



## STAFF REPORT FOR THE CITY COUNCIL

FILE NO: MISC-10-25

HEARING DATE: January 10, 2011

REQUEST: One-year temporary permit for storage of material and equipment to be used by Oregon Department of Transportation (ODOT) in the refurbishment and reinforcement of the Oregon City-West Linn Bridge.

APPROVAL CRITERIA: The approval criterion for a Temporary Use permit is contained in Community Development Code (CDC) Section 35.040(B).

STAFF REPORT PREPARED BY: Peter Spir, Associate Planner

---

Planning Director's Initials \_\_\_\_\_ City Engineer's Initials \_\_\_\_\_

---

### EXECUTIVE SUMMARY

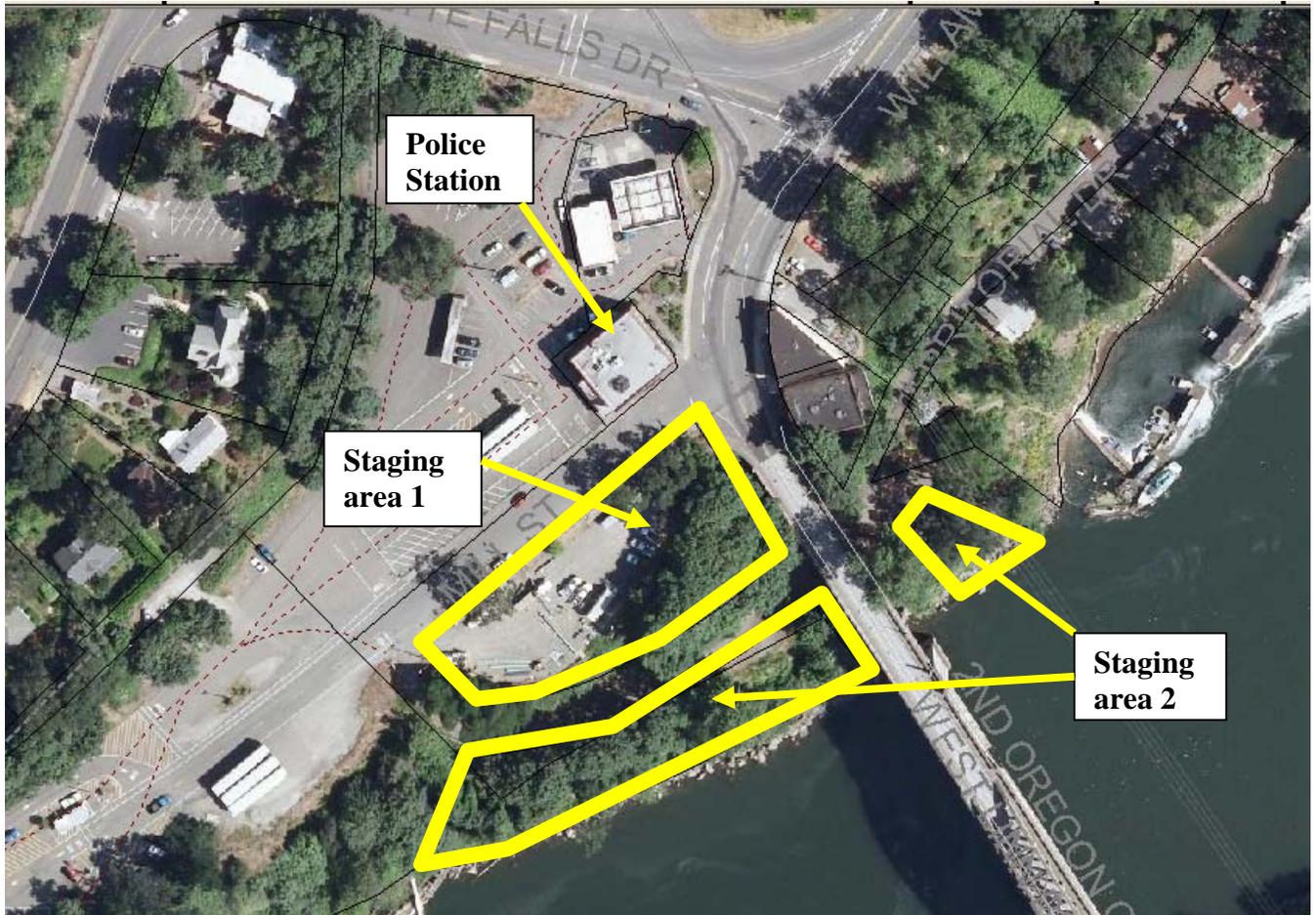
ODOT is undertaking a two-year project to restore and reinforce the Oregon City-West Linn Bridge. The form and size of the bridge will remain the same. The project will entail replacement of aging concrete and shotcrete that cover the steel structural elements of the bridge, improved railings, pedestrian facilities, roadway surface and possible replacement of weakened steel components. The bridge is expected to be closed to all traffic from January 15, 2011 to October 15, 2012 with an estimated completion date of March 31, 2013.

ODOT needs staging areas to accommodate trailers for the administration and supervision of the project as well as storage of building materials, equipment and vehicles. To accommodate the staging areas, a one-year temporary permit is required from City Council per CDC Section 35.030(C). Because it is a two year project, ODOT will be re-applying for another one year temporary permit from City Council in a year's time.

The two proposed staging areas along Mill Street and Territorial Drive have paved or gravel surfaces and are close to the bridge. There is some potential for occasional traffic congestion

and parking issues impacting the residents of the eight homes along Territorial Drive beyond the construction site. (See Finding 3). Anchors on the shoreline that will be connected by cable to a construction barge under the bridge will require the removal of some vegetation that will have to be replaced once the project is complete. Noise, although inevitable at a construction site, is exempt between 7am and 7pm weekdays and 7am to 5pm on the weekends per the West Linn Municipal Code.

Staff recommends approval of the application subject to conditions of approval.



# TABLE OF CONTENTS

	<u>Page</u>
STAFF ANALYSIS AND RECOMMENDATION	
GENERAL INFORMATION.....	4
BACKGROUND .....	4-6
FINDINGS.....	7-12
RECOMMENDATION AND CONDITION.....	12
 EXHIBITS	
PC-1    CORRESPONDENCE.....	13-26
PC-2    PUBLIC NOTICE.....	27
PC-3    APPLICANT'S SUBMITTAL.....	28-36



## GENERAL INFORMATION

- APPLICANT:** Wayne A. Statler  
ODOT-Project Manager  
3700 SE 92<sup>nd</sup> Avenue  
Portland, OR 97266
- OWNER:** West Linn Paper Company  
4800 Mill Street  
West Linn, OR 97068
- LOCATION:** South side of Mill Street, across from Police Station, extending down to the Willamette River at the west end of the bridge.
- LEGAL DESCRIPTION:** Clackamas County Assessor's Map 2-2E-31BA; Tax Lots 400 and 1800
- SITE SIZE:** 1.3 acres
- ZONING:** Residential (R-5), General Industrial and General Commercial
- COMP PLAN DESIGNATION:** Medium Density Residential, Commercial and Industrial
- 120-DAY PERIOD:** The application was complete upon the submittal of materials on November 29, 2010. The 120-day period lapses on March 29, 2011.
- PUBLIC NOTICE:** Public notice of the January 10, 2011 City Council hearing was mailed to the Bolton and all other Neighborhood Associations, to affected property owners within 500 feet and Clackamas County on November 30, 2010. The property was posted with a sign on December 6, 2010. Notice appeared in the West Linn Tidings on December 30, 2010. In addition, the application has also been posted on the City's website. Therefore, notice requirements have been satisfied.

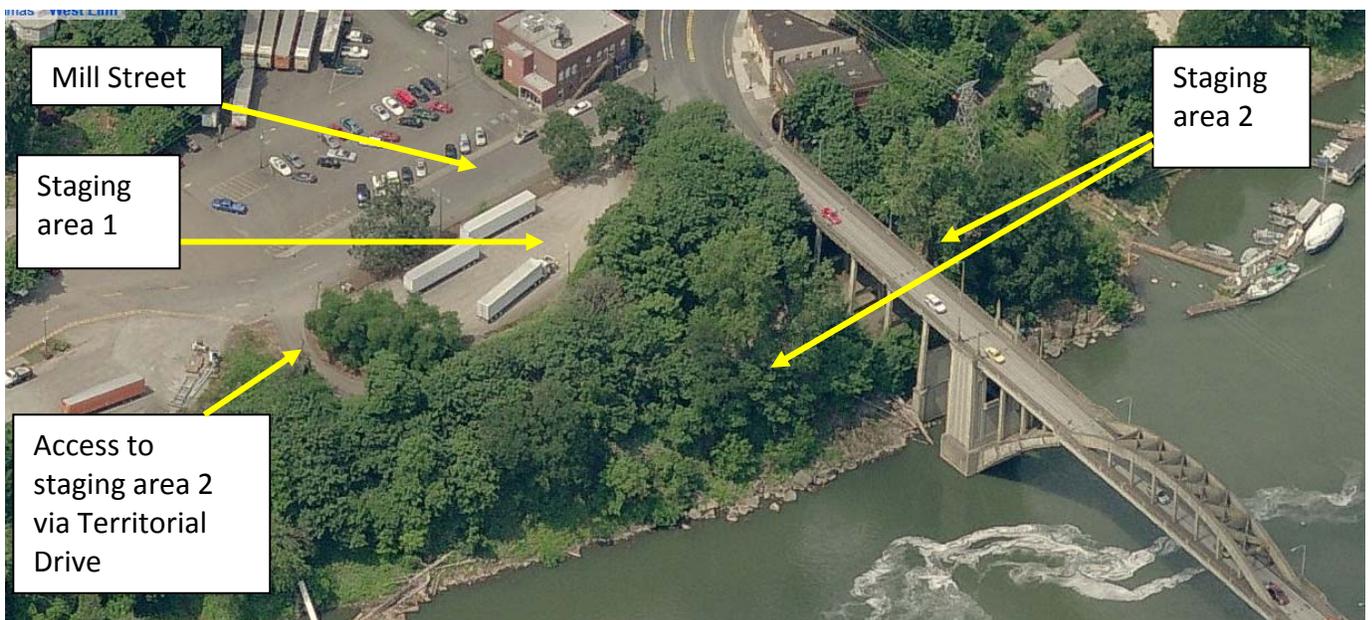
## BACKGROUND

Project Description. The applicant's submittal states that there are concerns about the structural and architectural integrity of the 87 year old bridge linking West Linn and Oregon City. The surfaces are showing signs of cracking, loss of material and discoloration. Also the load capacity is restricted to 14 tons. No commercial vehicles are permitted. Consequently the state will undertake a major renovation of the bridge over the next two years. The project will

require the establishment of staging areas for material and equipment storage, trailer sites and parking. The applicant proposes to use two parcels totaling 1.3 acres which are owned by the West Linn Paper Products Company. The parcels are located at the northwest end of the bridge between the police station and the Willamette River. A large construction barge will be held in place under the bridge with four cables anchored to cleats in native rock along the shoreline and two other cables will be secured to anchors mounted in concrete in the Territorial Drive rights of way. Once the project is complete, these anchor sites will be restored with native vegetation.

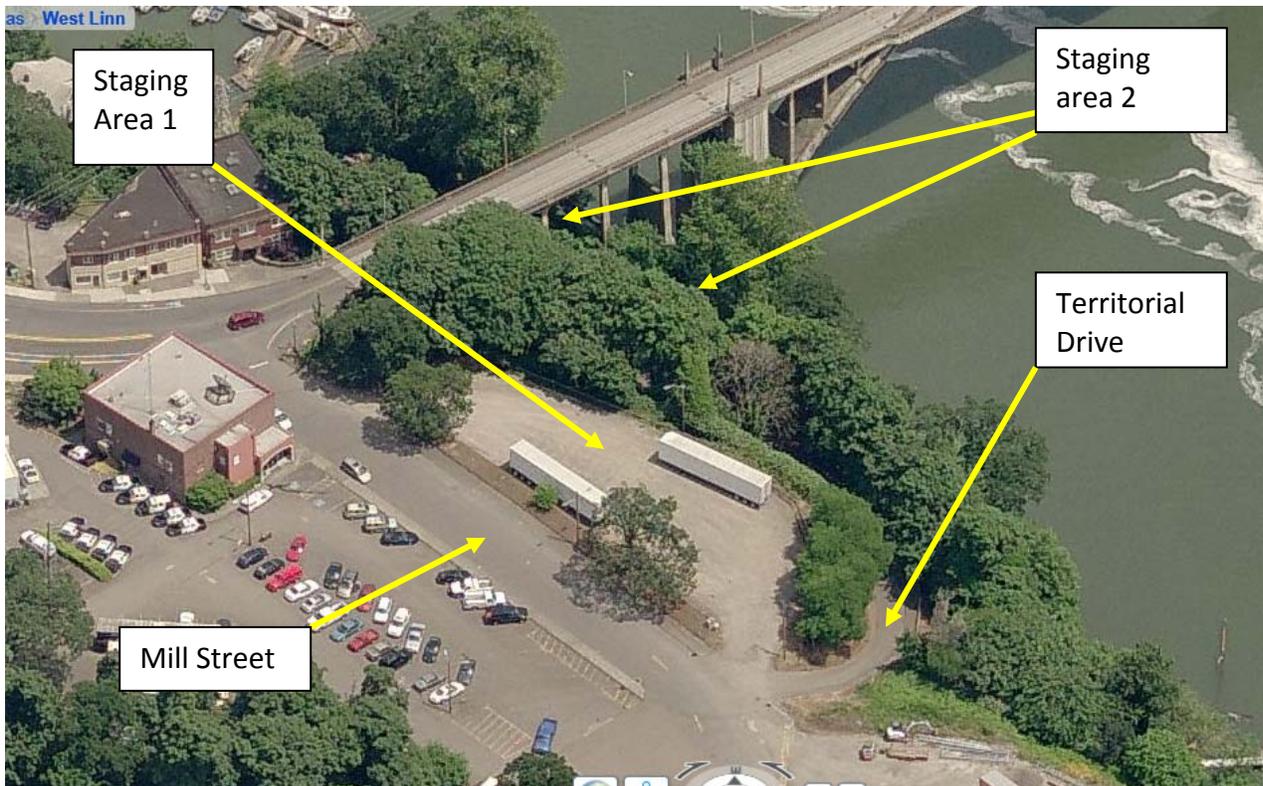
Temporary permits are required for construction related storage. Temporary permits for periods of six to 12 months are issued by the City Council if the applicant has shown that the project is eligible and meets the approval criterion. Because of the length of the project, ODOT will have to apply for a second permit after the first one expires.

Site Conditions. Staging area 1 is a flat paved area southeast of Mill Street while staging area 2 is accessed via Territorial Drive and comprises two flat graveled areas under the bridge. The riparian area outside of these developed sites is steeply sloped and densely forested, as shown in the photograph below.



Surrounding Land Use and Zoning

DIRECTION FROM SITE	LAND USE	ZONING
North	Parking for Paper Mill	General Commercial
East	Residential along Territorial Drive	R-5
South	Willamette River	---
West	Paper Mill	General Industrial



Public Comments: No public comments received. Elizabeth Ruther of Oregon Department of Fish and Wildlife e-mailed staff on December 21, 2010 and was ultimately satisfied with the response she received (see correspondence).

## FINDINGS

Staff finds that the proposed construction staging Areas are eligible as a temporary use per CDC Section 35.040(A)(3) below.

### **35.040 TEMPORARY USES**

#### **A. Temporary uses include:**

1. *Uses associated with the celebration of a specific holiday such as the sale of Christmas trees and fireworks;*
2. *Uses associated with the sale of fresh fruits, produce, and flowers;*
3. *Uses associated with construction...*

The following findings are presented in response to the approval criteria for temporary uses listed in CDC Section 35.040(B):

#### **B. Temporary uses described in Section 35.040(A) may be approved if they:**

1. ***Are located on property that is appropriate for the proposed use as determined by the Planning Director;***

#### **FINDING NO.1**

The proposed staging areas are adjacent to the West Linn-Oregon City Bridge, where all the construction will take place. Staff finds that the upper staging area (staging area 1) across from the Police Station is flat, paved with access to Mill Street. This means that no site preparation is needed for the temporary use. The fact that the staging area already hosts heavy trailer parking and activities associated with the paper mill means that the introduction of additional equipment should be well tolerated.

The staging area 2 comprises flat gravel areas on Territorial Drive adjacent to and underneath the bridge. These areas will allow cranes and workers to more easily access the underbelly of the bridge.



*UPPER STAGING AREA AT RIGHT ON MILL STREET. THE POLICE STATION IS ON THE LEFT.*



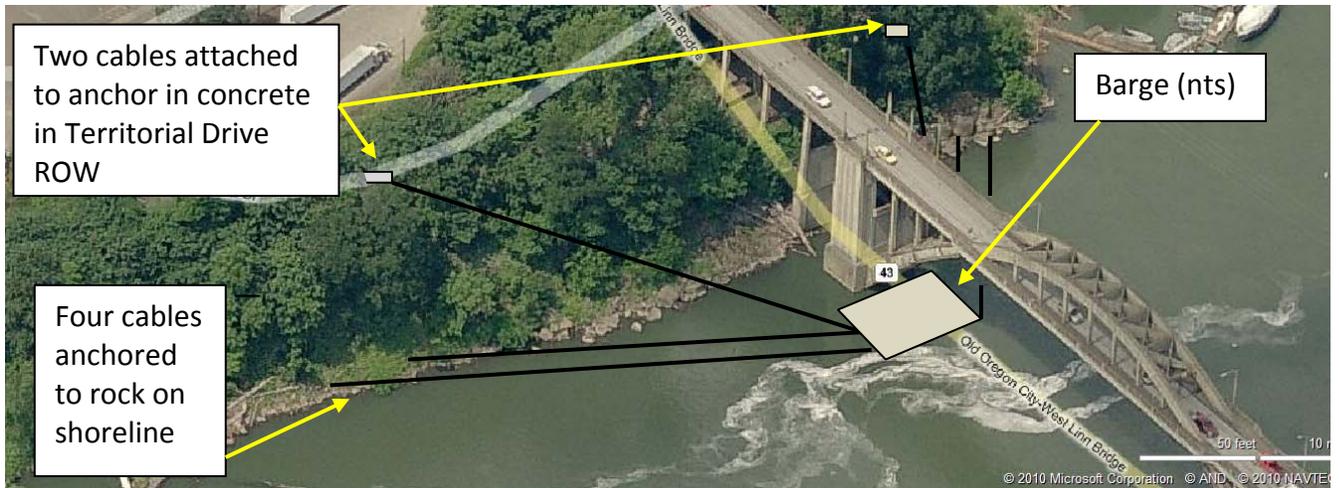
*LOWER STAGING AREA UNDER THE BRIDGE ALONG TERRITORIAL ROAD*



*West Linn-Oregon City Bridge as seen from Territorial Drive/Staging Area 2*

The temporary use site will also provide ODOT with areas to anchor six cables to hold a large construction barge in place under the bridge. Tim Smith of ODOT reported that the four cables at the edge of the river are already anchored into native rock and the two cable anchors that are in the Territorial Drive ROW will be poured concrete. The contractor should be able to get the cables up to the anchors on Territorial Drive without tree loss. Once the project is completed, the anchors in the native rock will be removed as will the concrete mounted anchors on Territorial Drive.

A condition of approval is proposed to restore any site disturbance with native vegetation upon project completion. Erosion control measures are already in place.



**2. Have a paved or graveled surface to minimize dust generation or mud tracking;**

**FINDING NO. 2**

The site across from the Police Station is paved while the staging areas adjacent to Territorial Drive are graveled. ODOT will be required to maintain erosion control measures throughout the project period which will address mud tracking and dust. The City Engineering Department will check for mud being tracked off-site.

**3. Have adequate parking and circulation space;**

**FINDING NO. 3**

This criterion brings up the question of the peak number of workers at the site and whether there is enough room for their parked cars. According to a November 29, 2010 e-mail from ODOT Project Manager Wayne Statler:

*“there could be up to 30 people on the project at the peak but generally it will be fewer than that. There is just not a lot of room to work on the bridge. We have rented a number of parking spaces on the Oregon City side – under the approach spans and along the river wall. When we are not actually working in those areas, they will be used for worker parking. Also there is parking in the area across from the Police station.”*

Staff finds that there are no parking standards for construction projects listed in CDC Chapter 46: Parking. It would seem reasonable that so long as the peak period amount of workers can be accommodated at the site then this criterion is met.

In a subsequent meeting on December 22, 2010, Wayne Statler explained that most work crews carpool to the project site with three or four workers per car being common. Taking a conservative position, the availability of 15 parking spaces should be sufficient.

Staff finds that there are 18 on-street parking spaces along Mill Street, five parking spaces in the paved area of staging area 1, and an additional 19 spaces rented by ODOT in Oregon City for construction and parking. Combined, this parking supply will exceed the parking demand easily. As a fallback position, the West Linn Paper Mill could make additional parking available. Thus the criterion is met.

Adequate circulation usually means: is there enough room on the project site for the internal movement of vehicles? Staff finds that the upper site (staging area 1) will provide enough room. Movement on and off the site will be facilitated by “spotters” or “flaggers” as needed or when heavy equipment is maneuvering on Territorial Drive or Mill Street.

There is also the issue of preserving existing circulation for homeowners/residents of Territorial Drive. There are eight homes along that street. Residents may be slightly impacted by increased traffic between the Police Station and the area under the bridge but beyond that, near their homes, the impacts should be minimal. To ensure that impact is minimal, it would be appropriate to impose a condition that the north edge of the staging area on Territorial Drive is posted with a sign: *“No construction vehicles or construction parking permitted beyond this point”*.

Spotters would also be available as required to direct traffic at the intersection of Mill Street and Willamette Drive. Staff notes that traffic conflicts at this normally busy intersection will be greatly diminished in the course of this construction project given the fact that there will be no traffic on the bridge to contend with.

**4. Are in an area that will allow safe ingress and egress including adequate line of sight;**

**FINDING NO. 4**

The lines of sight around the staging areas, particularly the parking lot across from the Police Station, are excellent. The site also benefits from the fact that there is very little trip generation from the homes on Territorial Drive so the chance of conflicts between construction traffic and homeowners is minimal.

According to Wayne Statler: *“The amount of construction traffic on Territorial will be low volume and random. Spotters will be used to move construction equipment through the intersection if Territorial and Mill when needed. The situation for the residents living on Territorial entering Mill Street will for all wants and purposes be only minimally changed. There may be an occasion where they will need to wait a minute or two for construction equipment to exit or enter Territorial. The paper mill traffic was there before the project and other than signs no other traffic control was provided.”*

Staff proposes a condition of approval to restrict construction traffic from travelling down Territorial Drive beyond the construction site as a way to diminish the chances of conflict and disturbance. Staff also notes that although there is poor line of sight for traffic exiting from

Mill Street onto Willamette Drive, the fact that the bridge will be closed means that there will be no traffic to deal with. That problem is thus eliminated.

**5. *Have the property owner's signed permission.***

**FINDING NO. 5**

The applicant has the property owner's permission as shown by the application form.

**RECOMMENDATION**

Staff has reviewed the applicant's proposal relative to all approval criteria and finds that there are sufficient grounds for approval of the temporary use permit with the conditions listed below.

**RECOMMENDED CONDITIONS OF APPROVAL**

1. Sign. The applicant shall install a sign, per City of West Linn Public Works Standards, facing south, at the southern edge of 5007 Territorial Drive stating: "*No construction vehicles or construction related parking permitted beyond this point*"
2. Site Restoration. The applicant shall replace any damaged or destroyed riparian vegetation and trees impacted by this project (e.g. through installation of the anchor(s), cables, etc.) per CDC Section 32.070 and 32.080.

# CORRESPONDENCE

## Spir, Peter

---

**From:** Elizabeth J Ruther [elizabeth.j.ruther@state.or.us]  
**Sent:** Tuesday, December 21, 2010 12:05 PM  
**To:** Spir, Peter  
**Subject:** RE: File No. Misc-10-25

Great!  
Thanks for your help—

Happy Holidays!

Elizabeth J. Ruther  
District Habitat Biologist  
Oregon Department of Fish and Wildlife  
North Willamette Watershed District  
18330 NW Sauvie Island Road  
Portland, OR 97231

P: 503.621.3488 x228  
F: 503.621.3025

---

**From:** Spir, Peter [mailto:pspir@westlinnoregon.gov]  
**Sent:** Tuesday, December 21, 2010 12:07 PM  
**To:** Elizabeth J Ruther  
**Subject:** RE: File No. Misc-10-25

I just spoke with Tim Smith of ODOT and the four cables at the edge of the river are already anchored into native rock. The two cable anchors that are in the Territorial Drive ROW will be poured concrete. He confirmed that they will be able to get the cable to those anchors without tree loss.

Peter

 Peter Spir  
[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)  
Associate Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2539  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

West Linn Sustainability Please consider the impact on the environment before printing a paper copy of this email.

Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

**From:** Elizabeth J Ruther [mailto:elizabeth.j.ruther@state.or.us]  
**Sent:** Tuesday, December 21, 2010 11:53 AM  
**To:** Spir, Peter  
**Subject:** RE: File No. Misc-10-25

This is very helpful, thanks and I'm not that concerned about the impacts now.  
Do they know how many cables will be anchored into native rock vs having to pour concrete?

Elizabeth J. Ruther  
District Habitat Biologist  
Oregon Department of Fish and Wildlife  
North Willamette Watershed District  
18330 NW Sauvie Island Road  
Portland, OR 97231

P: 503.621.3488 x228  
F: 503.621.3025

---

**From:** Spir, Peter [mailto:pspir@westlinnoregon.gov]  
**Sent:** Tuesday, December 21, 2010 11:43 AM  
**To:** Elizabeth J Ruther  
**Subject:** RE: File No. Misc-10-25

Elizabeth

The staging area locations are well suited to the task given their proximity and the fact that they are already developed.

Staging area 1 is an existing parking lot. Staging area 2 is in an existing graveled area of the ROW of Territorial Road.

Staging area 2's location is necessary to access the work under the bridge with cranes (see photo).

The only concern I had was the anchors for the cables that secure the barge in place under the bridge.

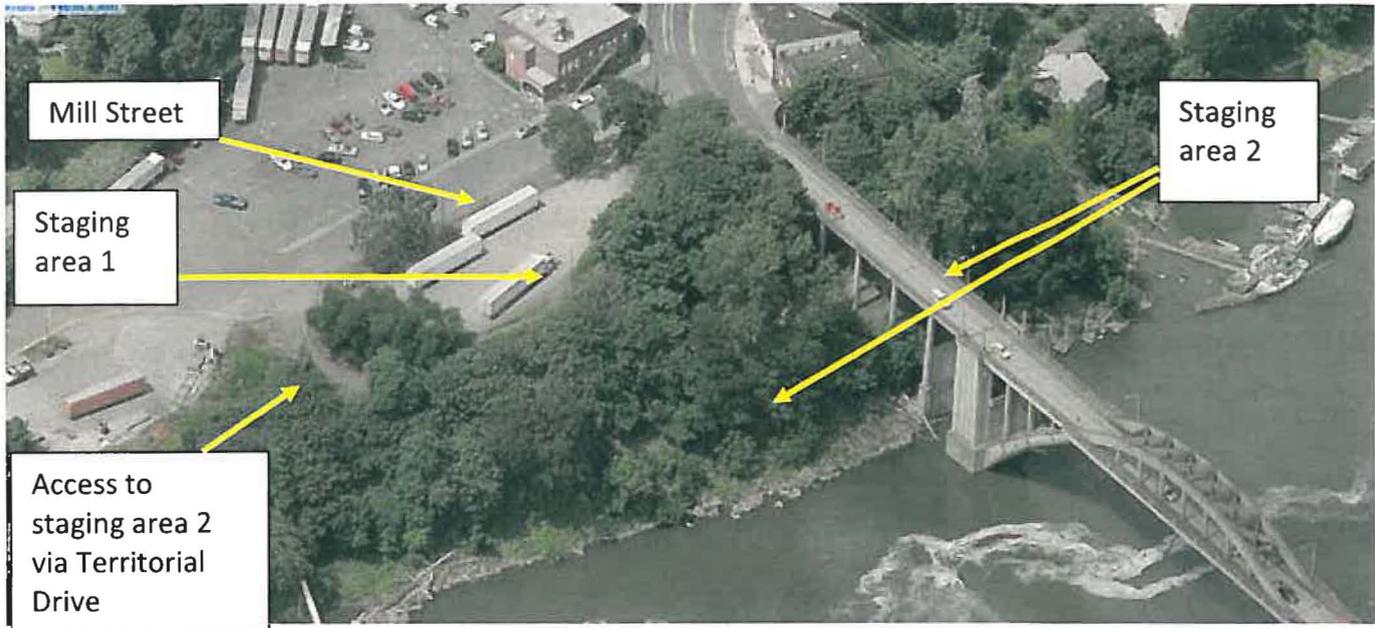
Apparently the anchors will be in the ROW of Territorial Drive and at the river's edge. No tree removal is proposed. Vegetation loss (groundcover, grasses, brush) is expected to be minimal but a condition would require replanting with native plants. Erosion control fences and other measures are in place. No other permits are required by West Linn apart from the Temporary Use permit. Below are some draft findings for my staff report. Let me know if you have any continuing concerns. Thanks.

Peter

-  
Project Description. The applicant's submittal states that there are concerns about the structural and architectural integrity of the 87 year old bridge linking West Linn and Oregon City. The surfaces are showing signs of cracking, loss of material and discoloration. Also the load capacity is restricted to 14 tons. No commercial vehicles are permitted. Consequently the state will undertake a major renovation of the bridge over the next two years. The project will require the establishment of staging areas for material and equipment storage, trailer sites and parking. The applicant proposes to use two parcels totaling 1.3 acres which are owned by the West Linn Paper Products Company. The parcels are located at the northwest end of the bridge between the police station and the Willamette River. To hold a large construction barge in place under the bridge with cables, a number of anchors will be positioned on the shoreline. Once the project is complete, these anchor sites will be restored with native vegetation.

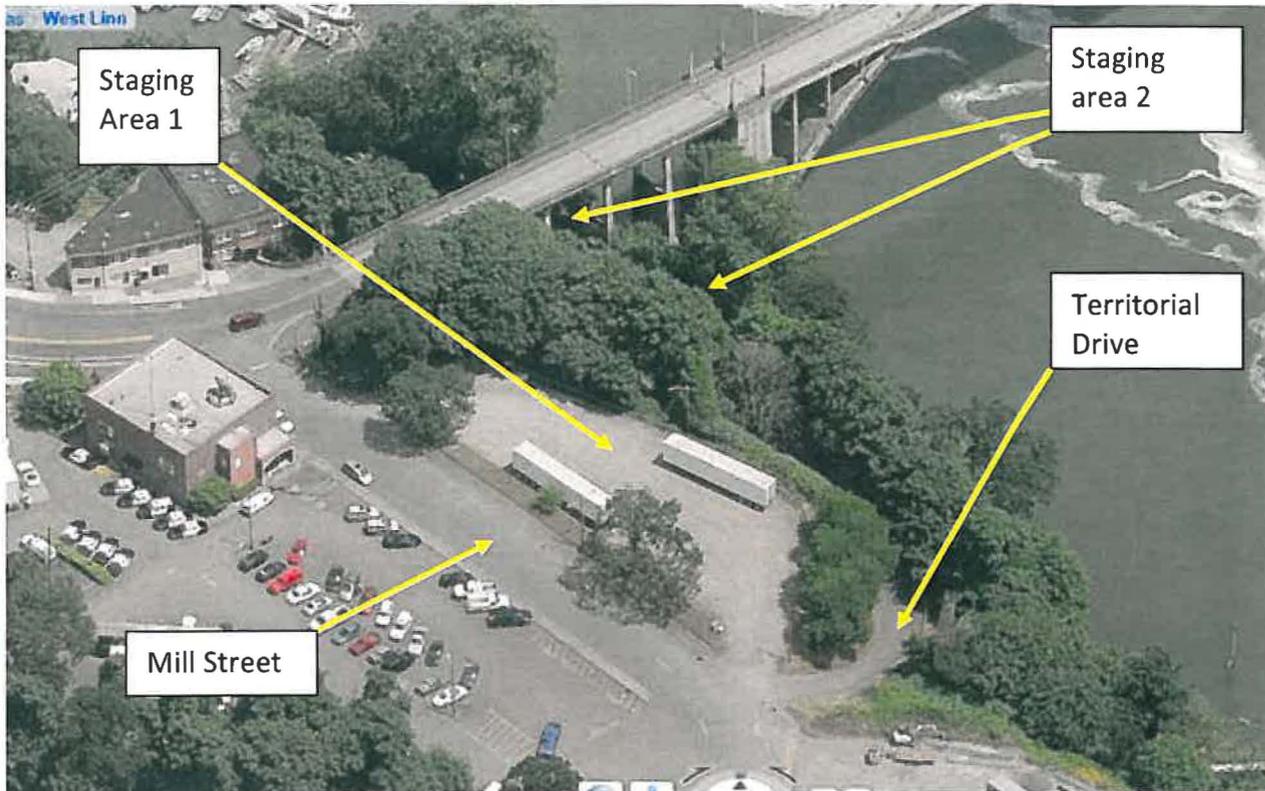
Temporary permits are required for construction related storage. Temporary permits for periods of six to 12 months are issued by the City Council if the applicant has shown that the project is eligible and meets the approval criterion. Because of the length of the project, ODOT will have to apply for a second permit after the first one expires.

Site Conditions. Staging area 1 is a flat paved area southeast of Mill Street while staging area 2 is accessed via Territorial Drive and comprises two flat graveled areas under the bridge.



Surrounding Land Use and Zoning

DIRECTION FROM SITE	LAND USE	ZONING
North	Parking for Paper Mill	General Commercial
East	Residential along Territorial Drive	R-5
South	Willamette River	---
West	Paper Mill	General Industrial



Public Comments: None received

## FINDINGS

Staff finds that the proposed construction staging Areas are eligible as a temporary use per CDC Section 35.040(A)(3) below.

### **35.040** **TEMPORARY USES**

#### *A. Temporary uses include:*

- 1. Uses associated with the celebration of a specific holiday such as the sale of Christmas trees and fireworks;*
- 2. Uses associated with the sale of fresh fruits, produce, and flowers;*
- 3. Uses associated with construction...*

The following findings are presented in response to the approval criteria for temporary uses listed in CDC Section 35.040(B):

**B. Temporary uses described in Section 35.040(A) may be approved if they:**

- 1. Are located on property that is appropriate for the proposed use as determined by the Planning Director;**

**FINDING NO.1**

The proposed staging areas are adjacent to the West Linn-Oregon City Bridge, where all the construction will take place. Staff finds that the upper staging area (staging area 1) across from the Police Station is flat, paved with access to Mill Street. This means that no site preparation is needed for the temporary use. The fact that the staging area already hosts heavy trailer parking and activities associated with the paper mill means that the introduction of additional equipment should be well tolerated.

The staging area 2 comprises flat gravel areas on Territorial Drive adjacent to and underneath the bridge. These areas will allow cranes and workers to more easily access the underbelly of the bridge.



**UPPER STAGING AREA AT RIGHT ON MILL STREET. THE POLICE STATION IS ON THE LEFT.**



*LOWER STAGING AREA UNDER THE BRIDGE ALONG TERRITORIAL ROAD*

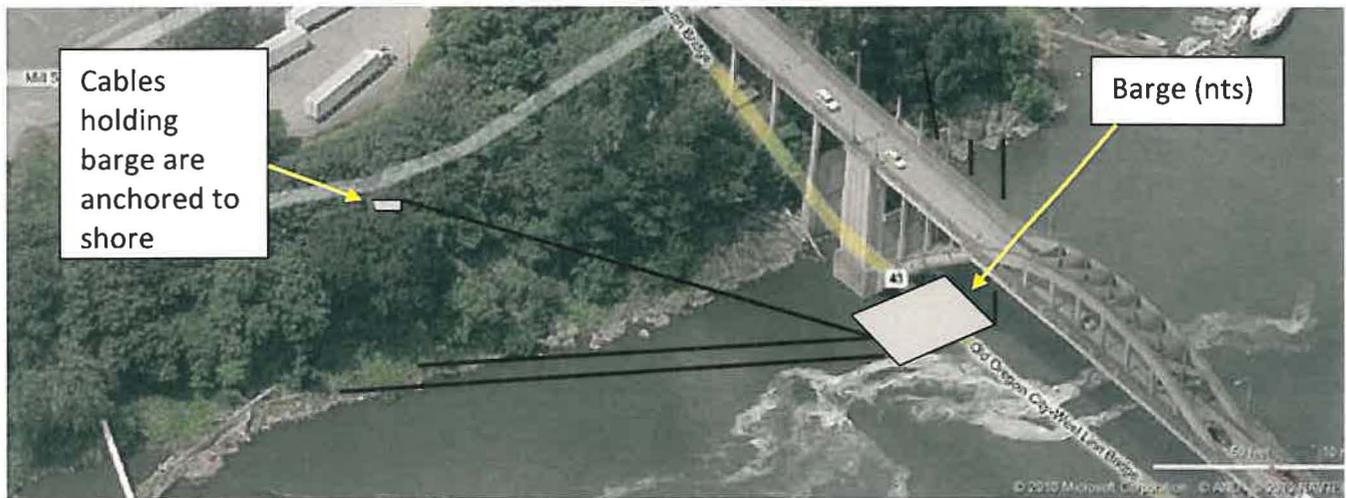


*West Linn-Oregon City Bridge as seen from Territorial Drive/Staging Area 2*

The temporary use site will also provide ODOT with areas to anchor six cables to hold a large construction barge in place under the bridge. The six cables will be attached to anchor cleats which will in turn be drilled into native rock and/or set into concrete blocks. Four of the anchors will be contiguous to the shoreline while two others will be adjacent to Territorial Drive. These locations avoid or minimize disturbance of the hillside and vegetated areas.

According to applicant Wayne Statler: *“The current plan is for four mooring points and two anchors. The mooring points are at the edge of the river and the anchors are higher on the bank. Two of the mooring points are for the barrier boom to protect boaters from hitting the barge cables. They are located 280 feet upstream and 120 feet downstream. The two mooring points for the barge are located 250 feet up stream and 90 feet downstream. The upstream anchor is 280 feet upstream and approximately 160 feet from the edge of the river. The downstream anchor is 60 feet downstream and approximately 160 feet from the edge of the river.”*

A condition of approval is proposed to restore any site disturbance with native vegetation upon project completion.



**CITY OF**  
**West Linn**  
Peter Spir  
[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)  
Associate Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2539  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

West Linn Sustainability Please consider the impact on the environment before printing a paper copy of this email.

Public Records Law Disclosure This e-mail is subject to the State Retention Schedule and may be made available to the public.

**From:** Elizabeth J Ruther [mailto:elizabeth.j.ruther@state.or.us]  
**Sent:** Tuesday, December 21, 2010 9:57 AM  
**To:** Spir, Peter  
**Cc:** Jim Brick  
**Subject:** File No. Misc-10-25

Hi Peter-

I understand the necessity for staging areas when repairing/building new bridges, however I have a couple of concerns with the limited information in the notice.

Will as many mature trees be preserved as possible? The vegetation in that area makes it much more beautiful than it would otherwise be, not to mention the perching, nesting, etc habitat that is present.

Are there oak trees in the area?

Also....what other sites have been considered for staging/storage? I hope that the City will consider vacant lots and other already impacted sites rather than reducing habitat.

If the vegetation is taken out and equipment/materials stored so close to the river, dirty run off, and soil erosion could be a factor.

Your input will be really helpful-

Thanks

Liz

Elizabeth J. Ruther  
District Habitat Biologist  
Oregon Department of Fish and Wildlife  
North Willamette Watershed District  
18330 NW Sauvie Island Road  
Portland, OR 97231

P: 503.621.3488 x228  
F: 503.621.3025

## Spir, Peter

---

**From:** STATLER Wayne A [Wayne.A.STATLER@odot.state.or.us]  
**Sent:** Tuesday, December 21, 2010 2:26 PM  
**To:** Spir, Peter  
**Cc:** WATANABE Richard F; CROCKETT Becky; YOUNG Mary E  
**Subject:** RE: File No. Misc-10-25  
**Attachments:** image001.gif

The following is in response to Elizabeth Ruther:

There should not be impact to mature trees. The trees in the area seem to be maples. I do not remember seeing any oak trees. The staging area across from the police station was already a graveled area. The areas under the West Linn end of the bridge did not have any trees and was being used as a parking area by fishermen and boaters. Some of it was also already graveled. The two anchor points for barge should not require any tree cutting. Erosion control and monitoring are part of the project.

Hi Peter-

I understand the necessity for staging areas when repairing/building new bridges, however I have a couple of concerns with the limited information in the notice.

Will as many mature trees be preserved as possible? The vegetation in that area makes it much more beautiful than it would otherwise be, not to mention the perching, nesting, etc habitat that is present.

Are there oak trees in the area?

Also...what other sites have been considered for staging/storage? I hope that the City will consider vacant lots and other already impacted sites rather than reducing habitat.

If the vegetation is taken out and equipment/materials stored so close to the river, dirty run off, and soil erosion could be a factor.

Your input will be really helpful-

Thanks

Liz

Wayne A. Statler, PE, PMP  
Project Manager, Region 1  
TEL 503-731-3197  
FAX 503-731-3252

---

**From:** Spir, Peter [mailto:[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)]  
**Sent:** Tuesday, December 21, 2010 10:17 AM  
**To:** WATANABE Richard F; STATLER Wayne A  
**Subject:** FW: File No. Misc-10-25

 Peter Spir  
[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)  
Associate Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2539  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

**From:** Elizabeth J Ruther [mailto:elizabeth.j.ruther@state.or.us]  
**Sent:** Tuesday, December 21, 2010 9:57 AM  
**To:** Spir, Peter  
**Cc:** Jim Brick  
**Subject:** File No. Misc-10-25

Hi Peter-

I understand the necessity for staging areas when repairing/building new bridges, however I have a couple of concerns with the limited information in the notice.

Will as many mature trees be preserved as possible? The vegetation in that area makes it much more beautiful than it would otherwise be, not to mention the perching, nesting, etc habitat that is present.

Are there oak trees in the area?

Also....what other sites have been considered for staging/storage? I hope that the City will consider vacant lots and other already impacted sites rather than reducing habitat.

If the vegetation is taken out and equipment/materials stored so close to the river, dirty run off, and soil erosion could be a factor.

Your input will be really helpful-

Thanks

Liz

Elizabeth J. Ruther  
District Habitat Biologist  
Oregon Department of Fish and Wildlife  
North Willamette Watershed District  
18330 NW Sauvie Island Road  
Portland, OR 97231

P: 503.621.3488 x228

F: 503.621.3025

## Spir, Peter

---

**From:** STATLER Wayne A [Wayne.A.STATLER@odot.state.or.us]  
**Sent:** Monday, December 20, 2010 11:35 AM  
**To:** Spir, Peter  
**Cc:** SMITH Timothy D  
**Subject:** RE: Barge anchors

The current plan is for four mooring points and two anchors. The mooring points are at the edge of the river and the anchors are higher on the bank. Two of the mooring points are for the barrier boom to protect boaters from hitting the barge cables. They are located 280 feet upstream and 120 feet down stream. The two mooring points for the barge are located 250 feet up stream and 90 feet down stream. The upstream anchor is 280 feet upstream and approximately 160 feet from the edge of the river. The downstream anchor is 60 feet downstream and approximately 160 feet from the edge of the river.

Wayne A. Statler, PE, PMP  
Project Manager, Region 1  
TEL 503-731-3197  
FAX 503-731-3252

---

**From:** Spir, Peter [mailto:[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)]  
**Sent:** Monday, December 20, 2010 10:48 AM  
**To:** STATLER Wayne A  
**Subject:** Barge anchors

Wayne

Is the construction barge still going to be held in place, at least partially, by cables to onshore anchors. How many anchors and where? Just upstream or upstream and downstream?

Thanks  
Peter

---

 Peter Spir  
[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)  
Associate Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2539  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

*West Linn Sustainability* Please consider the impact on the environment before printing a paper copy of this email.

*Public Records Law Disclosure* This e-mail is subject to the State Retention Schedule and may be made available to the public.

## Spir, Peter

---

**From:** STATLER Wayne A [Wayne.A.STATLER@odot.state.or.us]  
**Sent:** Monday, November 29, 2010 1:25 PM  
**To:** Spir, Peter  
**Subject:** RE: number of workers during peak period of construction

There could be up to 30 people on the project at the peak but generally it will be fewer than that. There is just not a lot of room to work on the bridge. We have rented a number of parking spaces on the Oregon City side – under the approach spans and along the river wall. When we are not actually working in those areas, they will be used for worker parking. Also there is parking in the area across from the Police station.

Wayne A. Statler, PE, PMP  
Project Manager, Region 1  
TEL 503-731-3197  
FAX 503-731-3252

---

**From:** Spir, Peter [mailto:[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)]  
**Sent:** Monday, November 29, 2010 1:16 PM  
**To:** STATLER Wayne A  
**Subject:** number of workers during peak period of construction

Wayne

Do you any estimates on the peak period number of workers at the Oregon City-West Linn bridge project?  
I am trying to get an idea how parking will be handled. Ideally it would be in away to minimize disturbance of the eight homeowners who live on Territorial Drive beyond the site.

Peter

 Peter Spir  
[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)  
Associate Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2539  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

*West Linn Sustainability* Please consider the impact on the environment before printing a paper copy of this email.

*Public Records Law Disclosure* This e-mail is subject to the State Retention Schedule and may be made available to the public.

## Spir, Peter

---

**From:** STATLER Wayne A [Wayne.A.STATLER@odot.state.or.us]  
**Sent:** Tuesday, December 07, 2010 8:41 AM  
**To:** Spir, Peter  
**Subject:** RE: staging areas/flaggers

The amount of construction traffic on Territorial will be low volume and random. Spotters will be used to move construction equipment through the intersection if Territorial and Mill when needed. The situation for the residents living on Territorial entering Mill Street will for all wants and purposes be only minimally changed. There may be an occasion where they will need to wait a minute or two for construction equipment to exit or enter Territorial. The paper mill traffic was there before the project and other than signs not other traffic control was provided.

Wayne A. Statler, PE, PMP  
Project Manager, Region 1  
TEL 503-731-3197  
FAX 503-731-3252

---

**From:** Spir, Peter [mailto:[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)]  
**Sent:** Tuesday, December 07, 2010 8:00 AM  
**To:** STATLER Wayne A  
**Subject:** staging areas/flaggers

Wayne

There is a tight curve near the Mill Street and Territorial Drive intersection. Line of sight is not great. It's an intersection of Paper Mill traffic, residents of Territorial Drive and your construction crews. Will there be flaggers once the project gets under way?

Peter

---

**West Linn**  
Peter Spir  
[pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov)  
Associate Planner  
22500 Salamo Rd.  
West Linn, OR, 97068  
P: (503) 723-2539  
F: (503) 656-4106  
Web: [westlinnoregon.gov](http://westlinnoregon.gov)

*West Linn Sustainability* Please consider the impact on the environment before printing a paper copy of this email.

*Public Records Law Disclosure* This e-mail is subject to the State Retention Schedule and may be made available to the public.

**CITY OF WEST LINN  
CITY COUNCIL PUBLIC HEARING NOTICE  
FILE NO. MISC-10-25**

The West Linn City Council is scheduled to hold a public hearing, on **January 10, 2011, starting at 6:30 p.m.** in the Council Chambers of City Hall (located at 22500 Salamo Road, West Linn, OR,) to consider the request of the Oregon Department of Transportation to obtain a one-year temporary permit to establish three equipment and material storage and staging areas near the West Linn Police Station and Mill Street for the old Oregon City-West Linn Bridge reconstruction project. A temporary use permit is required. The approval criterion is found in Community Development Code chapter 35. Approval or disapproval of the request by City Council will be based upon these criteria and these criteria only. At the hearing, it is important that comments relate specifically to the applicable criteria listed.

You have received this notice because our records show that you own property within 500 feet of the proposed temporary sites. The sites are located at Clackamas County Assessor's Map 2-2E-23CD, Tax Lots 400 and 1800.

The complete application in the above noted file is available for inspection at no cost at City hall or copies can be obtained for a minimal charge per page. At least ten days prior to the hearing, a copy of the staff report will be available for inspection. For further information, please contact Peter Spir, Associate Planner, at City Hall, 22500 Salamo Road, West Linn, OR 97068. For fastest response please email at [pspir@westlinnoregon.gov](mailto:pspir@westlinnoregon.gov) , alternately you may telephone at 503-723-2539.

The hearing will be conducted in accordance with the rules of Section 99.170 of the Community Development Code, adopted December 14, 1987, Ordinance 1129. Anyone wishing to present written testimony on this proposed action may do so in writing prior to, or at the public hearing. Oral testimony may be presented at the public hearing. At the public hearing, the Planning Commission will receive a staff report presentation from the City Planner; and invite both oral and written testimony. The Planning Commission may continue the public hearing to another meeting to obtain additional information, or close the public hearing and take action on the application. If a person submits evidence in support of the application, any party is entitled to request a continuance of the hearing. If there is no continuance granted at the hearing, any participant in the hearing may request that the record remain open for at least seven days after the hearing. Failure to raise an issue in person or by letter at some point prior to the close of the hearing, or failure to provide sufficient specificity to afford the decision maker an opportunity to respond to the issue, precludes an appeal to the Land Use Board of Appeals (LUBA) based on that issue.

TERESA ZAK  
Planning Administrative Assistant

Applicant's Submittal

MISC-10-25



# Oregon

Theodore R. Kulongoski, Governor

## Department of Transportation

3700 SE 92<sup>nd</sup> Avenue,  
Portland, Oregon 97266  
Telephone (503) 731-3244  
Fax (503) 731-3252

**Project Manager**  
**Wayne Statler, PE, PMP**

16 November 2010

City of West Linn  
Planning and Building  
22500 Salamo Road, #1000  
West Linn, Oregon 97068

Subject: OR 43: Willamette River Bridge  
ODOT Contract Number 14238

City of West Linn:

The bridge crossing between West Linn and Oregon City on OR 43 was designed and built by Conde McCullough in 1923. Time has taken its toll on the bridge both structurally and architecturally. The loading on the bridge is currently restricted to no commercial vehicles and a maximum of 14 tons. The surfaces of the bridge show cracking, loss of material, and discoloration. The purpose of the subject project is to rehabilitate the bridge both structurally and architecturally to its original condition.

The bridge consists of two arch ribs with a roadway running between them. The roadway is held in place by columns and hangers from the arch ribs. While it appears to be a concrete bridge, the bridge is actually a steel bridge covered with concrete and shotcrete to protect it. The work on the bridge includes:

- Removal of all shotcrete on the arch ribs by hydro-blasting and the installation of new shotcrete.
- Removal and replacement of the sidewalks and bridge rail. The reinforcement in the existing sidewalks and bridge rails is not strong enough to meet current safety standards. The new bridge rails will have an embedded steel beams.
- Removal and replacement of deteriorated concrete.
- Inspection and repair as necessary of the steel components of the bridge.
- New bridge deck surface.
- Water resistant sealants.

Since this is a bridge project, the only usable ODOT right-of-way available is at the ends of the bridge. The amount of ODOT right-of-way is not sufficient to perform the work and additional area is needed. The paper mill has agreed to the use of two sites on their property.

The first site is across Mill Street from the police station. The Contractor's site office trailer will be located on this site along with a changing trailer for construction workers and small tool storage. The activities that will take place at this site are the Contractor's field administration of project, project meetings, arrivals and departures of construction workers, parking of vehicles and

equipment, and temporary storage of material to be installed on the bridge. Any one wanting to contact the contractor could go to the Contractor's field office on this site.

The second site is between Mill Street (a.k.a. Territorial Road) and the river. This site will be used for temporary material and equipment storage. A significant use of this site will be for the temporary storage and treatment of hydro-blasting water. The treatment of the water involves pumps, settling tanks, and filters.

The feed water for the hydro-blasting process needs to be very low in particulates, and even with final filtering the source needs to be relatively pure. If water from a fire system is not acceptable, then a potable water source is needed. Both West Linn and Oregon City will be approached as possible sources of water for hydro-blasting. An alternative is to truck water in from other sources.

Hydro-blasting is a mechanical process and the water use has only minor chemical changes. The water will be collected, the solids and particulate removed, and treated to remove any minor chemical changes. ODOT is pursuing permits for the disposal of the hydro-blasting effluent water into either sanitary sewers or into the Willamette River.

The bridge will be closed to all traffic from January 15<sup>th</sup>, 2011 to October 15, 2012. The estimated completion date for all work on the project is March 31, 2013

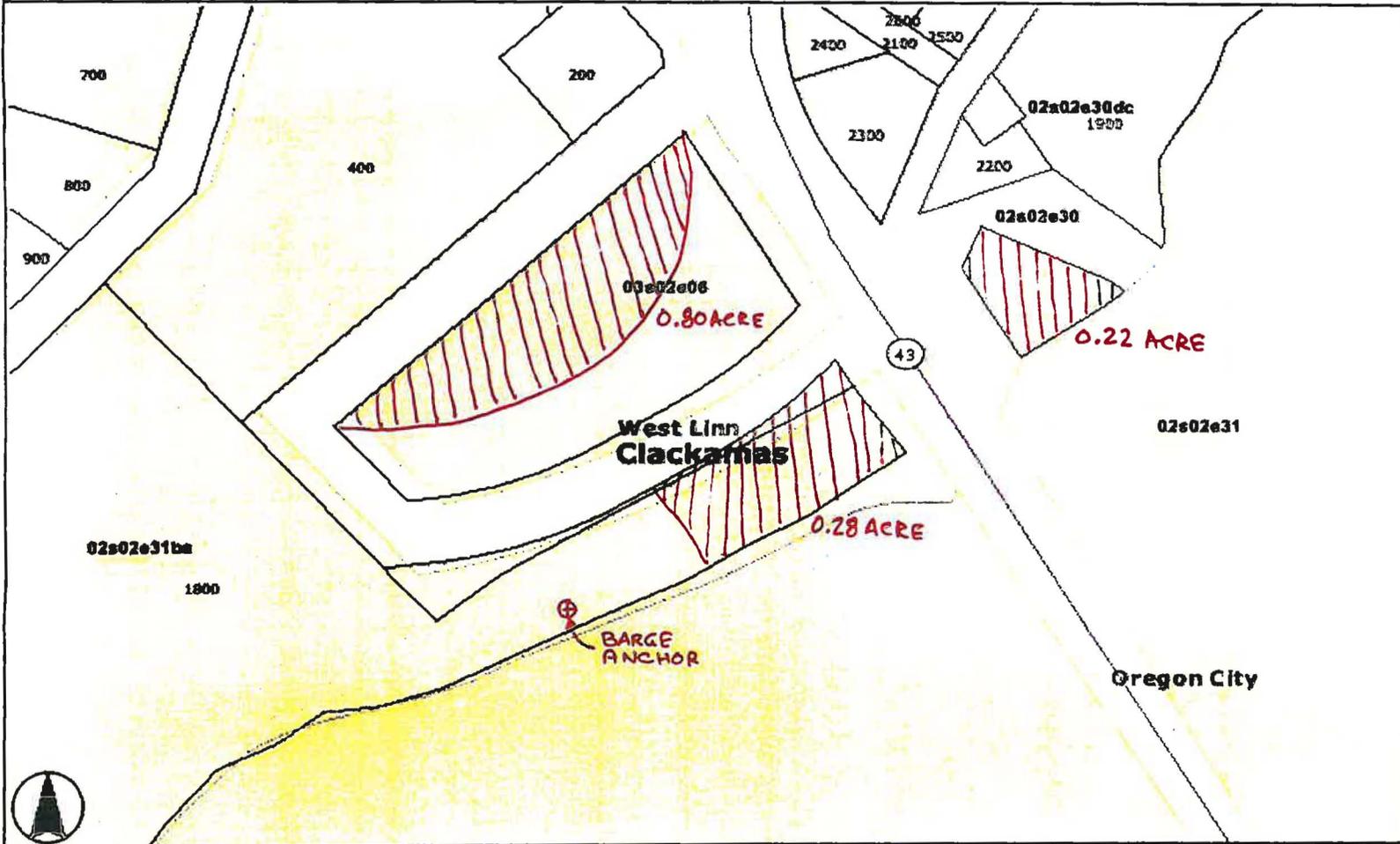
ODOT is requesting a one year temporary use permit from the West Linn City Council with another one year permit thereafter.

Sincerely,



Wayne A. Statler  
Project Manager  
3700 SE 92<sup>nd</sup> Avenue  
Portland, Oregon 97266  
(503) 731-3197  
Wayne.A.Statler@ODOT.state.or.us

# ORMAP



## Legend

- Counties
- Taxlots
- Highways
- Maps
  - 02s02e30
  - 02s02e30dc
  - 02s02e31
  - 02s02e31ab
  - 02s02e31ba
  - 03s02e06



## Overview



## Disclaimer

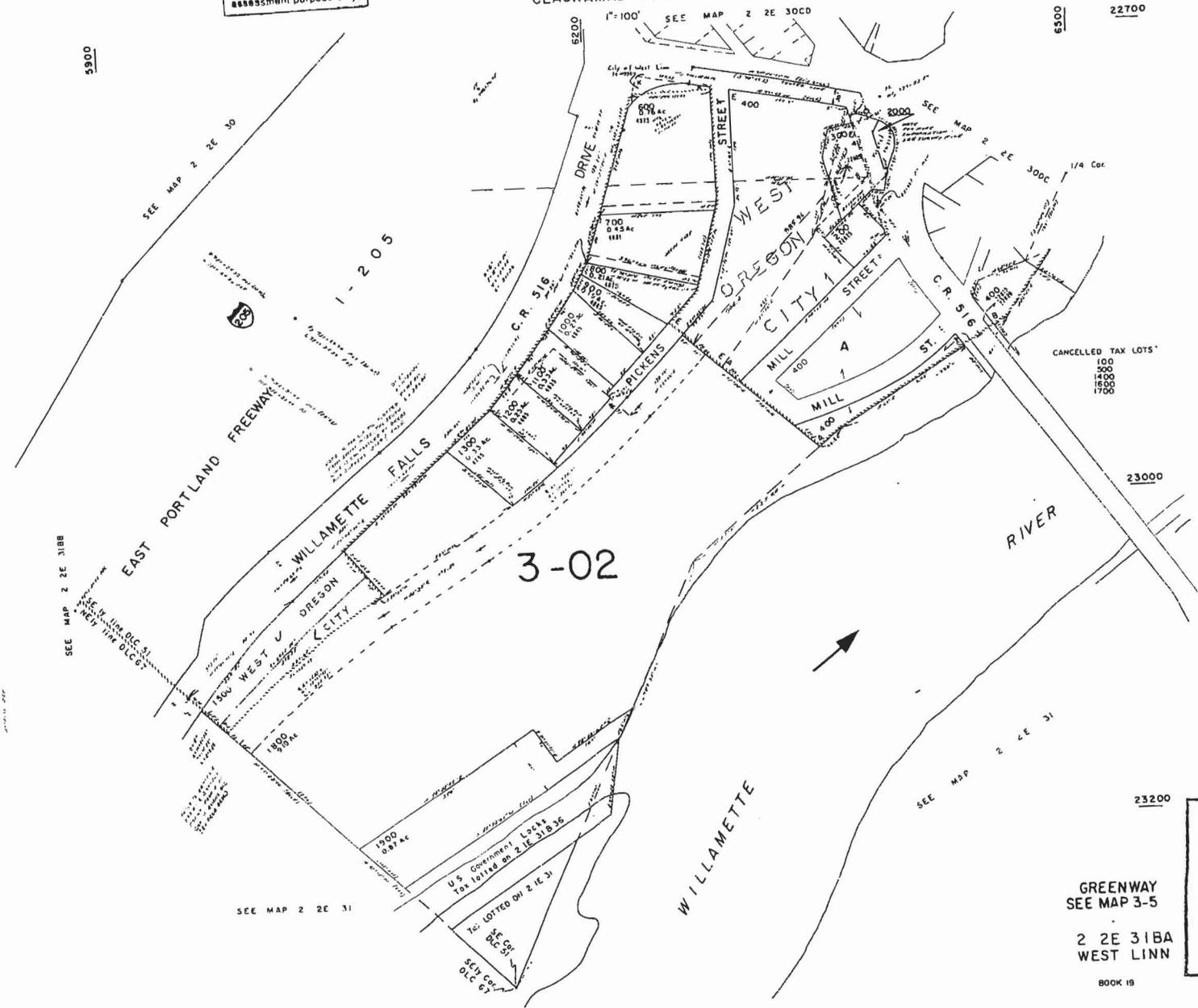
FOR ASSESSMENT PURPOSES ONLY.  
DO NOT RELY ON FOR ANY OTHER USE.

This map was prepared for assessment purpose only.

NE 1/4 NW1/4 SEC 31 T.2S. R.2E. WM.  
CLACKAMAS COUNTY

D.L.C.  
HUGH BURNS NO. 51

2 2E 31BA  
WEST LINN



RECEIVED

NOV 22 2010

PLANNING & BUILDING  
CITY OF WEST LINN  
INT. TIME 11:00 AM

GREENWAY  
SEE MAP 3-5

2 2E 31BA  
WEST LINN

BOOK 19

MISC 10-25

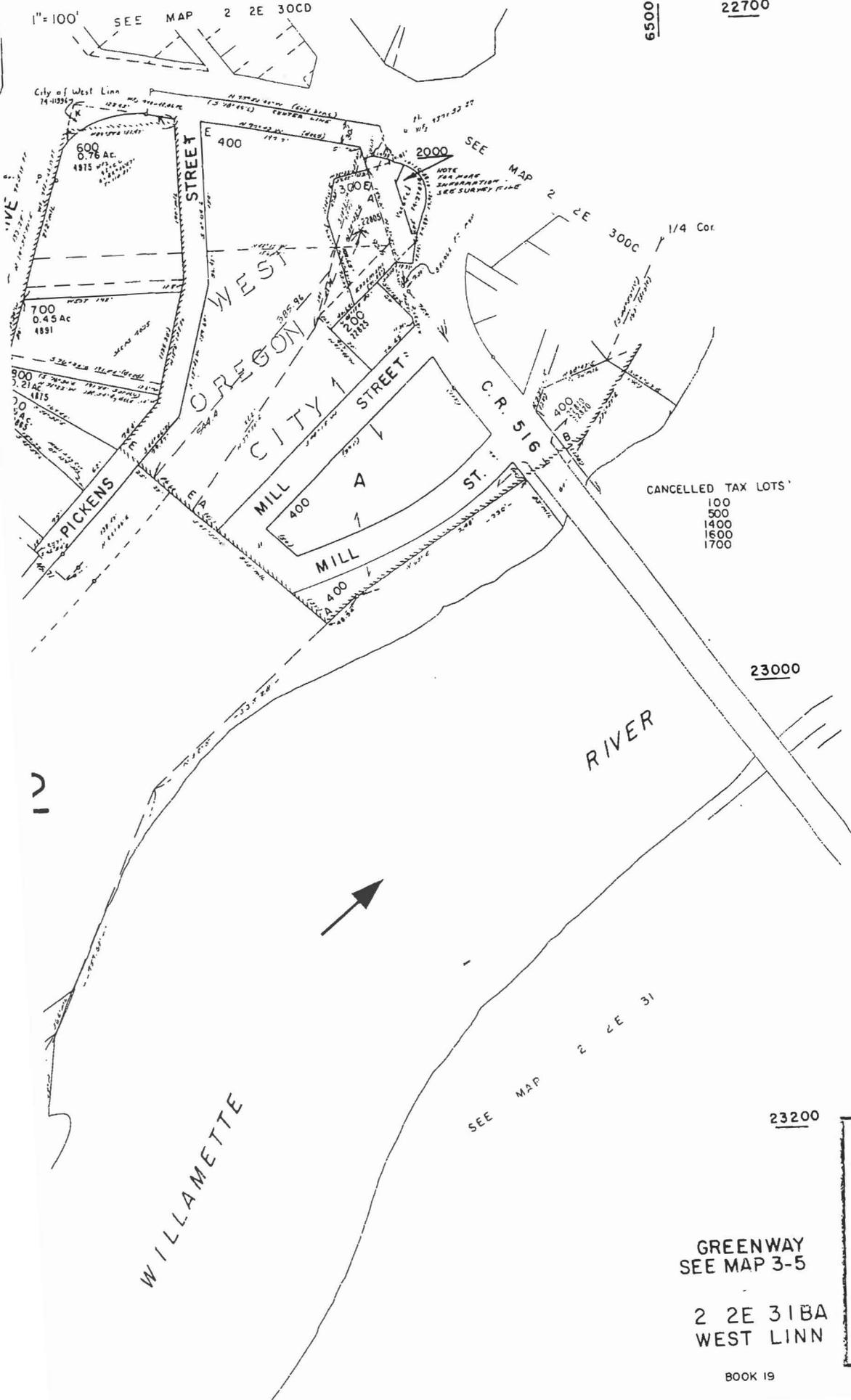
SEC 31 T.2S. R.2E. W.M.  
AMAS COUNTY

D. L. C.  
HUGH BURNS NO. 51

2 2E 31BA  
WEST LINN

1"=100' SEE MAP 2 2E 30CD

6500 22700



CANCELLED TAX LOTS'  
100  
500  
1400  
1600  
1700

23000

23200

GREENWAY  
SEE MAP 3-5

2 2E 31BA  
WEST LINN

BOOK 19

**RECEIVED**

NOV 22 2010

PLANNING & BUILDING  
CITY OF WEST LINN  
INT. *SK* TIME 11 AM

MISC 10-25

**General Concept Notes:**

These notes apply to Dwg. 82230 through 82233 inclusive.

All details are conceptual.

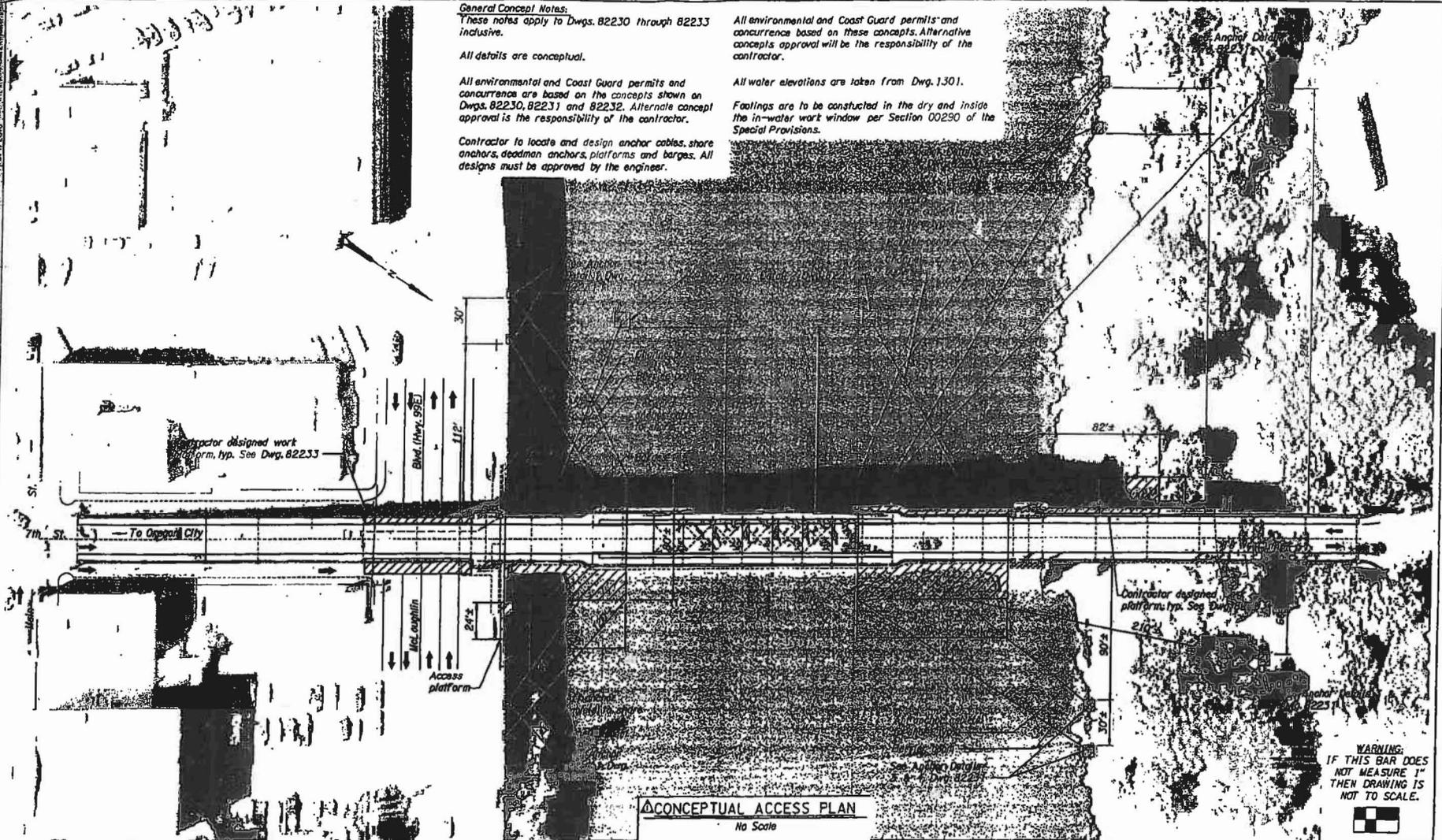
All environmental and Coast Guard permits and concurrence are based on the concepts shown on Dwg. 82230, 82231 and 82232. Alternate concept approval is the responsibility of the contractor.

Contractor to locate and design anchor cables, shore anchors, deadman anchors, platforms and barges. All designs must be approved by the engineer.

All environmental and Coast Guard permits and concurrence based on these concepts. Alternative concepts approval will be the responsibility of the contractor.

All water elevations are taken from Dwg. 1301.

Fallings are to be constructed in the dry and inside the in-water work window per Section 00290 of the Special Provisions.



**CONCEPTUAL ACCESS PLAN**

No Scale

WARNING:  
IF THIS BAR DOES  
NOT MEASURE 1"  
THEN DRAWING IS  
NOT TO SCALE.

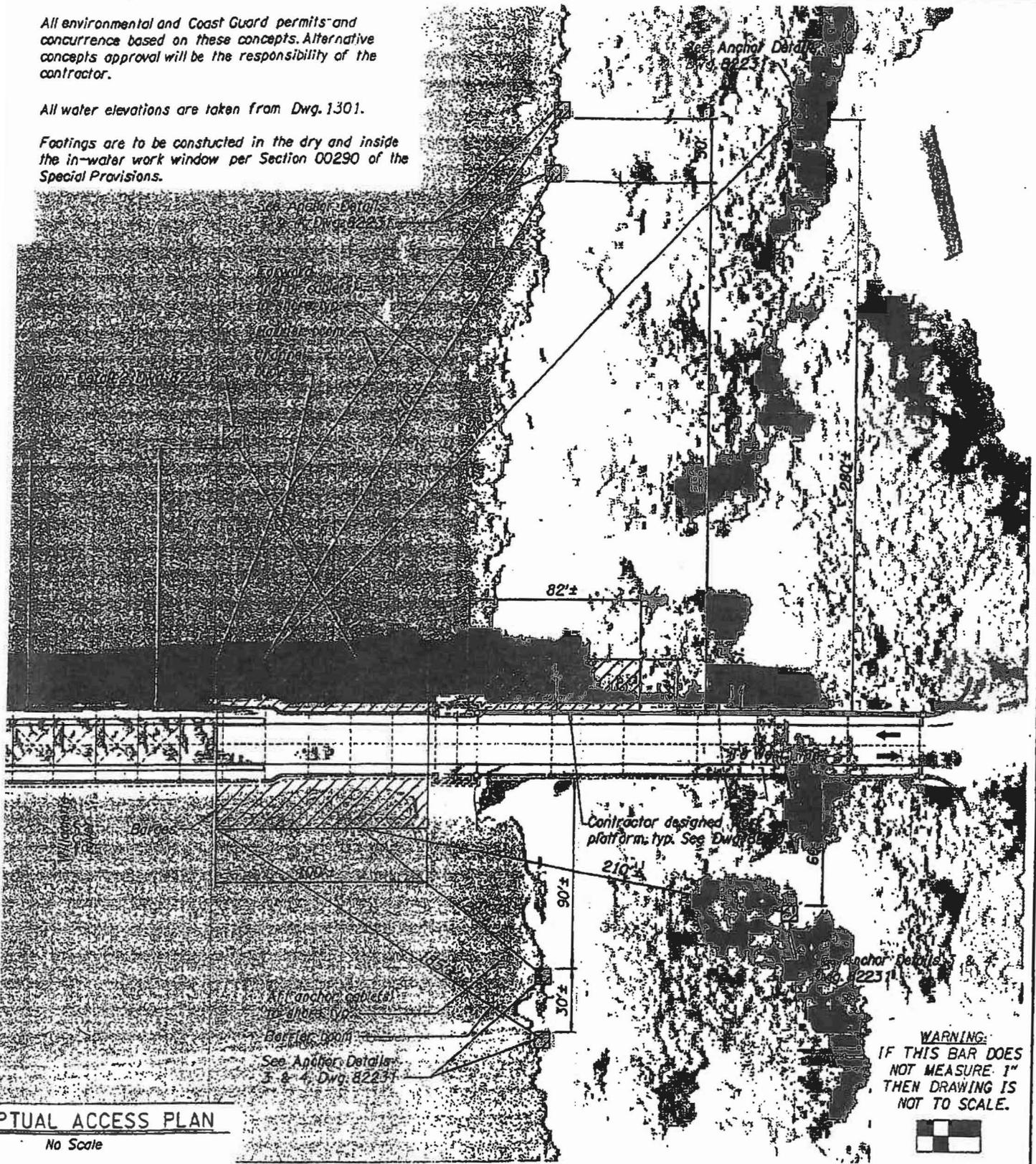


DATE 8/21/09	REVISION Added Barrier Boom	BY RDC	DRFTER OREC CAD	OREGON DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 00357	WILLAMETTE R. and HWY 1E, HWY 3 (OREGON CITY) OR43: WILLAMETTE RIVER BRIDGE (OREGON CITY) OSWEGO HIGHWAY CLACKAMAS COUNTY	SHEET 1 OF 4
ACCOMPANIED BY DWGS. See Dwg. 81811 for this structure			CHECKER 	OREC CONSULTING ENGINEERS <small>Corporate Office: 650 COLLEENY CLARK ROAD, SUITE 100, BUEHNE, OREGON 97006 2005 ANDREW STREET SE, SUITE 100, BUNIA, OREGON 97006 100 POPLAR DRIVE, MEDFORD OREGON 97504 2005 BY HANCOCK ROAD, SUITE 101, LAKE OSWEGO OREGON 97031</small>	CALC. BOOK	CONCEPTUAL WORK ACCESS PLAN	DRAWING NO. 82230

All environmental and Coast Guard permits and concurrence based on these concepts. Alternative concepts approval will be the responsibility of the contractor.

All water elevations are taken from Dwg. 1301.

Footings are to be constructed in the dry and inside the in-water work window per Section 00290 of the Special Provisions.



**PTUAL ACCESS PLAN**

No Scale

DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 00357	WILLAMETTE R. and HWY 1E, HWY 3 (OREGON CITY) OR43: WILLAMETTE RIVER BRIDGE (OREGON CITY) OSWEGO HIGHWAY CLACKAMAS COUNTY	SHEET 1 OF 4
	DATE Aug. 2009		DRAWING NO. 82230
CALC. BOOK	CONCEPTUAL WORK ACCESS PLAN		

1 COUNTRY CLUB ROAD, SUITE 1008 EUGENE, OREGON 97401-8089  
 15 MISSION STREET SE, SUITE 100 SALEM, OREGON 97302-1285  
 5 POPULAR DRIVE, MEDFORD OREGON 97504-3207  
 5 SW MEADOWS ROAD, SUITE 182, LAKE OSWEGO OREGON 97134-4283



# DEVELOPMENT REVIEW APPLICATION

RECEIVED

NOV 22 2010

ODOT PROJECT MANAGER

**TYPE OF REVIEW (Please check all boxes that apply):**

- Annexation
- Appeal and Review \*
- Conditional Use
- Design Review
- Easement Vacation
- Extraterritorial Ext. of Utilities
- Final Plat or Plan
- Flood Plain Construction
- Hillside Protection and Erosion Control
- Historic District Review
- Legislative Plan or Change
- Lot Line Adjustment \*/\*\*
- Minor Partition (Preliminary Plat or Plan)
- Non-Conforming Lots, Uses & Structures
- One-Year Extension \*
- Planned Unit Development
- Pre-Application Meeting \*
- Quasi-Judicial Plan or Zone Change
- Street Vacation
- Subdivision
- Temporary Uses \*
- Tualatin River Greenway
- Variance
- Water Resource Area Protection/Wetland
- Willamette River Greenway
- Other/Misc

Home Occupation, Pre-Application, Sidewalk Use Application \*, Permanent Sign Review \*, Temporary Sign Application require different application forms available in the forms and application section of the City Website or at City Hall.

TOTAL FEES/DEPOSIT \$1,090<sup>00</sup>

West Linn Paper Co., 4800 Mill St, West Linn 97068 503557-6500  
OWNER (PRINT) ADDRESS CITY ZIP PHONE &/OR E-MAIL

WAYNE A. STATLER 3700 SE 92<sup>ND</sup> AVENUE PORTLAND 97266 503-731-3197  
APPLICANT (PRINT) ADDRESS CITY ZIP PHONE &/OR E-MAIL

CONSULTANT (PRINT) ADDRESS CITY ZIP PHONE &/OR E-MAIL  
SITE LOCATION/ADDRESS ACROSS MILL STREET FROM THE POLICE STATION AND BETWEEN MILL STREET AND THE RIVER UNDER WEST LINN END OF BRIDGE

Assessor's Map No.: 2 2E 31BA Tax Lot(s): 400 & 1800 Total Land Area: 1.30 ACRE

1. All application fees are non-refundable (excluding deposit).
2. The owner/applicant or their representative should be present at all public hearings.
3. A denial or approval may be reversed on appeal. No permit will be in effect until the appeal period has expired.
4. Four (4) complete hard-copy sets (single sided) of application materials must be submitted with this application. One (1) complete set of digital application materials must also be submitted on CD in PDF format.  
\* No CD required / \*\* Only one copy needed

The undersigned property owner(s) hereby authorizes the filing of this application, and authorizes on site review by authorized staff. I hereby agree to comply with all code requirements applicable to my application.

SIGNATURE OF PROPERTY OWNER(S)  
X [Signature] Date 11/17/10

SIGNATURE OF APPLICANT(S)  
X Wayne A. Statler Date 16 NOV 2010

ACCEPTANCE OF THIS APPLICATION DOES NOT INFER A COMPLETE SUBMITTAL. THE APPLICANT WAIVES THE RIGHT TO THE PROVISIONS OF ORS 94.020. ALL AMENDMENTS TO THE COMMUNITY DEVELOPMENT CODE AND TO OTHER REGULATIONS ADOPTED AFTER THE APPLICATION IS APPROVED SHALL BE ENFORCED WHERE APPLICABLE. APPROVED APPLICATIONS AND SUBSEQUENT DEVELOPMENT IS NOT VESTED UNDER THE PROVISIONS IN PLACE AT THE TIME OF INTIAL APPLICATION.  
CONTACT: PLANNING AND BUILDING; 22500 SALAMO RD #1000; WEST LINN, OR 97068; PHONE: 656-4211 FAX: 656-4106  
PLANNING@WESTLINNOREGON.GOV