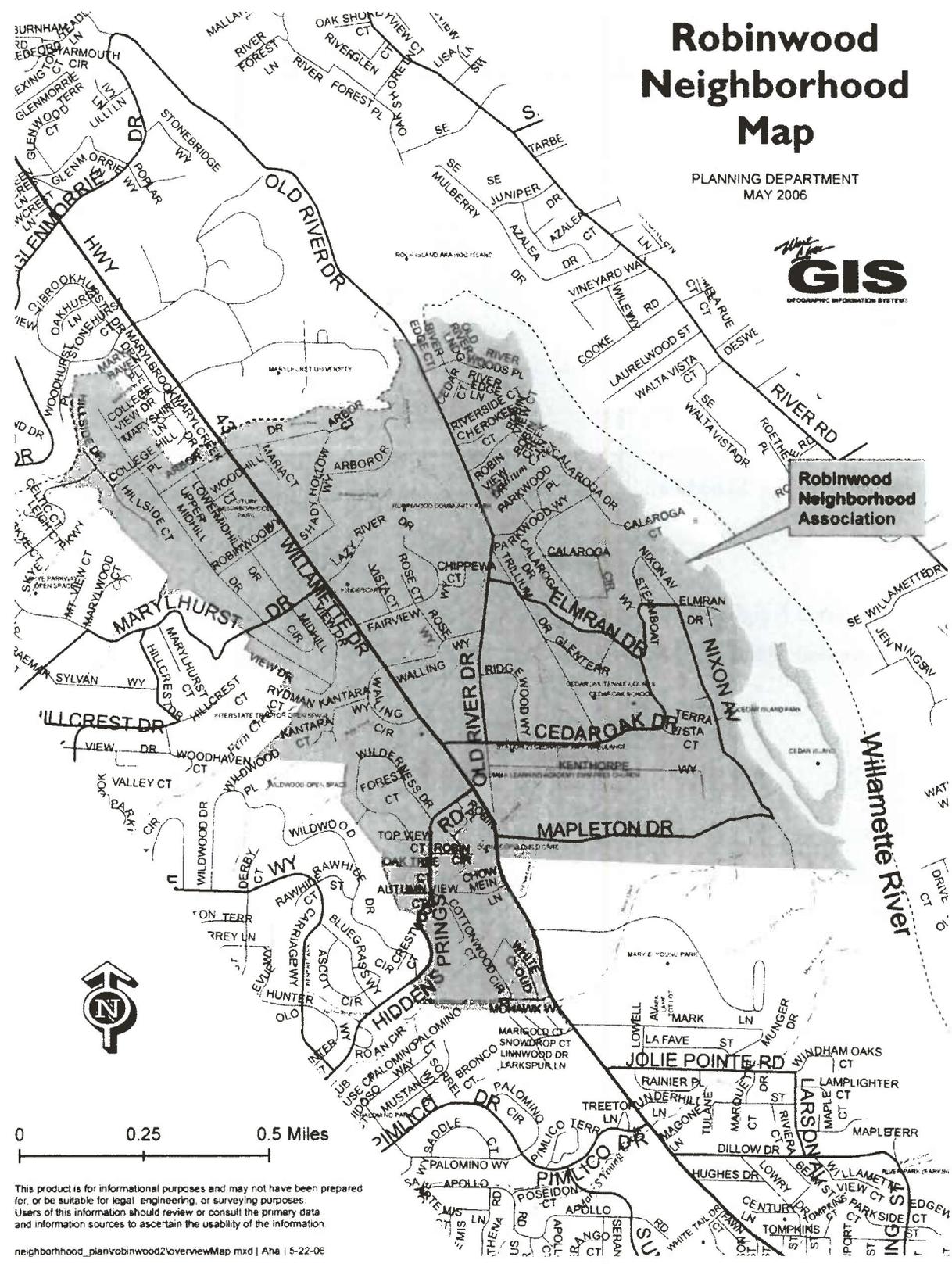
Paul Koch
Carole Connell

Robinwood Neighborhood Map

PLANNING DEPARTMENT
MAY 2006



Robinwood
Neighborhood
Association



This product is for informational purposes and may not have been prepared for, or be suitable for legal engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

neighborhood_plan/robinwood2/overviewMap.mxd | Aha | 5-22-06

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INTRODUCTION

The Robinwood Neighborhood Plan provides an agreed upon direction to guide the future of the Robinwood Neighborhood, and as a part of the Comprehensive Plan, the City is committed to follow it. The plan consists of the following information:

ROBINWOOD NEIGHBORHOOD VISION STATEMENT

This statement, created after a visioning process conducted in 2003, presents a vision for the future of the Robinwood Neighborhood. It is aspirational, and does not bind or commit the City of West Linn to any particular course of action. However, the Goals and Policies that follow are written with this Vision Statement as guidance.

ROBINWOOD NEIGHBORHOOD GOALS AND POLICIES

The goals and policies of the Robinwood Neighborhood Plan will have the same effect as goals and policies of the West Linn Comprehensive Plan, as applied to the Robinwood Neighborhood. They supplement the goals and policies of the Comprehensive Plan. Where the Robinwood Neighborhood Plan conflicts with, or does not discuss a particular issue, the Comprehensive Plan goals and policies shall have authority.

ROBINWOOD NEIGHBORHOOD PLAN ACTION MEASURES

The action measures contained with the Robinwood Neighborhood Plan are non-binding recommendations. These measures contained in the Robinwood Neighborhood Plan are carefully considered recommendations that have been developed, refined and reviewed by the Robinwood Plan Implementation Task Force, the Robinwood Neighborhood Association, and the City of West Linn Planning staff. While the City of West Linn may choose to take different actions to implement the goals and policies of the plan, these Action Measures should be given special consideration and influence. Some of the action measures are not fully within the City's power to implement, such as changes to State Highway 43. Where another agency has authority, the action measures provide guidance for West Linn in making its recommendation to that agency. Each action measure contains the implementation methods the city may choose to use if it decides to implement a particular action measure.

ROBINWOOD VISION STATEMENT

We are a neighborhood that has worked in partnership with the City to create a family friendly neighborhood encompassing all age groups that is beautiful with protected streams, wetlands and natural areas.

We have better access to the river, and we enjoy the community park facility at Mary S. Young State Park adjacent to the neighborhood where we gather, visit and enjoy concerts and special events. All of the parks in the neighborhood are complete and are well maintained. Their primary focus is serving the recreational needs of the neighborhood. Residents and visitors use each park heavily. The School District has developed an overflow parking area on the school grounds. Community sporting events held at the neighborhood schools and parks provide for safe and adequate parking.

Along Highway 43, there is a 35 mph speed limit and the two travel lanes and left turn lane make traveling along the route very safe and friendly with sidewalks, walkways and bikeways that are separated from the roadway and pedestrian friendly. We now enjoy a standard landscape and lighting theme and a city entry sign at the north end of the neighborhood. The City repaired the low spot in Highway 43 at Mary S. Young State Park, and a joint City and neighborhood effort keep the entire length of the roadway clean and inviting. Users of transit buses along Highway 43 have the benefit of frequent, reliable, and comfortable service.

Our “business district” now exists along Highway 43 where locally-owned businesses thrive. There are no large retailers in the neighborhood. We all enjoy walking and biking in the business district and our retailers are successful. The business district provides adequate parking.

By working together with the City, we have been able to retain our strong sense of neighborhood. New development matches what has been here and fits in to enhance our sense of livability and friendliness. There are no small lots in the neighborhood. No rezonings have been approved allowing the neighborhood to retain its sense of friendliness.

We now have a mix of affordable housing in the neighborhood that fits in with our history of housing styles and types. There are no large houses that dominate the neighbors. We stand by our historic residential and commercial densities and design and retain our historic sense of community and appearance.

Residents have sidewalks where they want to have them and where they aid in keeping pedestrians and our children safe. Most of the neighborhood does not have sidewalks but does have safe walking/biking shoulders on the roadways. Shoulders and bike paths are important to the safety of all.

Our City and Police Department enforces all of the local laws that make this neighborhood safe and enhance our livability. The City and neighborhood enforce codes in a courteous manner.

The trail and pathway/roadway system has been completed and is used by citizens from all over the community. The trail system connects with existing trails and roadways throughout West Linn and helps us to maintain our high sense of livability. The neighborhood respects the residents' ownership rights to the privacy and personal use of their property.

Marylhurst Drive has been improved and widened and the covered ditch makes the road safe for drivers and pedestrians.

Robinwood is a friendly, family-oriented community that welcomes newcomers and encourages all to be engaged in the activities of the neighborhood and City government. The City always consults with the neighborhood on development proposals and policy changes.

The City has agreed to consult with the neighborhood and to work in collaboration with residents in all aspects of the community. This carefully-crafted relationship has been responsible for the creation of our wonderful neighborhood.

ROBINWOOD NEIGHBORHOOD PLAN

Goals and Policies

GOAL 1: Willamette Drive shall provide superior transportation facilities for all modes of transportation.

Policies:

- 1.1 Provide continuous and wide pedestrian facilities on both sides of Willamette Drive.
- 1.2 Reconcile the competing interests of cross-traffic onto and over Willamette Drive with the needs of through traffic.
- 1.3 Beautify the length of Willamette Drive with a comprehensive and consistent streetscape.
- 1.4 Provide a continuous bike lane along Willamette Drive.
- 1.5 Keep Willamette Drive narrow enough to keep the neighborhood united while accommodating state highway traffic.
- 1.6 Provide additional parking plus comfortable and secure mass transit amenities for transit users.
- 1.7 Maintain the residential character and landscaping of the northernmost portion of Willamette Drive north of the Robinwood commercial area.

GOAL 2: Willamette Drive shall serve as the Robinwood Main Street.

Policies:

- 2.1 Orient commercial development along Willamette Drive to the street.
- 2.2 Encourage additional commercial and mixed-use development along with small parks and gathering places within the gaps.
- 2.3 Keep the scale of commercial development consistent with the neighborhood setting.
- 2.4 Develop common a common architectural and design theme for commercial and mixed-use development along Willamette Drive.
- 2.5 Allow only commercial uses that are compatible with the main street concept.
- 2.6 Require commercial properties along Willamette Drive to meet ongoing standards for maintenance, cleanliness, and aesthetic attractiveness

GOAL 3: Preserve the character of existing single-family residential neighborhoods in Robinwood:

Policies:

- 3.1 Rezone areas inappropriately zoned for multi-family residential uses to more appropriate residential zoning districts.
- 3.2 Ameliorate the negative impacts of the use of flag lot designs in the subdividing of existing lots.
- 3.3 Provide appropriate pedestrian facilities along residential streets.
- 3.4 Implement "green street" concepts for residential streets.
- 3.5 Protect existing single-family neighborhoods from over-sized infill residences and neighboring commercial development.
- 3.6 Maintain and enhance affordable housing opportunities as part of a diverse Robinwood neighborhood.
- 3.7 Use pedestrian shortcuts to connect existing streets.
- 3.8 Ensure that commercial development along Willamette Drive does not negatively impact nearby single-family residential neighborhoods.
- 3.9 Ensure that the Lake Oswego Water Treatment Facility on Kenthorpe Drive remains compatible with the surrounding residential areas and provides benefits to Robinwood's residents as well as those of Lake Oswego.
- 3.10 Make better use of the existing Robinwood Fire Station Site for neighborhood purposes.

GOAL 4: Preserve and maintain natural areas within Robinwood and allow public access to them where appropriate.

Policies:

- 4.1 Preserve natural riparian corridors through Robinwood and enhance their value as wildlife habitat.
- 4.2 Preserve hillside areas above Willamette Drive as a forested scenic backdrop.
- 4.3 Properly maintain publicly-owned natural areas

GOAL 5: Use Robinwood's Parks for the benefit and enjoyment of the neighborhood's residents.

Policies:

- 5.1 Increase access to Robinwood Park and place appropriate recreational facilities within it for City residents.
- 5.2 Provide better access from Robinwood to Mary S. Young Park and its amenities.

GOAL 6: Encourage cooperation between Robinwood and other City neighborhoods, organizations, public agencies, and commercial property owners and businesses.

Policies:

- 6.1 Encourage cooperation between Robinwood and other city neighborhood associations.
- 6.2 Encourage a local, business-friendly atmosphere in the Robinwood neighborhood.
- 6.3 Support citywide sustainability efforts.
- 6.4 Develop and improve relationships between the City, Neighborhood, and West Linn-Wilsonville School District

ROBINWOOD NEIGHBORHOOD PLAN

Action Measures

Goal #1: Willamette Drive shall provide superior transportation facilities for all modes of transportation.

Neighborhood Plan Policies		Action Measures	Partners for Implementation: Robinwood N.A. AND	Implementation Methods for Action Measure
1.1	Provide continuous and wide pedestrian facilities on both sides of Willamette Drive.	Provide 6 to 12 foot wide concrete sidewalks on both sides of Willamette Drive, with landscaped areas between the sidewalk and street where right of way width permits it.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Coordination with ODOT • Capital Improvement Project List
1.2	Reconcile the competing interests of cross-traffic onto and over Willamette Drive with the needs of through traffic.	Restrict access to Highway 43 from Robinwood Way, by limiting it to right turns in and out.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Capital Improvement Project List • Coordination with ODOT
		Determine whether a signal light at the intersection of Highway 43 and Walling Way/Walling Circle is still necessary and appropriate.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Coordination with ODOT • Capital Improvement Project List
		Realign the intersection of Cedaroak Drive and the entrance to the Robinwood Shopping Center to create a four-way intersection.	Oregon Department of Transportation, City Engineers, Commercial Property Owners	<ul style="list-style-type: none"> • Coordination with ODOT • Development review process • TSP Amendments
		Provide safe pedestrian crossings at all streets intersecting with Willamette Drive and at high traffic areas.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Coordination with ODOT • Capital Improvement Project List
		Coordinate road projects between utility and construction companies so that the full area is completed at one time.	Oregon Department of Transportation, City Engineers, Private Utility Service Providers	<ul style="list-style-type: none"> • Coordination with ODOT • Coordination with private utility service providers
		Synchronize traffic signals along Willamette Drive to ensure smooth traffic flow.	Oregon Department of Transportation, City Engineers	<ul style="list-style-type: none"> • Coordination with ODOT
1.3	Beautify the length of Willamette Drive with a comprehensive and consistent streetscape.	Place a West Linn gateway sign along Willamette Drive at the northern entrance to the City.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Capital Improvement Project List • Coordination with ODOT
		Plant consistent types of street trees and associated landscaping along the sides of Willamette Drive and in the median where turn lanes are not needed.	Oregon Department of Transportation, City Public Works, City Parks and Recreation	<ul style="list-style-type: none"> • Coordination with ODOT
		Place consistent and attractive lighting fixtures along the length of Willamette Drive	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Capital Improvement Project List • Coordination with ODOT
		Place all existing and proposed utilities underground along Willamette Drive.	Oregon Department of Transportation, City Engineers, Private Utility Companies, Private Property Owners	<ul style="list-style-type: none"> • Capital Improvement Project List • Coordination with private utility companies • Coordination with ODOT • Development Review Process

		Where possible provide drainage swales in landscaped medians in lieu of covered storm drainage along Willamette Drive.	Oregon Department of Transportation, City Engineers	<ul style="list-style-type: none"> • Capital Improvement Project List • Coordination with ODOT • Development Review Process
1.4	Provide a continuous bike lane along Willamette Drive.	Provide a paved bike lane at least five feet wide along both sides of Willamette Drive.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Coordination with ODOT • Capital Improvement Project List
		Provide striping for bicycle lanes when designing intersections and turning lanes along Willamette Drive.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Coordination with ODOT
		Consider use of a multi-use path for both pedestrians and bicyclists where right of way is limited along Willamette Drive.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Coordination with ODOT
1.5	Keep Willamette Drive narrow enough to keep the neighborhood united while accommodating state highway traffic.	Provide two travel lanes and a center median for turns, pedestrian crossings, and landscaped areas along the entire length of Willamette Drive.	Oregon Department of Transportation and City Engineers	<ul style="list-style-type: none"> • Coordination with ODOT • Capital Improvement Project List
1.6	Provide additional parking plus comfortable and secure mass transit amenities for transit users.	Provide safe bus loading and unloading zones.	Oregon Department of Transportation, City Engineers, Tri-Met	<ul style="list-style-type: none"> • Coordination with ODOT • Coordination with Tri-Met • Capital Improvement Project List
		Provide comfortable covered waiting zones for bus passengers.	Oregon Department of Transportation, City Engineers, Tri-Met	<ul style="list-style-type: none"> • Coordination with ODOT • Coordination with Tri-Met • Capital Improvement Project List
		Increase frequency of bus service along Willamette Drive.	Oregon Department of Transportation, City Engineers, Tri-Met	<ul style="list-style-type: none"> • Coordination with ODOT • Coordination with Tri-Met • Capital Improvement Project List
		Provide options for quicker bus service such as combination right turn only/bus lanes at signal lights.	Oregon Department of Transportation, City Engineers, Tri-Met	<ul style="list-style-type: none"> • Coordination with ODOT • Coordination with Tri-Met • Capital Improvement Project List
1.7	Maintain the residential character and landscaping of the northernmost portion of Willamette Drive north of the Robinwood commercial area.	Do not rezone properties along Willamette Drive between the Robinwood commercial area and the northern city limits for commercial use.	Oregon Department of Transportation, City Planners	<ul style="list-style-type: none"> • Coordination with ODOT • Review of Individual Applications
		Identify a coherent and attractive landscape theme for the residential frontage along Willamette Drive immediately south of the northern city limits.	City Planners, Oregon Department of Transportation, Private Property Owners	<ul style="list-style-type: none"> • Coordination with ODOT • Coordination with property owners • Landscape guidelines

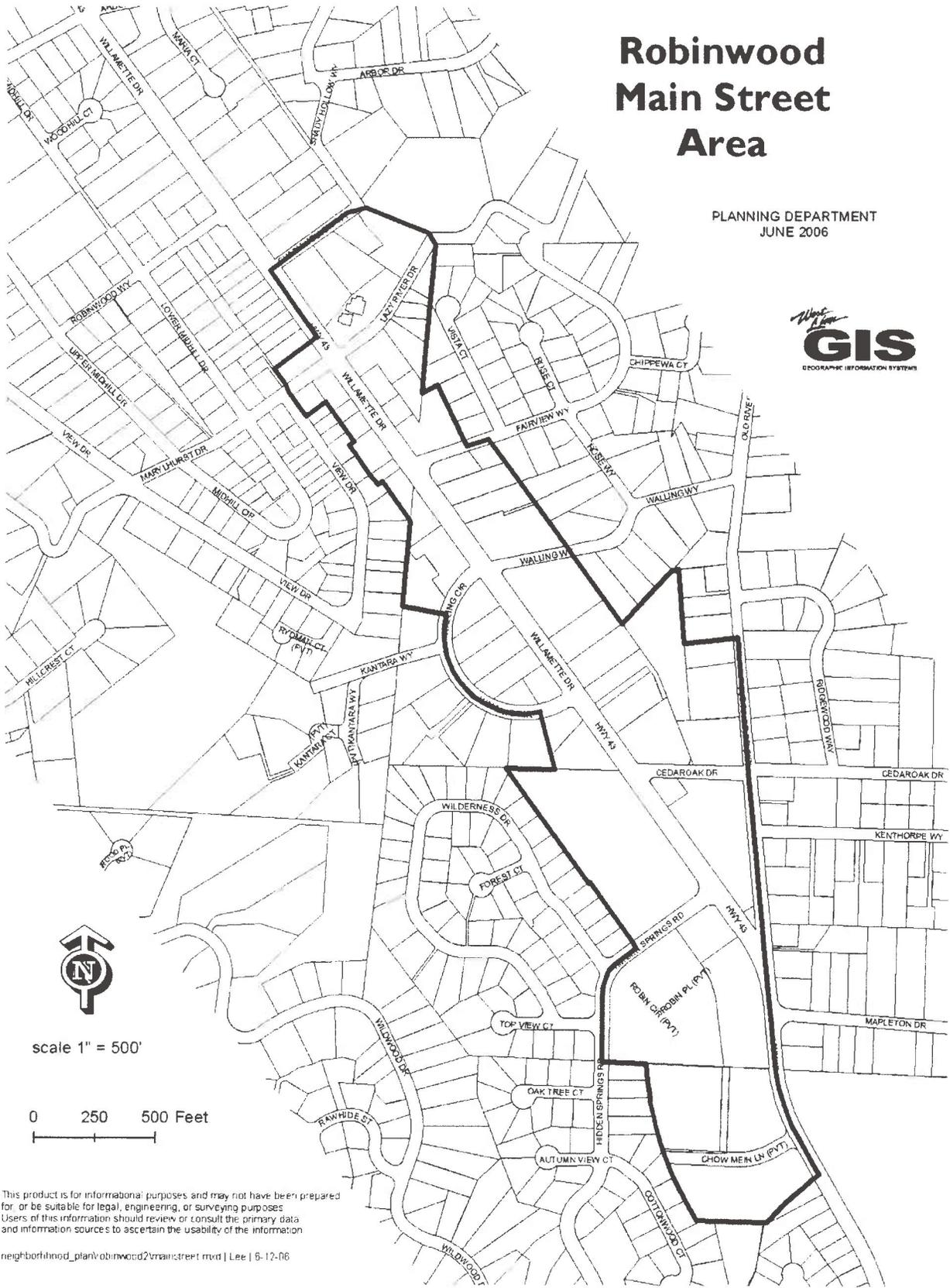
GOAL #2: Willamette Drive shall serve as the Robinwood Main Street.

Neighborhood Plan Policies		Action Measures	Partners for Implementation: Robinwood N.A. AND	Implementation Methods for Action Measure
2.1	Orient commercial development along Willamette Drive to the street.	Strengthen existing design review standards for commercial development to require building orientation and business orientation toward Willamette Drive.	City Planners, Private Property Owners	<ul style="list-style-type: none"> • Coordination with ODOT • Potential community development code amendments • Coordination with property and business owners
		Adopt Community Development Code provisions to reduce the visual effect of off-street parking by allowing only single-loading of access driveways into a commercial site.	City Planners	<ul style="list-style-type: none"> • CDC Amendments
2.2	Encourage additional commercial and mixed-use development along with small parks and gathering places within the gaps.	Consider appropriate mixed use zoning districts for existing properties within the Robinwood Main Street Area not zoned commercially or for high density residential uses.	City Planners, Property Owners.	<ul style="list-style-type: none"> • Comprehensive Plan and Zoning Map amendments
		Provide incentives for construction of affordable housing in mixed use areas along the Robinwood Main Street	City Planners, Property Owners	<ul style="list-style-type: none"> • CDC Amendments
		Adopt Community Development Code provisions that allow first story and upper story residential uses as part of a mixed use development with commercial uses in the General Commercial zoning district.	City Planners, Property Owners	<ul style="list-style-type: none"> • CDC Amendments
		Create small city parks on city property at key locations along the Robinwood Main Street	City Planners, City Parks and Recreation	<ul style="list-style-type: none"> • Development Review Process • Parks and Recreation Master Plan
		Create plazas and other public spaces oriented toward Willamette Drive as an integral part of commercial development and redevelopment along the Robinwood Main Street	City Planners, Private Property Owners	<ul style="list-style-type: none"> • Development Review Process
2.3	Keep the scale of commercial development consistent with the neighborhood setting.	Consider Community Development Code provisions that respect significant existing views of the Willamette River of residential property owners on the west side of Willamette Drive. These provisions may include a reduction in the maximum height of new commercial buildings along certain portions of Willamette Drive to two and one half stories or 35 feet above the grade of the abutting section of Willamette Drive.	City Planners	<ul style="list-style-type: none"> • CDC Amendments

2.4	Develop a common architectural and design theme for commercial and mixed-use development along Willamette Drive.	Study and implement a consistent architectural and design theme through a Robinwood Main Street design review manual, guiding development and redevelopment of structures, and strict sign controls and design guidelines.	City Planners, Commercial Property Owners	<ul style="list-style-type: none"> • Adoption of Design Review Manual • CDC Amendments
		Adopt Community Development Code provisions to require primary use of quality building materials such as stone, brick, terra cotta, and wood for frontage facades along Willamette Drive.	City Planners, Commercial Property Owners	<ul style="list-style-type: none"> • Adoption of Design Review Manual • CDC Amendments
2.5	Allow only commercial uses that are compatible with the main street concept	Adopt Community Development Code Amendments to prohibit inappropriate automotive sales, repair, and storage uses, construction sales and services, industrial manufacturing, warehouse and self-storage uses, and super stores in the commercially-zoned areas.	City Planners	<ul style="list-style-type: none"> • CDC Amendments
2.6	Require commercial properties along Willamette Drive to meet ongoing standards for maintenance, cleanliness, and aesthetic attractiveness	Review existing municipal code standards for commercial property maintenance, and make revisions to ensure the upkeep of commercial properties as appropriate.	City Planners, City Code Enforcement	<ul style="list-style-type: none"> • Municipal Code Amendments
		Provide adequate city staff resources to ensure compliance with municipal codes for the upkeep of commercial property.	City Manager, City Code Enforcement	<ul style="list-style-type: none"> • City Budget

Robinwood Main Street Area

PLANNING DEPARTMENT
JUNE 2006



This product is for informational purposes and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

neighborhood_plan\robinwood2\mainstreet.mxd | Lee | 6-12-06

Goal #3: Preserve the character of existing single-family residential neighborhoods in Robinwood:

Neighborhood Plan Policies		Action Measures	Partners for Implementation: Robinwood N.A. AND	Implementation Methods for Action Measure
3.1	Rezone areas inappropriately zoned for multi-family residential uses to more appropriate residential zoning districts.	Work with neighbors and property owners in the College Hills Estates Neighborhood and adjacent areas on an appropriate zoning district that reflects the existing neighborhood's development..	City Planners,	• Zoning Map Amendment
3.2	Ameliorate the negative impacts of the use of flag lot designs in the subdividing of existing lots.	Adopt Community Development Code provisions to reduce and discourage the use of flag lots to include only those that are compatible with the existing neighborhood.	City Planners	• CDC Amendment
		Adopt Community Development Code provisions requiring land divisions that create "flag lots" to submit concurrent design review applications showing proposed building orientation and building design that provide maximum separation from and privacy for existing adjacent single-family homes.	City Planners	• CDC Amendment
		Adopt Community Development Code provisions ensuring that existing homes on lots that are further divided continue to meet or exceed all design standards and regulations for single-family homes.	City Planners	• CDC Amendment
3.3	Provide appropriate pedestrian facilities along residential streets.	Provide sidewalks on streets near Cedaroak Elementary School for student safety	City Planners, Property Owners	• CDC Amendments
		Provide sidewalks on streets leading to and from the Robinwood Main Street area	City Planners, City Engineers	• Development Review Process • Cap. Imp. Projects List
		On streets with topographic or environmental constraints, accommodate pedestrians with grade separated asphalt paths in lieu of sidewalks on at least one side of the street.	City Planners, City Engineers	• Development Review Process • Capital Improvement Projects List
3.4	Implement "green street" concepts for residential streets.	Amend the City Community Development Code and Engineering Standards to explicitly allow "green street" designs.	City Planners, City Engineers	• Community Development Code Amendments • Engineering Design Standards Amendments
		Adopt a map of streets within the Robinwood Neighborhood where "green street" designs will be required for all new development and required when streets are improved by the City	City Planners, City Engineers	• Community Development Code Amendments • Capital Improvement Projects List

		Require undergrounding of utilities along residential streets as development or street reconstruction occurs.	City Planners, City Engineers, Private Utility Companies	• Development Review Process
3.5	Protect existing single-family neighborhoods from over-sized infill residences and neighboring commercial development.	Adopt Community Development Code provisions to measure building height based upon the actual height of a building from base to top of roof.	City Planners	• Community Development Code Amendments
		Adopt Community Development Code provisions to create a sliding scale for allowed floor area ratio (FAR) for single-family homes that reduces the FAR for larger lots.	City Planners	• Community Development Code Amendments
		Adopt Community Development Code provisions to reduce the bulk and mass of single-family homes along their front and side yards.	City Planners	• Community Development Code Amendments
		Adopt Community Development Code provisions that encourage single-family homes with lower height by reducing allowed low coverage for taller homes.	City Planners	• Community Development Code Amendments
		Study an infill design review process.	City Planners	• Community Development Code Amendments
		Do not let new commercial development place unacceptable impacts such as traffic, noise, lighting, and building bulk upon existing residential neighborhoods	City Planners	• Development Review Process
3.6	Maintain and enhance affordable housing opportunities as part of a diverse Robinwood neighborhood.	Investigate options for providing incentives to construct new affordable housing in mixed use areas of the Robinwood Main Street Area.	City Planners, Metro, Clackamas County Housing	• Development Review Process
		Adopt Community Development Code standards that allow larger accessory dwelling units in accessory structures than is currently allowed citywide for the Robinwood neighborhood provided that the accessory structures provide separation from and privacy for neighboring single-family homes	City Planners	• Development Review Process
3.7	Use pedestrian shortcuts to connect existing streets.	Place pedestrian pathways along existing but unimproved public street right of ways	City Planners, City Engineers	• Capital Improvement Projects List
		Acquire right of way and construct pedestrian pathways from willing property owners between streets where such a path would provide a significant pedestrian shortcut	City Planners, City Engineers	• Capital Improvements Project List

3.8	Ensure that commercial development along Willamette Drive does not negatively impact nearby single-family residential neighborhoods.	Enforce noise standards designed to shield residential neighborhoods from Willamette Drive area noise impacts.	City Planners	<ul style="list-style-type: none"> • Development Review Process
		Provide physical buffering between single family neighborhoods and mixed use and commercial areas along the Robinwood Main Street.	City Planners	<ul style="list-style-type: none"> • Development Review Process
3.9	Ensure that the Lake Oswego Water Treatment Facility on Kenthorpe Drive remains compatible with the surrounding residential areas and provides benefits to Robinwood's residents as well as those of Lake Oswego.	Require the Lake Oswego Treatment Facility to provide appropriate landscape screening and context-sensitive architecture as part of any facility expansion plan.	City Planners, City Engineers	<ul style="list-style-type: none"> • Development Review Process
		Take advantage of the need to replace Lake Oswego water pipelines along Robinwood streets to provide street improvements and needed pedestrian routes.	City Planners, City Engineers	<ul style="list-style-type: none"> • Development Review Process
		Ensure that construction activities associated with any facility expansion and ongoing service and maintenance activities minimize impacts upon neighboring residential streets and homes.	City Building Official, City Engineers	<ul style="list-style-type: none"> • Development Review Process
		Mitigate negative impacts of treatment facility expansion on the surrounding neighborhood with positive contributions to transportation connectivity between Kenthorpe and Mapleton Drives.	City Planners, City Engineers	<ul style="list-style-type: none"> • Development Review Process
3.10	Make better use of the existing Robinwood Fire Station Site for neighborhood purposes.	Consider use of the Robinwood Fire Station site for a new city police station.	City Manager, Police Department	<ul style="list-style-type: none"> • Public Facilities Plan
		Consider use of the Robinwood Fire Station site as a neighborhood community center.	City Manager	<ul style="list-style-type: none"> • Public Facilities Plan
		Provide proper building and landscape maintenance of the fire station property.	City Manager, City Parks Department	<ul style="list-style-type: none"> • City Budgeting Process

Goal #4: Preserve and maintain natural areas within Robinwood, and allow public access to them where appropriate

Neighborhood Plan Policies		Action Measures	Partners for Implementation: Robinwood N.A. AND	Implementation Methods for Action Measure
4.1	Preserve natural riparian corridors through Robinwood and enhance their value as wildlife habitat.	Implement Metro's standards for protection of stream corridors and adjacent upland habitat.	City Planners	<ul style="list-style-type: none"> • Community Development Code Amendments
		Require natural area setbacks along the Willamette River frontage.	City Planners, City Parks and Recreation Department	<ul style="list-style-type: none"> • Parks and Recreation Master Plan Amendments • Community Development Code Amendments • Development Review Process
4.2	Preserve hillside areas above Willamette Drive as a forested scenic backdrop.	Require preservation of steep slope areas above Willamette Drive	City Planners	<ul style="list-style-type: none"> • Development Review Process
4.3	Properly maintain publicly owned natural areas	Provide adequate city funding for maintenance of publicly owned natural areas.	City Manager, City Parks and Recreation Department	<ul style="list-style-type: none"> • Budget Process

Goal #5: Use Robinwood's Parks for the benefit and enjoyment of the neighborhood's residents.

Neighborhood Plan Policies		Action Measures	Partners for Implementation: Robinwood N.A. AND	Implementation Methods for Action Measure
5.1	Increase access to Robinwood Park and place appropriate recreational facilities within it for City residents.	Extend Lazy River Drive to provide access to Robinwood Park	City Parks and Recreation Department, City Engineers	<ul style="list-style-type: none"> • Parks and Recreation Master Plan • Capital Improvements Project List
		Provide appropriate active recreational and community facilities within Robinwood Park	City Parks and Recreation Department, City Planners	<ul style="list-style-type: none"> • Parks and Recreation Master Plan • Development Review Process
5.2	Provide better access from Robinwood to Mary S. Young Park and its amenities.	Provide pedestrian walkways to Mary S. Young Park from Willamette Drive and Mapleton Drive.	City Planners, City Parks and Recreation Department	<ul style="list-style-type: none"> • Parks and Recreation Master Plan • Development Review Process • Capital Improvement Projects List

Goal #6: Encourage cooperation between Robinwood and other City neighborhoods, organizations, public agencies, and commercial property owners and businesses.

Neighborhood Plan Policies		Action Measures	Partners for Implementation: Robinwood N.A. AND	Implementation Methods for Action Measure
6.1	Encourage cooperation between Robinwood and other city neighborhood associations.	Coordinate between the Robinwood neighborhood and other city neighborhoods, on areas of common interest that affect the Robinwood neighborhood.	West Linn City Manager, Other City Neighborhood Associations	<ul style="list-style-type: none"> Community Involvement Program
6.2	Encourage a local business-friendly atmosphere in the Robinwood neighborhood.	Establish regular communication with the West Linn Chamber of Commerce to meet the needs of local businesses in Robinwood.	West Linn City Manager, West Linn Chamber of Commerce, Commercial Business Owners	<ul style="list-style-type: none"> City Manager's Office
6.3	Support city-wide sustainability efforts.	Evaluate the Community Development Code to encourage energy-efficient uses and facilities	City Planners, Local building and construction community	<ul style="list-style-type: none"> CDC Amendments
6.4	Develop and improve relationships between the City, Neighborhood, and West Linn-Wilsonville School District	Work with the School District to resolve parking issues associated with Cedaroak School	City Manager, City Engineers, West Linn Wilsonville School District	<ul style="list-style-type: none"> On-going dialogue

IMPLEMENTATION SCHEDULE

The Robinwood Neighborhood Plan contains an ambitious set of goals, policies, and potential action measures. The following table is intended as a general guide to indicate city priority in accomplishing these policies. This table is intended only for general guidance, and can be changed by the City of West Linn due to changing circumstances, new priorities, or new opportunities without the need to amend this table.

The priorities are divided into three categories: short-range (within the next two years), medium-range (between two and five years), and long-range (more than five years). Some measures, even if given a short-range priority, may in fact be on-going and thus continue into the indefinite future.

Neighborhood Plan Policies		Action Measures	Priority
1.1	Provide a continuous bike lane along Willamette Drive.	Provide 6 to 12 foot wide concrete sidewalks on both sides of Willamette Drive, with landscaped areas between the sidewalk and street where right of way width permits it.	Medium-range
1.2	Reconcile the competing interests of cross-traffic onto and over Willamette Drive with the needs of through traffic.	<p>Restrict access to Highway 43 from Robinwood Way, by limiting it to right turns in and out.</p> <p>Determine whether a signal light at the intersection of Highway 43 and Walling Way/Walling Circle is still necessary and appropriate.</p> <p>Realign the intersection of Cedaroak Drive and the entrance to the Robinwood Shopping Center to create a four-way intersection.</p> <p>Provide safe pedestrian crossings at all streets intersecting with Willamette Drive and at high traffic areas.</p> <p>Coordinate road projects between utility and construction companies so that the full area is completed at one time.</p> <p>Synchronize traffic signals along Willamette Drive to ensure smooth traffic flow.</p>	Medium-range
1.3	Beautify the length of Willamette Drive with a comprehensive and consistent streetscape.	<p>Place a West Linn gateway sign along Willamette Drive at the northern entrance to the City.</p> <p>Plant consistent types of street trees and associated landscaping along the sides of Willamette Drive and in the median where turn lanes are not needed.</p> <p>Place consistent and attractive lighting fixtures along the length of Willamette Drive</p> <p>Place all existing and proposed utilities underground along Willamette Drive.</p> <p>Where possible provide drainage swales in landscaped medians in lieu of covered storm drainage along Willamette Drive.</p>	Medium-range
1.4	Provide a continuous bike lane along Willamette Drive.	<p>Provide a paved bike lane at least five feet wide along both sides of Willamette Drive.</p> <p>Provide striping for bicycle lanes when designing intersections and turning lanes along Willamette Drive.</p> <p>Consider use of a multi-use path for both pedestrians and bicyclists where right of way is limited along Willamette Drive.</p>	Medium-range
1.5	Keep Willamette Drive narrow enough to keep the neighborhood united while accommodating state highway traffic.	Provide two travel lanes and a center median for turns, crossings, and landscaped areas along the entire length of Willamette Drive.	Medium-range

Neighborhood Plan Policies		Action Measures	Priority
1.6	Provide additional parking plus comfortable and secure mass transit amenities for transit users.	Provide safe bus loading and unloading zones. Provide comfortable covered waiting zones for bus passengers. Increase frequency of bus service along Willamette Drive. Provide options for quicker bus service such as combination right turn only/bus lanes at signal lights.	Medium-range
1.7	Maintain the residential character and landscaping of the northernmost portion of Willamette Drive north of the Robinwood commercial area.	Do not rezone properties along Willamette Drive between the Robinwood commercial area and the northern city limits for commercial use. Identify a coherent and attractive landscape theme for the residential frontage along Willamette Drive immediately south of the northern city limits..	Medium-range
2.1	Orient commercial development along Willamette Drive to the street.	Strengthen existing design review standards for commercial development to require building orientation and business orientation toward Willamette Drive. Adopt Community Development Code provisions to reduce the visual effect of off-street parking by allowing only single-loading of access driveways into a commercial site.	Short-range
2.2	Encourage additional commercial and mixed-use development along with small parks and gathering places within the gaps.	Consider appropriate mixed use zoning districts for existing properties within the Robinwood Main Street Area not zoned commercially or for high density residential uses. Provide incentives for construction of affordable housing in mixed use areas along the Robinwood Main Street Create small city parks on city property at key locations along the Robinwood Main Street Adopt Community Development Code provisions that allow first story and upper story residential uses as part of a mixed use development with commercial uses in the General Commercial zoning district. Create plazas and other public spaces oriented toward Willamette Drive as an integral part of commercial development and redevelopment along the Robinwood Main Street.	Medium-range
2.3	Keep the scale of commercial development consistent with the neighborhood setting.	Consider Community Development Code provisions that respect significant existing views of the Willamette River of residential property owners on the west side of Willamette Drive. These provisions may include a reduction in the maximum height of new commercial buildings along certain portions of Willamette Drive to two and one half stories or 35 feet above the grade of the abutting section of Willamette Drive.	Short -range
2.4	Develop a common architectural and design theme for commercial and mixed-use development along Willamette Drive.	Study and implement a consistent architectural and design theme through a Robinwood Main Street design review manual, guiding development and redevelopment of structures and strict sign controls and design guidelines.	Long-range
		Adopt Community Development Code provisions to require primary use of quality building materials such as stone, brick, terra cotta, and wood for frontage facades along Willamette Drive.	Short-range
2.5	Allow only commercial uses that are compatible with the main street concept	Adopt Community Development Code Amendments to prohibit inappropriate automotive sales, repair, and storage uses, construction sales and services, industrial manufacturing, warehouse and self-storage uses, and super stores in the commercially zoned areas.	Short-range

2.6	Require commercial properties along Willamette Drive to meet ongoing standards for maintenance, cleanliness, and aesthetic attractiveness	Review existing municipal code standards for commercial property maintenance, and make revisions to ensure the upkeep of commercial properties as appropriate. Provide adequate city staff resources to ensure compliance with municipal codes for the upkeep of commercial property.	Short range
3.1	Rezone areas inappropriately zoned for multi-family residential uses to more appropriate residential zoning districts.	Work with neighbors and property owners in the College Hills Estates Neighborhood and adjacent areas on an appropriate zoning district that reflects the existing neighborhood's development..	Short-range
3.2	Ameliorate the negative impacts of the use of flag lot designs in the subdividing of existing lots.	Adopt Community Development Code provisions to reduce and discourage the use of flag lots to include only those that are compatible with the existing neighborhood. Adopt Community Development Code provisions requiring land divisions that create "flag lots" to submit concurrent design review applications showing proposed building orientation and building design that provide maximum separation from and privacy for existing adjacent single-family homes. Adopt Community Development Code provisions ensuring that existing homes on lots that are further divided continue to meet or exceed all design standards and regulations for single-family homes.	Short-range
3.3	Provide appropriate pedestrian facilities along residential streets.	Provide sidewalks on streets near Cedaroak Elementary School for student safety Provide sidewalks on streets leading to and from the Robinwood Main Street area On streets with topographic or environmental constraints, accommodate pedestrians with grade separated asphalt paths in lieu of sidewalks on at least one side of the street.	Short-range
3.4	Implement "green street" concepts for residential streets.	Amend the City Community Development Code and Engineering Standards to explicitly allow "green street" designs. Adopt a map of streets within the Robinwood Neighborhood where "green street" designs will be required for all new development and required when streets are improved by the City Require undergrounding of utilities along residential streets as development or street reconstruction occurs.	Short-range
3.5	Protect existing single-family neighborhoods from over-sized infill residences and neighboring commercial development.	Adopt Community Development Code provisions to measure building height based upon the actual height of a building from base to top of roof. Adopt Community Development Code provisions to create a sliding scale for allowed floor area ratio (FAR) for single-family homes that reduces the FAR for larger lots. Adopt Community Development Code provisions to reduce the bulk and mass of single-family homes along their front and side yards. Adopt Community Development Code provisions that encourage single-family homes with lower height by reducing allowed low coverage for taller homes. Study an infill design review process. Do not let new commercial development place unacceptable impacts such as traffic, noise, lighting, and building bulk upon existing residential neighborhoods	Short-range

3.6	Maintain and enhance affordable housing opportunities as part of a diverse Robinwood neighborhood.	Investigate options for providing incentives to construct new affordable housing in mixed use areas of the Robinwood Main Street Area.	Long-range
		Adopt Community Development Code standards that allow larger accessory dwelling units in accessory structures than is currently allowed citywide for the Robinwood neighborhood provided that the accessory structures provide separation from and privacy for neighboring single-family homes	Short-range
3.7	Use pedestrian shortcuts to connect existing streets.	Place pedestrian pathways along existing but unimproved public street right of ways Acquire right of way and construct pedestrian pathways from willing property owners between streets where such a path would provide a significant pedestrian shortcut	Medium-range
3.8	Ensure that commercial development along Willamette Drive does not negatively impact nearby single-family residential neighborhoods.	Enforce noise standards designed to shield residential neighborhoods from Willamette Drive area noise impacts. Provide physical buffering between single family neighborhoods and mixed use and commercial areas along the Robinwood Main Street.	Short-range
3.9	Ensure that the Lake Oswego Water Treatment Facility on Kenthorpe Drive remains compatible with the surrounding residential areas and provides benefits to Robinwood's residents as well as those of Lake Oswego.	Require the Lake Oswego Treatment Facility to provide appropriate landscape screening and context-sensitive architecture as part of any facility expansion plan. Take advantage of the need to replace Lake Oswego water pipelines along Robinwood streets to provide street improvements and needed pedestrian routes. Ensure that construction activities associated with any facility expansion and ongoing service and maintenance activities minimize impacts upon neighboring residential streets and homes. Mitigate negative impacts of treatment facility expansion on the surrounding neighborhood with positive contributions to transportation connectivity between Kenthorpe and Mapleton Drives.	Long-range
3.10	Make better use of the existing Robinwood Fire Station Site for neighborhood purposes.	Consider use of the Robinwood Fire Station site for a new city police station. Consider use of the Robinwood Fire Station site as a neighborhood community center.	Long-range
		Provide proper building and landscape maintenance of the fire station property.	Short-range
4.1	Preserve natural riparian corridors through Robinwood and enhance their value as wildlife habitat.	Implement Metro's standards for protection of stream corridors and adjacent upland habitat. Require natural area setbacks along the Willamette River frontage.	Short-range
4.2	Preserve hillside areas above Willamette Drive as a forested scenic backdrop.	Require preservation of steep slope areas above Willamette Drive	Long-range
4.3	Properly maintain publicly owned natural areas	Provide adequate city funding for maintenance of publicly owned natural areas.	Short range
5.1	Increase access to Robinwood Park and place appropriate recreational facilities within it for City residents.	Extend Lazy River Drive to provide access to Robinwood Park	Medium-range
		Provide appropriate active recreational and community facilities within Robinwood Park	Short range
5.2	Provide better access from Robinwood to Mary S. Young Park and its amenities.	Provide pedestrian walkways to Mary S. Young Park from Willamette Drive and Mapleton Drive.	Medium-range
6.1	Encourage cooperation between Robinwood and other city neighborhood associations.	Coordinate between the Robinwood neighborhood and other city neighborhoods, on areas of common interest that affect the Robinwood neighborhood.	Short-range

6.2	Encourage a local business-friendly atmosphere in the Robinwood neighborhood.	Establish regular communication with the West Linn Chamber of Commerce to meet the needs of local businesses in Robinwood.	Short-range
6.3	Encourage cooperation between Robinwood and other city neighborhood associations.	Evaluate the Community Development Code to encourage energy-efficient uses and facilities	Short-range

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