

Schroder, Lynn

From: City of West Linn <webmaster@westlinnoregon.gov>
Sent: Tuesday, February 3, 2026 8:30 AM
To: Schroder, Lynn
Subject: City of West Linn Website submission: Meeting Request to Speak Signup

Submitted on Tuesday, February 3, 2026 - 8:29am

①

Submitted by anonymous user: 76.105.231.120

Submitted values are:

Full Name Rob Cozzi

Email Address Cccuda@comcast.net

Cell Phone Number 9715335554

Home Phone Number 5035571735

Street Address 4151 Norfolk St.

City West linn

State Oregon

Item you would like to speak on New Operations Center CUP

Board Uncertain

Meeting Date Wed, 02/04/2026

The results of this submission may be viewed at:

<https://westlinnoregon.gov/node/45911/submission/91179>



CITY OF
West Linn

Planning Commission Request to Speak

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☐ I request to speak during **General Public Comments** – (3 minutes). Please specify topic (*required*):

☐ I request to testify on **CUP-25-02/DR-25-02/WAP-25-01 Proposal for New City of West Linn Operations Support Facility at the vacant parcel east of the Salamo Road/Greene Street intersection** (5 minutes for all speakers).

☐ In Support

☒ Neither for nor against

☐ In Opposition

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☐ I do not wish to speak; however, I would like to **have standing on CUP-25-02:**

☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: Rob Cozzi

Name of Organization (if applicable): N/A

Address: 4151 NORFOLK ST

City: WEST LINN State OR Zip 97068

Email (optional): eccud@a@comcast.net

STREET

at their meeting July 20, 2011, the West Unit Planning Commission held a public hearing to consider the request by the City of West Unit Public Works Department to approve a proposed stall, proposed carport, and proposed new fuel tank at 1100 Modelt Street. This required a Conditional Use Permit and Class I Design Review permit. The approval criteria for Conditional Use Permit are found in Chapter 60 of the DDC. The approval criteria for Design Review are found in Chapter 55 of the DDC. The approval criteria for the R-20 zone are found in Chapter 11 of the DDC. The hearing was conducted pursuant to the provisions of DCC Chapter 99.

The hearing commenced with a staff report presented by Tom Sogge, Associate Planner. Mike Cardwell of the Public Works Department presented for the applicant. Lisa Cozzi spoke neutrally on the application. Nobody spoke in favor of or opposed to the application. Mr. Cardwell provided further comments for the applicant.

A motion was made, seconded, and passed to approve the application with two new findings, and with modification to staff's proposed conditions of approval 2 and 3. The additional findings are as follows:

Additional Finding 1:

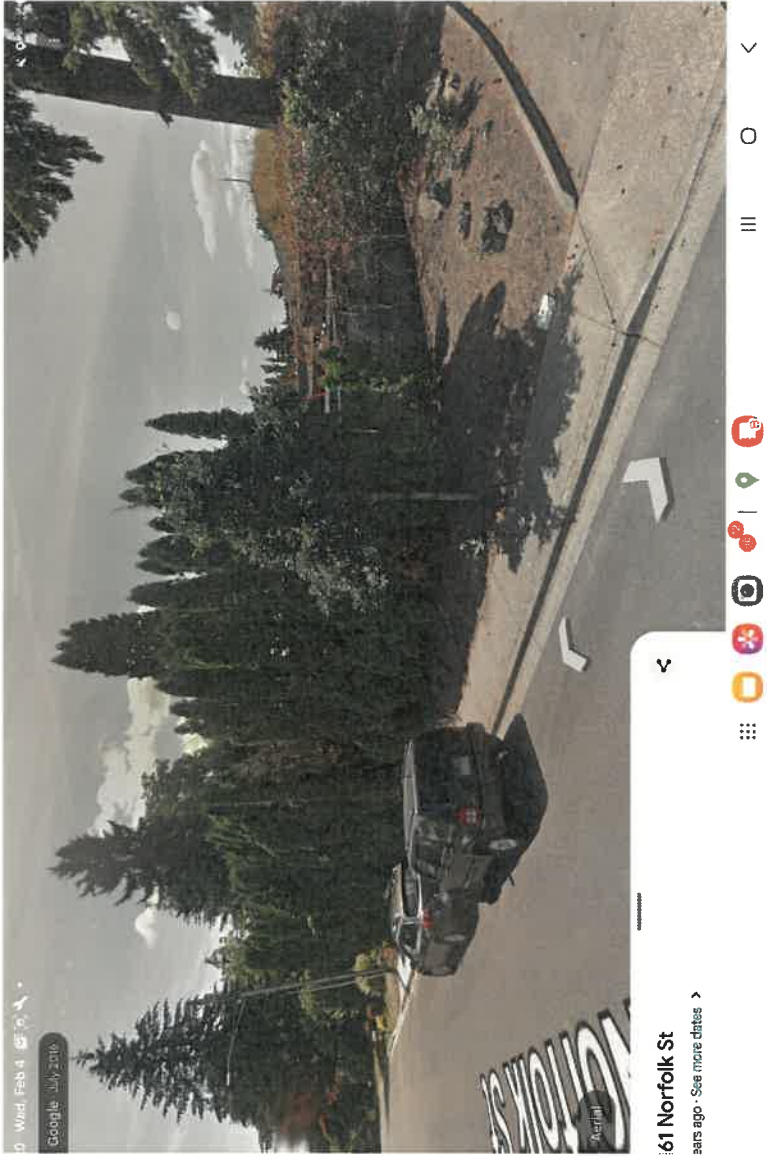
Some of the existing arbor vitae screening the site are in poor condition. Also, there should be a guarantee of appropriate maintenance to ensure the continued health and life of the arbor vitae required to be planted by Condition of Approval 2. Therefore the condition should address the replacement of dead or dying existing vegetation and should address the continued maintenance of new and existing vegetation.

Additional Finding 2:

Staff's proposed Condition of Approval 3 is correct to remove the arbor vitae within the clear vision areas of the driveways off of Sussex Street. However, to ensure the most screening possible while meeting clear vision area provisions, these shall be replaced with other vegetation that will not grow over 3 feet high.

The approved conditions of approval are as follows:

1. **Site Data.** Write the exception of modifications required by these conditions, the project's plan, and the site plan labeled "Proposed building location and landscape buffer" located on Page 81 of Exhibit PC3.
2. **Vegetation Screening.** The area along the Sussex Street right-of-way between the existing airport fence and the school property line shall be planted with arbor vitae as the screening species as the existing arbor vitae along the remainder of the site's west edge.



Wed, Feb 4 10:10 AM

Google July 2016

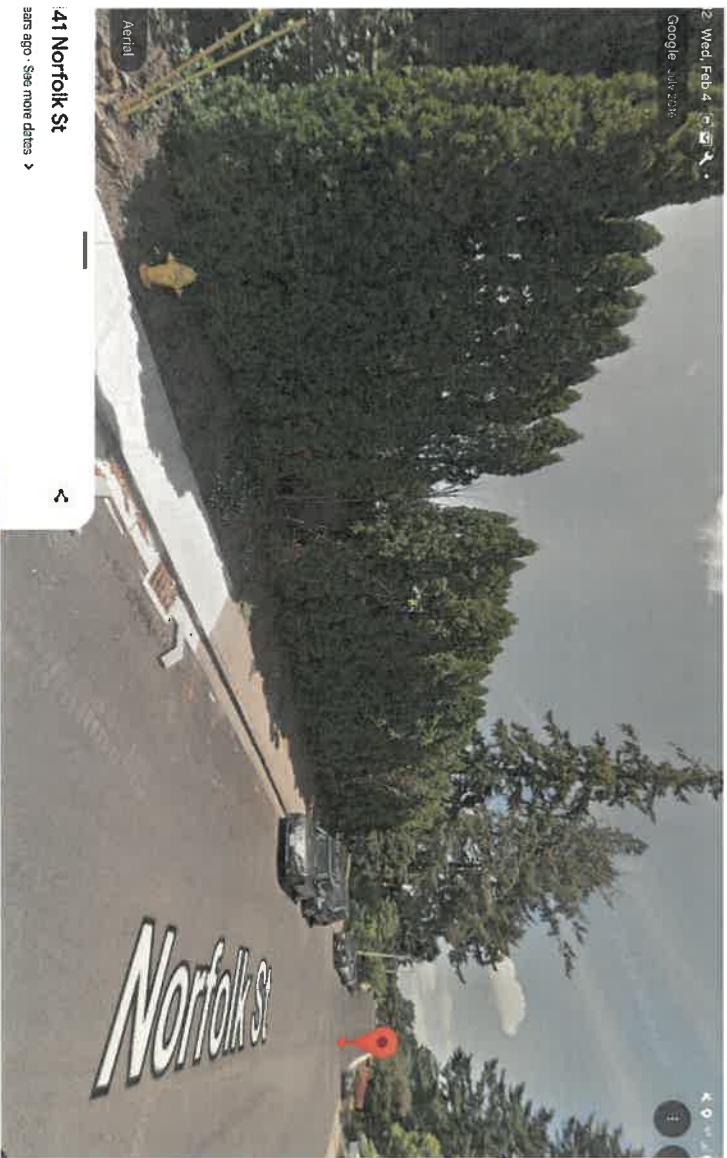
61 Norfolk St

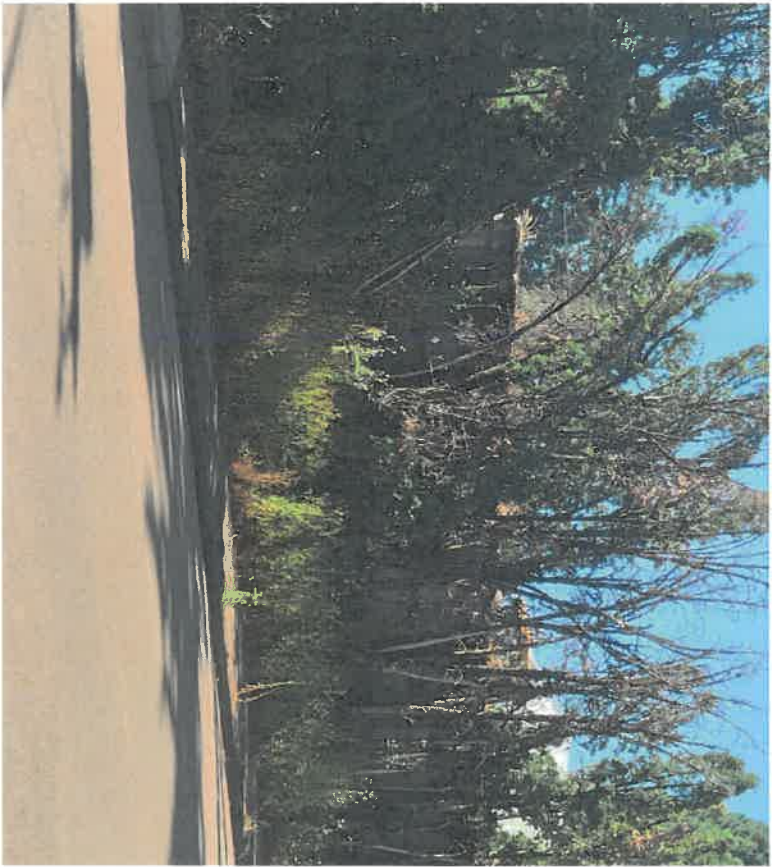
2 days ago · See more dates >

















in the meeting, it's not a good use of tax payer dollars to invest in landscaping that is going to be removed in two years when we move into the new building. I'm sorry that the conditions of approval were not followed by the last director and supervisor that left the screening and vegetation unmaintained. Unfortunately, we don't have the time for adequate screening to grow.

From your notes:

Street parking: staff has been talked to and will continue to be talked to as summer seasonal workers report.

Headlights at gas pump: The Interim Police Chief has been notified of the neighbors concerns when PD fills up at night. He has spoken to his team and said he would give them another reminder.



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traffic control, land stability
noise

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☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02, PLEASE PRINT:

Name: Robert Jester

Name of Organization (if applicable): BHTNA

Address: 3475 Riverlawn way

City: West Linn State: OR Zip: 97068

Email (optional): jjtjester@comcast.net



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REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: William Relyea

Name of Organization (if applicable): Parker Crest H.A

Address: 3016 Sabo Ln

City: West Linn State OR Zip 97068

Email (optional): wrelyea@comcast.net



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REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: Teri Cummings

Name of Organization (if applicable): _____

Address: 2190 Valley Ct.

City: West Linn State OR Zip 97068

Email (optional): on file

February 4, 2026

Dear honorable Planning Commissioners,

Our need for an updated public works facility is indisputable. It is in fact Long Overdue.

The safety and livability of our City depends on having a public works department that is adequately equipped to build and maintain safe streets, water and sewer lines. Furthermore, the personal safety of each one of us depends on whether our public works department will be able to immediately respond to floods, landslides, earthquakes and other disasters.

The record indicates very little public outreach was done prior to this application. So I doubt most people know that the proposed site for West Linn's new Operations Support facility is situated on one of West Linn's most historically dangerous natural hazard areas.

This discretionary decision before us tonight hinges on the question of whether it makes sense to locate a critically necessary disaster management facility on a significantly high risk steep slope, which includes a ravine, wetlands and a stream; historically known and mapped as a natural disaster prone area?

If another landslide or an earthquake occurs on this site that makes it impossible to get critically needed equipment and personnel in or out of the site, will that be a benefit or will it pose an unreasonable risk to the City?

I am curious to know if an independent comparative analysis of potential site alternatives was conducted prior to committing to this particular site.

If an alternative sites study was not done, please exercise your right and the responsibility to deny this application and demand an independent study weighing the pros and cons of four or more alternative sites or configurations, including acquisition of land. The cost of the site constraints alone to develop this property might easily be offset by purchasing property in a better location and more suitable to meet the needs of our City.

The discretionary nature of this decision requires you to question whether this particular site makes sense. It is not enough to hear the applicant claim that it "understands" the criteria. The applicant must meet all criteria.

We are counting on you to rule in favor of protecting the health and safety of our community.

Thank you for your service,

Teri Cummings

West Linn resident, address on file



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☐ **Neither for nor against**

☒ **In Opposition**

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: Cary Cummings

Name of Organization (if applicable): _____

Address: 2190 Valley Ct.

City: West Linn State OR Zip 97068

Email (optional): _____

Falling rock suit upheld

SALEM (AP) — A \$40,000 judgment for the estate of a man killed by a falling rock has been affirmed by the Oregon Supreme Court.

Steven Rader was killed in mid-1969 when a rock penetrated the windshield of his car and struck him on the head as he was driving on Oregon Highway 212 in Clackamas County.

The rock fell from a service road constructed on a hillside above Highway 212 in connection with construction of a new highway in the area by Gibbons and Reed Co.

Gibbons and Reed contended it was error for Circuit Court Judge Winston Bradshaw of Clackamas County to admit testimony that other persons had seen rocks on or falling to the highway on previous occasions.

But the Supreme Court held that evidence of prior similar occurrences is admissible to prove the existence of a continuing defect or a continuing course of negligent conduct.

Chief Justice Kenneth O'Connell dissented from the majority opinion.

CUP-25-02/DR-25-02/WAP 25-01

February 4, 2026

A young man was killed by a rock falling from the hillside above Hwy 212 in 1969, due to unstable conditions in the vicinity of the proposed site.

A year later, two landslides occurred at the same site, which destroyed the city's water reservoir and two homes and then an adjacent slide carried off one more home. An estimated total of

3 million cubic yards of earth and rock was removed to help stabilize the hill, located at the proposed site.

Meanwhile, residents were subjected to water rationing and a lack of adequate fire protection in the Willamette area for over a year.

It is highly questionable that locating a facility, critically necessary for responding to disasters, in an area constrained by significant, historical natural hazards, would provide a meaningful sense of safety and an overall benefit to the city.

This application fails to meet the criteria of: 60.070 Approval Standards and Conditions

- A. 2. The characteristics of the site are unsuitable for the proposed use (considering topography, natural features and location).
3. The granting of the proposal will not provide an overall benefit to the city as it may instead put the City at risk of failure to respond to disasters and financial loss.

Submitted by:

Caru Cummings, resident of West Linn since 1992

Slides Plague I-205 Project At West Linn

By LEONARD BACON

Staff Writer, The Oregonian

WEST LINN (Special) — West Linn's problems with a slide-plagued portion of Interstate 205 continue as the road still heads towards a November opening date.

Last July a section of the hill above a 150-foot deep cut on I-205 gave way — destroying the city's Willamette Reservoir and two homes.

After the first slide had been stabilized with the removal of 225,000 cubic yards of material, an adjacent side of the hill gave way carrying off one more home.

Highway engineers now estimate the removal job at more than 2.5 million cubic yards.

West Linn's latest problem with the road is noise — giant diesel powered earthmoving equipment began hauling off the unstable material.

Swamp Filled

The material is being trucked to the second phase of construction, the Oregon City-Gladstone section, and used as fill across a swampy area known as Kelly Field.

Wanting to beat winter rains and to get most of the material

in place to permit construction of overpasses and other structures during winter months, Gordon H. Ball Co. of California, the contractor, began moving trucks through the city on a round-the-clock basis.

Ball's trucks enter the city on Sunset Avenue, travel through the main portion of town, cross the river on the new Willamette River bridge of I-205, and head out to the dumping site east of Oregon city.

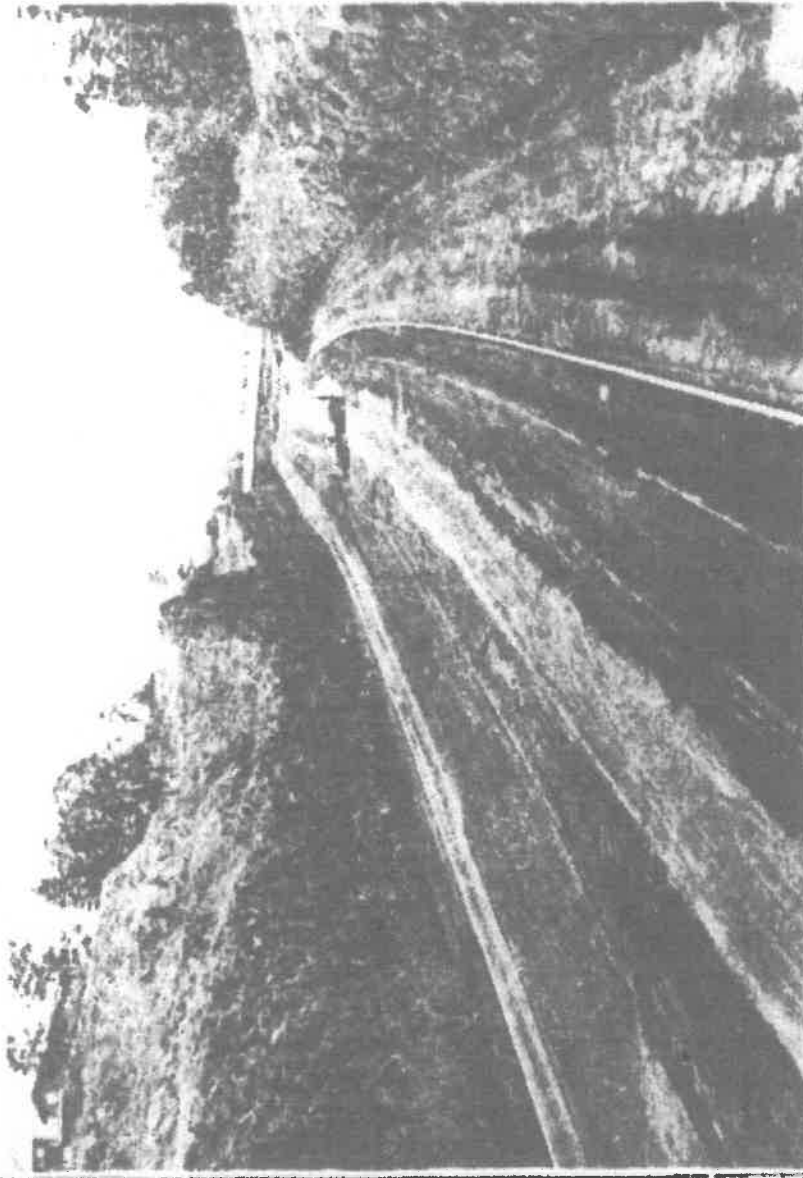
Residents along Sunset Avenue raised a bowl of protest when hauling began. They reported trucks were moving through the area at a rate of one per minute — 24 hours a day.

On Sept. 9, the city banned hauling between 11 p.m. and 6 a.m.

The next day, the city was served a restraining order that permitted the trucks to begin round-the-clock operations again.

On Sept. 16, Judge Winston Bradshaw, upheld the city's authority to ban the hauling — and the contractor had to shut down again between 11 p.m. and 6 a.m.

Larry Ruten, division high-moved is above I-205 right-superhighway is opened in No way engineer, says the ban-of-way and is not interfering with the contractor's will not affect the November with paving of the first section of the road. He says material being re-round-the-clock operations — He added that once the new using the freeway.



MASSIVE CUT out of solid rock through the center of West Linn nears readiness for paving. Ramps leading to new Wil-

lamette River Bridge begin at overpasses in rear.

THE OREGONIAN

New 600,000 Gallon Reservoir To End West Linn Water Rationing

By LEONARD BACON
Staff Writer, The Oregonian

WEST LINN (Special) — Water rationing in West Linn will end July 15 when a new 600,000 gallon reservoir is filled and put to use. More important to both city

officials and residents, there will be water available to fight a major fire, should one happen, in the Willamette area of the city — something the city hasn't had in more than a year.

The \$80,961 reservoir was

built for West Linn by the State Highway Commission to replace the city's 500,000 gallon Willamette Reservoir, broken by an earth slide. The slide developed during construction of Interstate 205 when the side of a 150 foot deep cut first gave way in June, 1963.

Also carried away in the slide were two homes. A month later, a second and larger slide developed east of the first, carrying away a third home.

The new reservoir has been built on highway department right-of-way, just west of the old reservoir site. Water mains, being laid down the hill, under the new freeway, and, into the Willamette area, are expected to be completed by next week.

Water rationing in the city came this spring for the first time when hot weather placed more of a demand for water on the city's only remaining reservoir than it could handle.

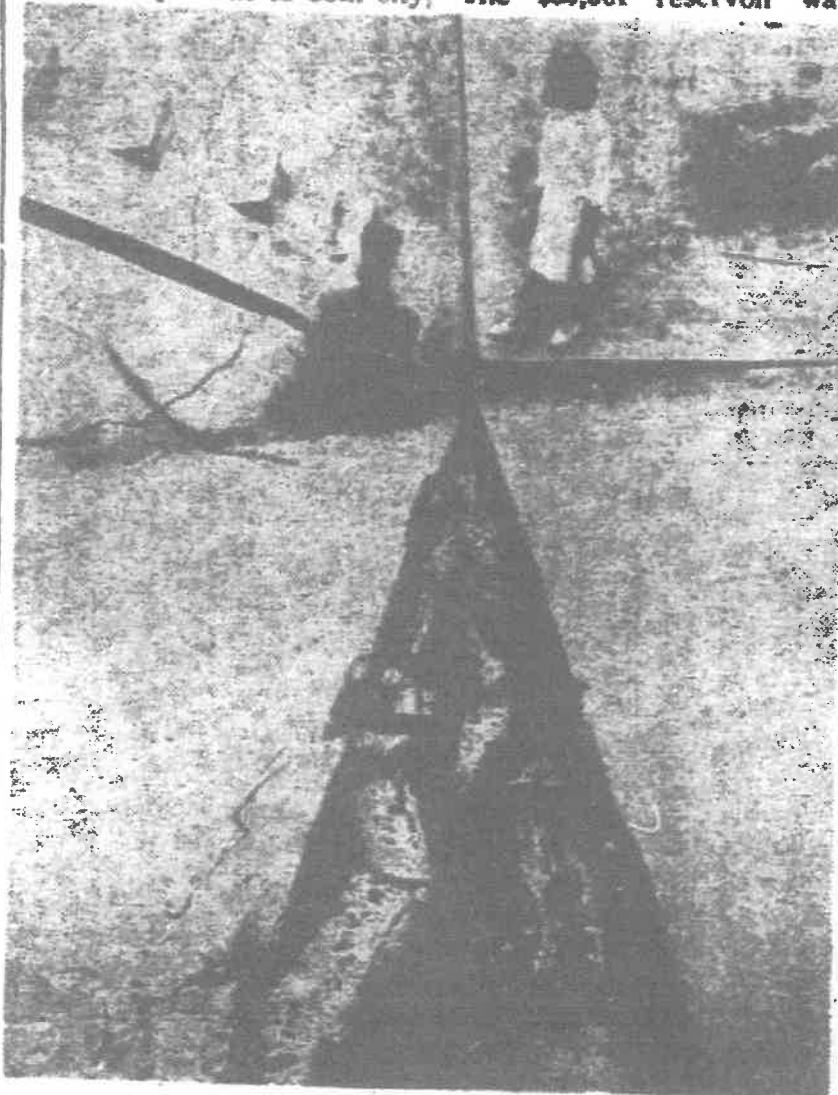
The new reservoir is well out of the slide area of the hill — since neither slide has stabilized and both are still moving.

Following the first slide, engineers claimed that about 175,000 cubic yards of earth and rock would have to be removed to stabilize the hill. They now estimate the removal job at more than 3 million cubic yards.

Testing of the new upright steel tank built by Pacific Tank Company of Portland is scheduled to begin this Friday.

The State Highway Commission must still furnish the city of West Linn with a site for another reservoir in the area. The city had owned enough property on the hillside to build a larger one to handle projected needs of the area.

Interstate 205, which connects Oregon City with I-5 near Tualatin, is scheduled to open this October.



STILL MOVING, cracks in old nearby reservoir continue to widen as hill still moves. Three nearby homes have been destroyed. Checking movement are Merle Irvin, city engineer, and Mrs. Bernice Bean, city councilwoman.

Unitarians Drop Support Of Black Affairs Council

By FRANK WETZEL
Associated Press Writer

SEATTLE (AP) — The Unitarian Universalist Association voted Thursday against fi-

clared ascendant over the board of trustees. This fight grew out of the board's action in drastically cutting the 1969 budget that had been approved



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☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: ROBERTA SCHWARZ *tester*

Name of Organization (if applicable): SAVANNA OAKS NEIGHBORHOOD ASSOC.

Address: 2206 TANNER DR

City: WEST LINN State OR Zip 97068

Email (optional): SAVANNAOAKSNA@westlinnoregon.gov

~~Terry Cummings~~

Schwarz

Summary of Testimony- February 4, 2026, on CUP-25-02 / DR -25-02 /WAP- 25-01

We are here tonight representing the Savanna Oaks Neighborhood Association and have received the approval of the SONA members to do so through a unanimous vote at a Special Meeting of SONA. We request that this summary be placed in the Public Record along with the maps and exhibits previously submitted.

#1. The Operation Complex is going to cost \$45 million and will be located on a piece of land at the east side of Salano at the intersection of Salamo and Greene St. Please see location maps included in your packets that you were given tonight.

#2. It was purchased by West Linn from ODOT in 2021 for \$396,000. As part of the ODOT sales process, this parcel was first offered to federal and state agencies. None of them were interested.

#3. The proposal being heard tonight by the WL Planning Commission is for three buildings totaling 40,000 square feet. This land has a wetland and a stream on it. The stream is called Bernert Creek.

#4. The site contains areas of slopes greater than 25%. This area has been identified in the landslide maps we have included including SLIDO (Statewide Landslide Information Layer for Oregon) map (exhibit 1), DOGAMI (Department of Geology and Mineral Industries maps dated 2009 (exhibit 2) and 2013 (exhibit 3) and the map from the West Linn Natural Hazard Mitigation Plan (exhibit 4). All of these maps show this area to have landslide susceptibility and in West Linn's own Landslide Susceptibility Exposure map, from its Hazard Mitigation Plan, it is listed as **very high**.

#5. There is a geologically recent landslide history that goes along with these maps which dates to the construction of the I-205 freeway. Eight miles of the second section of this freeway between Tualatin and West Linn began in 1968 and was completed by January 12, 1971. The work included the blasting of the basalt cliffs. Excavation for the project caused a series of landslides in 1969 that severely damaged the city's water reservoir, destroyed three homes, and delayed the opening of this section for months. After several months of water rationing, the 500,000-gallon reservoir was replaced with one with a 600,000-gallon capacity. These facts are recorded in four articles we have discovered in the archives of the Oregonian and the Oregon Journal from 1968 to 1971. There was also an article about a high school senior, Stephen Rader, who was killed in June of 1968 near the Sunset area because of a rock falling during the construction. We have several articles about this young man's death and the family's suit for negligence which went all the way to the State Supreme Court and was won by his family in 1972.

1

February 4, 2026

Subject: CUP-25-02 / DR-25-02 / WAP-25-01

To the West Linn Planning Commissioners,

Please add this testimony from Savanna Oaks Neighborhood Association Officers, Ed and Roberta Schwarz to the public record for this application. They are representing the members of this NA.

The Operations Complex proposal, which is being heard tonight by this Planning Commission, is going to cost \$45 million dollars as per the local newspaper. You need to know the details of the proposal and the history of this area before you can decide if this is the safest and best place to build such an expensive development in West Linn with the people's money.

This piece of land, on the east side of Salamo at the intersection of Salamo and Greene St, received a rating of very high landslide susceptibility in the Natural Hazard Mitigation Plan. This is not a good place to develop. West Linn purchased this land from ODOT for \$396,000. It had been offered to federal and state agencies as part of the ODOT sales process to see if anyone else might want it. No one did. Apparently, the extreme slope and the landslide history of this area are the reasons why.

This proposal is for three buildings totaling 40,000 square feet on 33.02 acres zoned for R-10 residential with a stream and a wetland on it. The site contains areas of slopes greater than 25%. It has been identified in the maps that we have included (SLIDO) (exhibit 1), (DOGAMI) (exhibit 2), DOGAMI Deep Landslide Susceptibility Map update from 2013 (exhibit 3), and Landslide Susceptibility Exposure Map (exhibit 4) from the West Linn Natural Hazard Mitigation Plan document (page 43, https://westlinnoregon.gov/sites/default/files/fileattachments/planning/page/6219/west_linn_nhmp_addendum_091224_1.pdf) as having very high potential for a landslide.

The recent landslide history: eight miles of the second section of I-205 between Tualatin and West Linn began construction in 1968 and was completed on January 12, 1971. The work included the blasting of the basalt cliffs. Excavation for the project caused a series of landslides in 1969 that severely damaged the city's reservoir, destroyed three homes, and delayed the opening of this section for months. After several months of water rationing, the reservoir was replaced with state funding the following year. All these facts are supported in four articles printed in "The Oregonian" and "The Oregon Journal" from 1968 through 1971. There is also a November 10, 1969 letter in the staff's 732-page report that was submitted to the City of West Linn by CH2M (exhibit 5). It is page 707 of the staff report. It is included in our packet of information to you today and was emailed to you on Friday.

This large map from the Department of Geology and Mineral Industries (DOGAMI) was given to us many years ago by the former President of the Barrington Heights NA before he moved. He asked that we keep it handy in case it was ever needed. After the pre-application meeting for this proposal in May of last year, we found it, located a copy store that could make prints the size of Plat maps, and presented copies to the City of West Linn, and the current President of Barrington Heights NA, and the President of Willamette NA. We have also given each of you a copy of the relevant part of the map and one of the Statewide Landslide Information Layer for Oregon (SLIDO). Both show this area being considered for the Operations Complex proposed development. Both show that there is

A map of the Willamette River area, showing various neighborhoods and a proposed area circled in red. The map includes labels for neighborhoods such as Marylhurst, West Linn, Hidden Springs, Bolton, Rosemont, Parker Crest, Sunset, Barrington Heights, and Rivercrest. The Willamette River is shown flowing through the area, with several bridges crossing it. A red circle highlights a specific area on the riverbank, and a red arrow points to it with the label "Proposed area". Other labels include "Clarkston St", "Sunset Ave", "Barrington Ave", "River Ave", "Willamette", and "Mary S. Young Park".



Legend

Zoning

-
- Single and Multi Family R-2.1
- Single and Multi Family R-3
- Single-Family R-4.5
- Single-Family R-5
- Single-Family R-7
- Single-Family R-10
- Single-Family R-15
- Single-Family R-20
- Single-Family R-40
- Mixed Use
- Neighborhood Commercial
- General Commercial
- Office Business Center
- Campus Industrial
- General Industrial
- Unofficial Tax Lots
- City Limit
- Parks and Open Space
- City Owned Property

□ ■ ■ ■

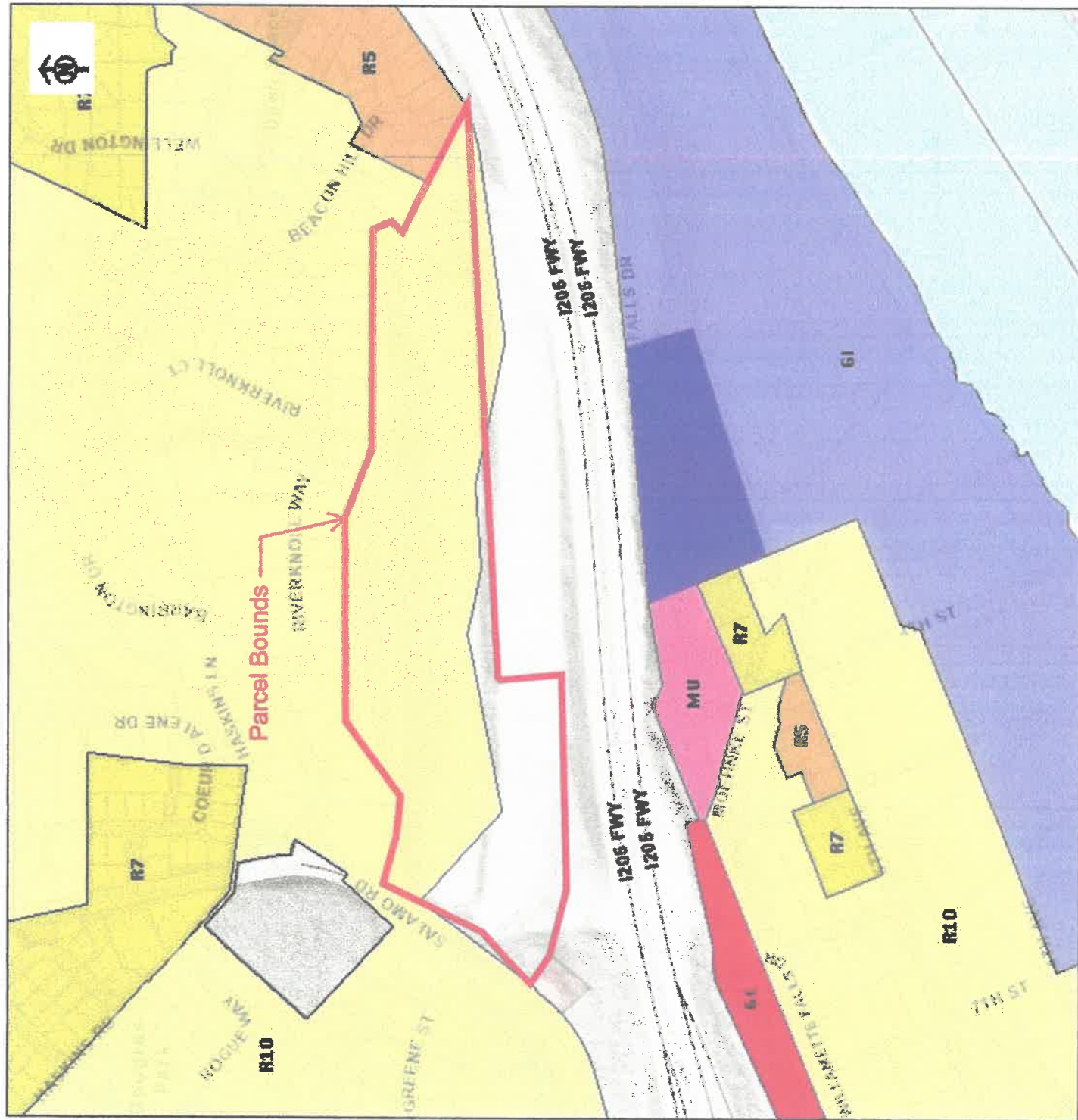
	0	0.11	0.23 Miles
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1:9,028



Notes

This map was automatically generated using Geocortex Essentials.



SUMMARY

February 4, 2026

To: West Linn Planning Commission

Regarding: CUP-25-02 / DR-25-02 / WAP-25-01

To the West Linn Planning Commission,

My name is Ed Schwarz and I am the Treasurer of the Savanna Oaks Neighborhood Association. I am here tonight representing SONA as requested by our members.

SONA does not oppose the construction of a new Operations Complex in West Linn. We do, however, object to the location chosen for it. We encourage you to deny this application and request that the location of the complex be changed to a safer location outside of the hazardous area where it is currently proposed.

In addition to concerns regarding its location in a geologic hazard area, SONA members expressed concerns about several areas where we believe the proposed complex does not meet West Linn Comprehensive Plan and Community Development Code requirements.

First, we disagree with staff's finding that Goal 7 of the West Linn Comprehensive Plan is met. Goal 7 states that, "Landslide areas are known hazards to safety." The city admits in their application that the complex will be built in a landslide area. Further, Policy 1 of Goal 7 states, "Require development and associated alterations to the surrounding land to be directed away from hazardous areas."

Please find that Comprehensive Plan Goal 7 and, specifically, Policy 1, have not been met by this application. The application should be denied.

In addition to the failure to meet the Comprehensive Plan, the application also fails to meet several sections of the Community Development Code.

The chosen site is partially zoned residential and the city has applied for a Conditional Use Permit. Citing CDC 11.060, the city has identified this complex as falling under section 4, Public Support Facility. As described in my written testimony, this application does not meet the definition of a public support facility as defined in CDC 2.030.

In summation, the members of Savanna Oaks NA ask that the Planning Commission deny the application on non-compliance with the CDC and the other grounds stated above. The city should be directed to find a safer, more accessible location for its Operations Complex.

Respectfully submitted,
Ed and Roberta Schwarz
Savanna Oaks Neighborhood Association
West Linn

February 4, 2026

To: West Linn Planning Commission

Regarding: CUP-25-02 / DR-25-02 / WAP-25-01

To the West Linn Planning Commission,

My name is Ed Schwarz and I am the Treasurer of the Savanna Oaks Neighborhood Association. I am here tonight representing SONA as requested by our members.

SONA does not oppose the construction of a new Operations Complex in West Linn. We do, however, object to the location chosen for it. We encourage you to deny this application and request that the location of the complex be changed to a safer location outside of the hazardous area where it is currently proposed.

Please consider the following concerns we have with the proposed complex. Our concerns include its location in a geologic hazard area as well as several areas where we believe the application does not meet West Linn Community Development Code requirements.

First, we disagree with staff's finding that Goal 7 of the West Linn Comprehensive Plan is met. Goal 7 states that, "Landslide areas are known hazards to safety." The city admits in their application that the complex will be built in a landslide area. Further, Policy 1 of Goal 7 states, "Require development and associated alterations to the surrounding land to be directed away from hazardous areas." As you have already heard in previous testimony tonight, the area where the complex is to be built has been deemed a hazardous area.

Please find that Comprehensive Plan Goal 7 and, specifically, Policy 1, have not been met by this application. The application should be denied.

In addition to the failure to meet the Comprehensive Plan, the application also fails to meet sections of the Community Development Code, specifically, sections 2.030, 55.100(B)(4), 55.100(I)(3), and 85.170(B)(2)(c)(1)(C).

The city has applied for a Conditional Use Permit for this partially residentially zoned site. Citing CDC 11.060, the city has identified this complex as falling under section 4, Public Support Facility. According to CDC 2.030, public support facilities are defined as "**Public services that deal directly with citizens**, to include meeting and hearing rooms, together

material as available and as deemed acceptable by the Planning Director, shall be the basis for preliminary determination.” As you have heard tonight, the structures are proposed to be placed in a hazard zone which is subject to landslides which would include slumping and sliding. Therefore, this application does not meet CDC 55.100(B)(4) and should be denied.

CDC 55.100(I)(3) states, “...the applicant must demonstrate that the proposed methods of rendering known or potential hazard sites safe for development, including proposed geotechnical remediation, are feasible and adequate to prevent landslides or other damage to property and safety. The review authority may impose conditions, including limits on type or intensity of land use, which it determines are necessary to mitigate known risks of landslides or property damage.” We encourage the Planning Commission to review this code and determine if the application truly meets its requirements.

Lastly, CDC 85.170(B)(2)(c)(1)(C) requires a traffic impact analysis if:

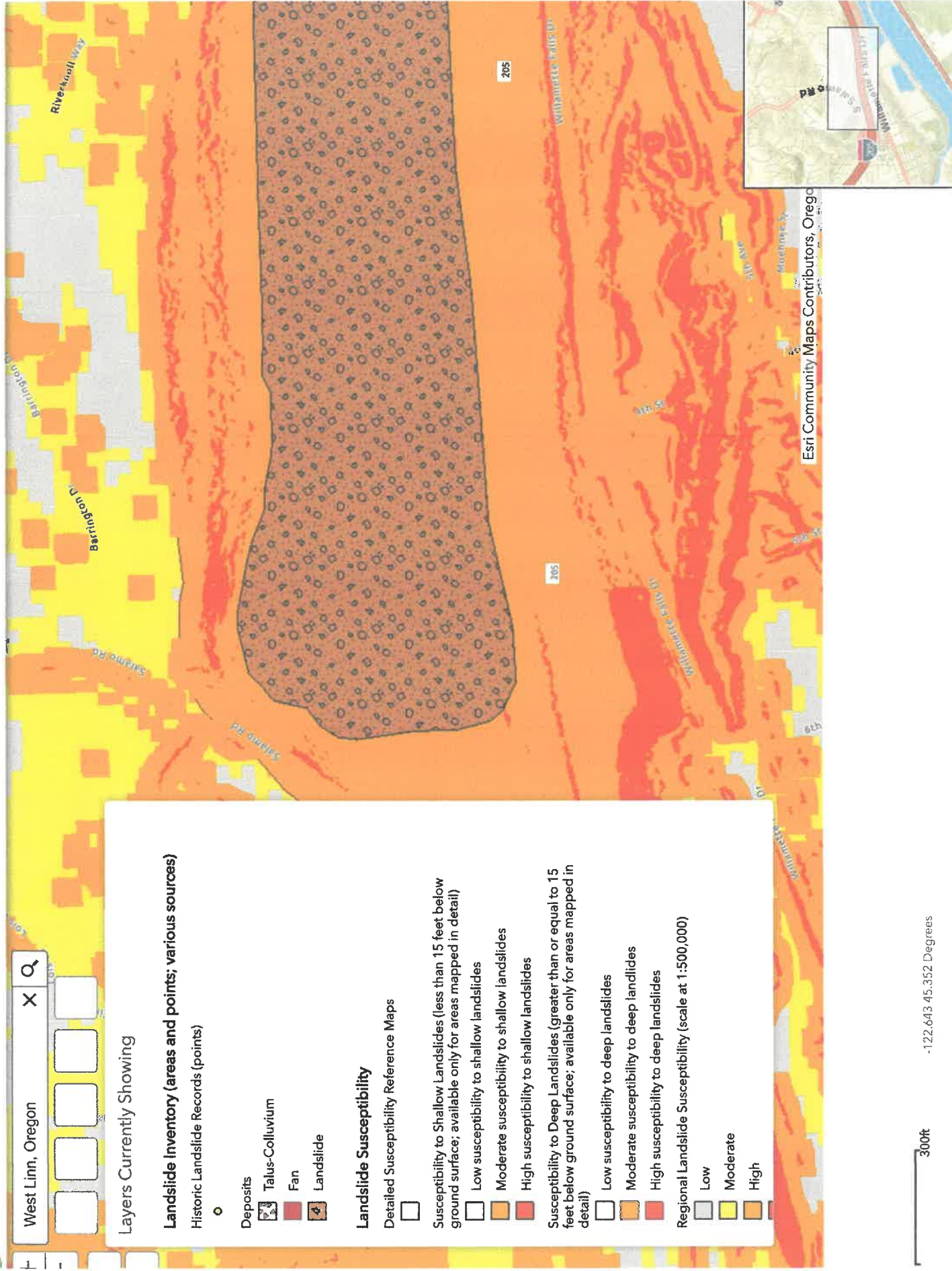
(C) The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual, and information and studies provided by the local reviewing jurisdiction and/or ODOT:

(1) An increase in site traffic volume generation by 250 average daily trips (ADT) or more (or as required by the City Engineer); or

(2) An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;

A Traffic Impact Analysis (TIA) was not performed for this application. Instead, staff accepted a “Trip Generation Report” from 2025 prepared by Kittelson and Associates. The Kittelson report did not study the actual location of the Operations Complex. It consisted of a daily trip count from the existing Public Works facility on Norfolk and Sussex streets.

This daily trip count average of 256 trips per day exceeded the 250 trips per day average to trigger a TIA. Additionally, the report did not consider the added traffic which will result from the additional city staff who will be housed in these new buildings (including Parks Department staff who will have their offices in the complex). In fact, the report incorrectly states that “Given that (1) the proposed Public Works Operations Facility will replace the





EXPLANATION

This map is an aerial photograph of the Colorado River valley, showing the river, surrounding hills, and a large dam structure in the lower right. The map is overlaid with various colored lines and markers, including red and blue, indicating specific features or boundaries.

LEGEND

Red lines indicate the proposed route of the Colorado River. Blue lines indicate the existing route of the Colorado River. Black lines indicate the boundaries of the Colorado River valley.

SCALE

1:6,000

NOTES

The map is an aerial photograph of the Colorado River valley, showing the river, surrounding hills, and a large dam structure in the lower right. The map is overlaid with various colored lines and markers, including red and blue, indicating specific features or boundaries.

REFERENCES

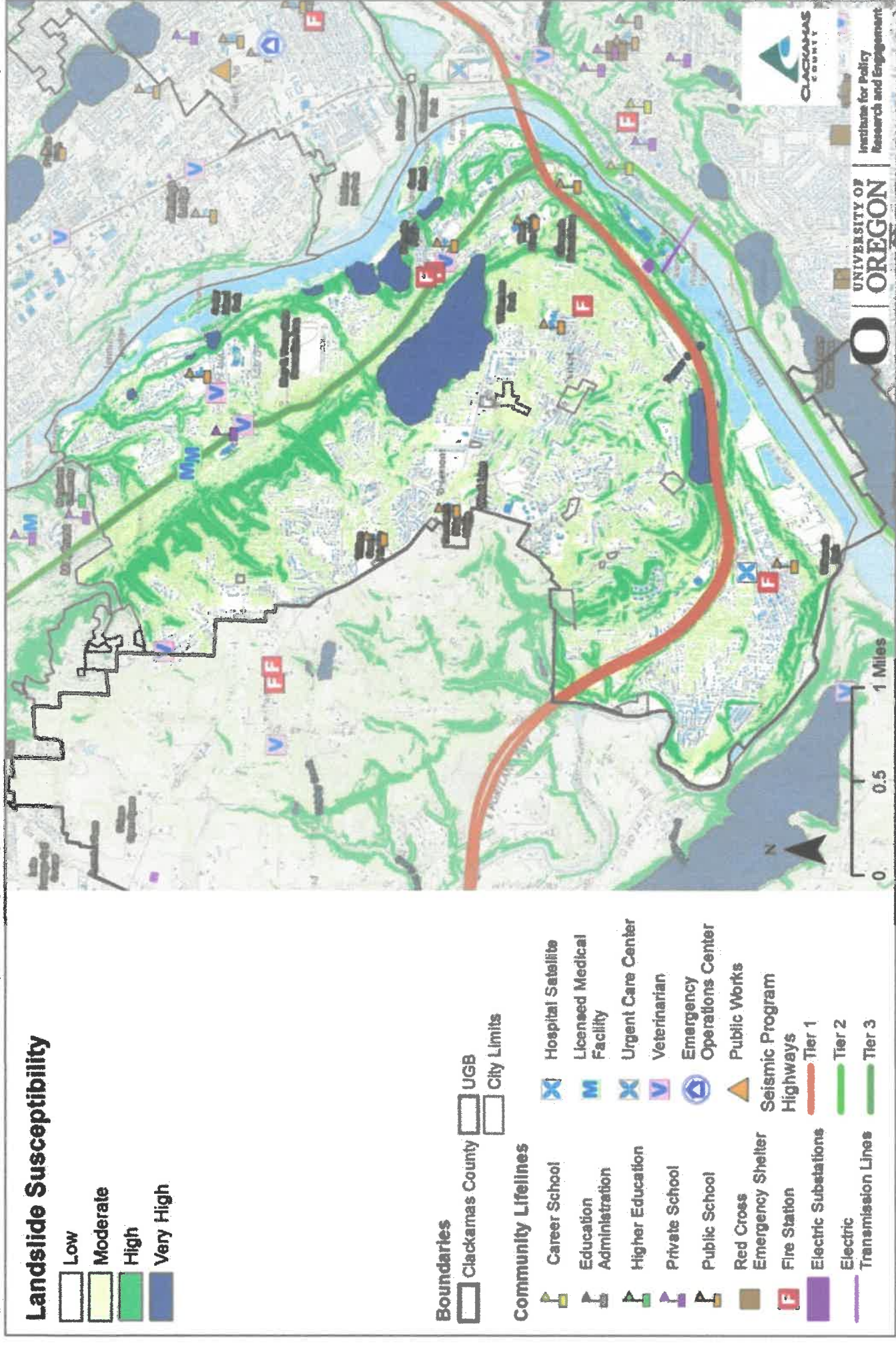
U.S. Army Corps of Engineers, 1964, Report on the Colorado River valley, showing the river, surrounding hills, and a large dam structure in the lower right.

APPENDIX

Table 1: Data for the Colorado River valley, showing the river, surrounding hills, and a large dam structure in the lower right.

Station	Distance (miles)	Altitude (feet)	Flow (cfs)
1	0.0	1,000	100
2	0.5	1,200	150
3	1.0	1,400	200
4	1.5	1,600	250
5	2.0	1,800	300
6	2.5	2,000	350
7	3.0	2,200	400
8	3.5	2,400	450
9	4.0	2,600	500
10	4.5	2,800	550
11	5.0	3,000	600
12	5.5	3,200	650
13	6.0	3,400	700
14	6.5	3,600	750
15	7.0	3,800	800
16	7.5	4,000	850
17	8.0	4,200	900
18	8.5	4,400	950
19	9.0	4,600	1,000
20	9.5	4,800	1,050
21	10.0	5,000	1,100
22	10.5	5,200	1,150
23	11.0	5,400	1,200
24	11.5	5,600	1,250
25	12.0	5,800	1,300
26	12.5	6,000	1,350
27	13.0	6,200	1,400
28	13.5	6,400	1,450
29	14.0	6,600	1,500
30	14.5	6,800	1,550
31	15.0	7,000	1,600
32	15.5	7,200	1,650
33	16.0	7,400	1,700
34	16.5	7,600	1,750
35	17.0	7,800	1,800
36	17.5	8,000	1,850
37	18.0	8,200	1,900
38	18.5	8,400	1,950
39	19.0	8,600	2,000
40	19.5	8,800	2,050
41	20.0	9,000	2,100
42	20.5	9,200	2,150
43	21.0	9,400	2,200
44	21.5	9,600	2,250
45	22.0	9,800	2,300
46	22.5	10,000	2,350
47	23.0	10,200	2,400
48	23.5	10,400	2,450
49	24.0	10,600	2,500
50	24.5	10,800	2,550
51	25.0	11,000	2,600
52	25.5	11,200	2,650
53	26.0	11,400	2,700
54	26.5	11,600	2,750
55	27.0	11,800	2,800
56	27.5	12,000	2,850
57	28.0	12,200	2,900
58	28.5	12,400	2,950
59	29.0	12,600	3,000
60	29.5	12,800	3,050
61	30.0	13,000	3,100
62	30.5	13,200	3,150
63	31.0	13,400	3,200
64	31.5	13,600	3,250
65	32.0	13,800	3,300
66	32.5	14,000	3,350
67	33.0	14,200	3,400
68	33.5	14,400	3,450
69	34.0	14,600	3,500
70	34.5	14,800	3,550
71	35.0	15,000	3,600
72	35.5	15,200	3,650
73	36.0	15,400	3,700
74	36.5	15,600	3,750
75	37.0	15,800	3,800
76	37.5	16,000	3,850
77	38.0	16,200	3,900
78	38.5	16,400	3,950
79	39.0	16,600	4,000
80	39.5	16,800	4,050
81	40.0	17,000	4,100
82	40.5	17,200	4,150
83	41.0	17,400	4,200
84	41.5	17,600	4,250
85	42.0	17,800	4,300
86	42.5	18,000	4,350
87	43.0	18,200	4,400
88	43.5	18,400	4,450
89	44.0	18,600	4,500
90	44.5	18,800	4,550
91	45.0	19,000	4,600
92	45.5	19,200	4,650
93	46.0	19,400	4,700
94	46.5	19,600	4,750
95	47.0	19,800	4,800
96	47.5	20,000	4,850
97	48.0	20,200	4,900
98	48.5	20,400	4,950
99	49.0	20,600	5,000
100	49.5	20,800	5,050
101	50.0	21,000	5,100
102	50.5	21,200	5,150
103	51.0	21,400	5,200
104	51.5	21,600	5,250
105	52.0	21,800	5,300
106	52.5	22,000	5,350
107	53.0	22,200	5,400
108	53.5	22,400	5,450
109	54.0	22,600	5,500
110	54.5	22,800	5,550
111	55.0	23,000	5,600
112	55.5	23,200	5,650
113	56.0	23,400	5,700
114	56.5	23,600	5,750
115	57.0	23,800	5,800
116	57.5	24,000	5,850
117	58.0	24,200	5,900
118	58.5	24,400	5,950
119	59.0	24,600	6,000
120	59.5	24,800	6,050
121	60.0	25,000	6,100
122	60.5	25,200	6,150
123	61.0	25,400	6,200
124	61.5	25,600	6,250
125	62.0	25,800	6,300
126	62.5	26,000	6,350
127	63.0	26,200	6,400
128	63.5	26,400	6,450
129	64.0	26,600	6,500
130	64.5	26,800	6,550
131	65.0	27,000	6,600
132	65.5	27,200	6,650
133	66.0	27,400	6,700
134	66.5	27,600	6,750
135	67.0	27,800	6,800
136	67.5	28,000	6,850
137	68.0	28,200	6,900
138	68.5	28,400	6,950
139	69.0	28,600	7,000
140	69.5	28,800	7,050
141	70.0	29,000	7,100
142	70.5	29,200	7,150
143	71.0	29,400	7,200
144	71.5	29,600	7,250
145	72.0	29,800	7,300
146	72.5	30,000	7,350
147	73.0	30,200	7,400
148	73.5	30,400	7,450
149	74.0	30,600	7,500
150	74.5	30,800	7,550
151	75.0	31,000	7,600
152	75.5	31,200	7,650
153	76.0	31,400	7,700
154	76.5	31,600	7,750
155	77.0	31,800	7,800
156	77.5	32,000	7,850
157	78.0	32,200	7,900
158	78.5	32,400	7,950
159	79.0	32,600	8,000
160	79.5	32,800	8,050
161	80.0	33,000	8,100
162	80.5	33,200	8,150
163	81.0	33,400	8,200
164	81.5	33,600	8,250
165	82.0	33,800	8,300
166	82.5	34,000	8,350
167	83.0	34,200	8,400
168	83.5	34,400	8,450
169	84.0	34,600	8,500
170	84.5	34,800	8,550
171	85.0	35,000	8,600
172	85.5	35,200	8,650
173	86.0	35,400	8,700
174	86.5	35,600	8,750
175	87.0	35,800	8,800
176	87.5	36,000	8,850
177	88.0	36,200	8,900
178	88.5	36,400	8,950
179	89.0	36,600	9,000
180	89.5	36,800	9,050
181	90.0	37,000	9,100
182	90.5	37,200	9,150
183	91.0	37,400	9,200
184	91.5	37,600	9,250
185	92.0	37,800	9,300
186	92.5	38,000	9,350
187	93.0	38,200	9,400
188	93.5	38,400	9,450
189	94.0	38,600	9,500
190	94.5	38,800	9,550
191	95.0	39,000	9,600
192	95.5	39,200	9,650
193	96.0	39,400	9,700
194	96.5	39,600	9,750
195	97.0	39,800	9,800
196	97.5	40,000	9,850
197	98.0	40,200	9,900
198	98.5	40,400	9,950
199	99.0	40,600	10,000
200	99.5	40,800	10,050
201	100.0	41,000	10,100
202	100.5	41,200	10,150
203	101.0	41,400	10,200
204	101.5	41,600	10,250
205	102.0	41,800	10,300
206	102.5	42,000	10,350
207	103.0	42,200	10,400
208	103.5	42,400	10,450
209	104.0	42,600	10,500
210	104.5	42,800	10,550
211	105.0	43,000	10,600
212	105.5	43,200	10,650
213	106.0	43,400	10,700
214	106.5	43,600	10,750
215	107.0	43,800	10,800
216	107.5	44,000	10,850
217	108.0	44,200	10,900
218	108.5	44,400	10,950
219	109.0	44,600	11,000
220	109.5	44,800	11,050
221	110.0	45,000	11,100
222	110.5	45,200	11,150
223	111.0	45,400	11,200
224	111.5	45,600	11,250
225	112.0	45,800	11,300
226	112.5	46,000	11,350
227	113.0	46,200	11,400
228	113.5	46,400	11,450
229	114.0	46,600	11,500
230	114.5	46,800	11,550
231	115.0	47,000	11,600
232	115.5	47,200	11,650
233	116.0	47,400	11,700
234	116.5	47,600	11,750
235	117.0	47,800	11,800
236	117.5	48,000	11,850
237	118.0	48,200	11,900
238	118.5	48,400	11,950
239	119.0	48,600	12,000
240	119.5	48,800	12,050
241	120.0	49,000	12,100
242	120.5	49,200	12,150
243	121.0	49,400	12,200
244	121.5	49,600	12,250
245	122.0	49,800	12,300
246	122.5	50,000	12,350
247	123.0	50,200	12,400
248	123.5	50,400	12,450
249	124.0	50,600	12,500
250	124.5	50,800	12,550
251	125.0	51,000	12,600
252	125.5	51,200	12,650
253	126.0	51,400	12,700
254	126.5	51,600	12,750
255	127.0	51,800	12,800
256	127.5	52,000	12,850
257	128.0	52,200	12,900
258	128.5	52,400	12,950
259	129.0	52,600	13,000
260	129.5	52,800	13,050
261	130.0	53,000	13,100
262	130.5	53,200	13,150
263	131.0	53,400	13,200
264	131.5	53,600	13,250
265	132.0	53,800	13,300
266	132.5	54,000	13,350
267	133.0	54,200	13,400
268	133.5	54,400	13,450
269	134.0	54,600	13,500
270	134.5	54,800	13,550
271	135.0	55,000	13,600
272	135.5	55,200	13,650
273	136.0	55,400	13,700
274	136.5	55,600	13,750
275	137.0	55,800	13,800
276	137.5	56,000	13,850
277	138.0	56,200	13,900
278	138.5	56,400	13,950
279	139.0	56,600	14,000
280	139.5	56,800	14,050
281	140.0	57,000	14,100
282	140.5	57,200	14,150
283	141.0	57,400	14,200
284	141.5</		

Figure WL-5 Landslide Susceptibility Exposure



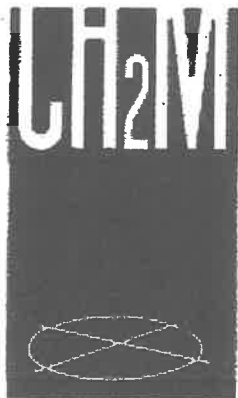
Source: Map created by Oregon Partnership for Disaster Resilience.

Data: Oregon Department of Geology and Mineral Industries. Preparedness Framework Implementation Team (IRIS v3).

Note: To view hazard detail click this [link](#) to access Oregon HazVu

P. 633
P. 707
of
staff
report

Exhibit 5



CORNELL, HOWLAND, HAYES & MERRYFIELD
E N G I N E E R S A N D P L A N N E R S

1600 WESTERN AVENUE • CORVALLIS, OREGON 97330
TELEPHONE: AREA CODE 503/752-4271
OTHER OFFICES IN: SEATTLE • BOISE • PORTLAND

10 November 1969

Project No. P5572.0

P. 707

City of West Linn
West Linn, Oregon 97068

Attention: Mr. Richard W. Dippner, City Administrator

Gentlemen:

Willamette Reservoir and FAI-205 Landslide

This letter presents our investigation of the condition of the Willamette Reservoir. The landslide associated with the construction of FAI-205 disrupted the reservoir and the distribution pipelines, as well as damaged several houses and other property located above the work area. This investigation was authorized in September, 1969, to examine the condition of the reservoir and to recommend its repair or abandonment. Conclusions and recommendations are presented at the end of this letter.

INTRODUCTION

Willamette Reservoir is located on the hills above the Cities of West Linn and Willamette, with a water surface elevation of 387. FAI-205 is under construction below the reservoir at about elevation 220, in a side hill excavation with designed slopes of 1 on 1.5 and three benches in the cut slope. On the evening of 10 June 1969, an Oregon State Highway Department (OSHD) inspector discovered cracks in the street and ground in the vicinity of the reservoir.

On 12 June 1969, the inflow and outflow pipes of the reservoir were closed, and the water level in the reservoir dropped 0.75-feet in 2-hours. The reservoir leakage at this time was 320-gallons per minute (gpm). The reservoir inflow and outflow pipes were then opened, but the water surface continued to drop and the reservoir could not be filled. One of the reservoir joints was observed to open 0.01-feet (1/8-inch) in a 24-hour period. On 14 June, 1969, the reservoir was drained and has been out of service since. Construction of a water main to bypass the reservoir area was authorized by the OSHD, and completed one month later on 14 July 1969. The same day the bypass main was placed in service, the 8-inch main serving the City of Willamette was pulled apart by slide movements just below the reservoir.

The condition of the reservoir prior to the June landslide activity is known to be good. In March 1969, the City water superintendent commented that the reservoir leakage had recently increased because of FAI-205 construction blasting.



CITY OF
West Linn

Planning Commission Request to Speak

Any information provided may be considered a public record and subject to disclosure.
Each agenda item requires a separate testimony form.

☐ I request to speak during **General Public Comments** – (3 minutes). Please specify topic (*required*):

☒ I request to testify on **CUP-25-02/DR-25-02/WAP-25-01 Proposal for New City of West Linn Operations Support Facility at the vacant parcel east of the Salamo Road/Greene Street intersection** (5 minutes for all speakers).

☐ In Support

☐ Neither for nor against

☒ In Opposition

Failure to raise an issue by written comment or at the hearing, or failure to provide sufficient specificity to respond to the issue, precludes raising the issue on appeal before the Land Use Board of Appeals. Parties with standing may appeal this decision to the West Linn City Council pursuant to the provisions of Chapter 99 of the Community Development Code and any other applicable rules and statutes. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the city or its designee to respond to the issue precludes an action for damages in circuit court.

☐ I do not wish to speak; however, I would like to **have standing on CUP-25-02:**

☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: EDWARD SCHWARZ

Name of Organization (if applicable): _____

Address: 2206 TANNER DR.

City: WEST LINN State OR Zip 97068

Email (optional): _____



CITY OF

West Linn

Planning Commission Request to Speak

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☐ Neither for nor against

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☐ I do not wish to speak; however, I would like to **have standing on CUP-25-02:**

☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: Karie Oakes

Name of Organization (if applicable): _____

Address: 1125 Marylhurst DR.

City: West Linn

State: OR

Zip: 97068

Email (optional): _____



CITY OF
West Linn

Planning Commission Request to Speak

**Any information provided may be considered a public record and subject to disclosure.
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☐ I request to speak during **General Public Comments** – (3 minutes). Please specify topic (*required*):

☒ I request to testify on **CUP-25-02/DR-25-02/WAP-25-01 Proposal for New City of West Linn Operations Support Facility at the vacant parcel east of the Salamo Road/Greene Street intersection** (5 minutes for all speakers).

☐ In Support

☒ Neither for nor against

☐ In Opposition

Failure to raise an issue by written comment or at the hearing, or failure to provide sufficient specificity to respond to the issue, precludes raising the issue on appeal before the Land Use Board of Appeals. Parties with standing may appeal this decision to the West Linn City Council pursuant to the provisions of Chapter 99 of the Community Development Code and any other applicable rules and statutes. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the city or its designee to respond to the issue precludes an action for damages in circuit court.

☐ I do not wish to speak; however, I would like to **have standing on CUP-25-02:**

☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: DAVID DODDS

Name of Organization (if applicable): _____

Address: 18931 Old River

City: West Linn State Oregon Zip 97068

Email (optional): _____



CITY OF
West Linn

Planning Commission Request to Speak

**Any information provided may be considered a public record and subject to disclosure.
Each agenda item requires a separate testimony form.**

☐ I request to speak during **General Public Comments** – (3 minutes). Please specify topic (*required*):

☐ I request to testify on **CUP-25-02/DR-25-02/WAP-25-01 Proposal for New City of West Linn Operations Support Facility at the vacant parcel east of the Salamo Road/Greene Street intersection** (5 minutes for all speakers).

☐ In Support

☐ Neither for nor against

☐ In Opposition

Failure to raise an issue by written comment or at the hearing, or failure to provide sufficient specificity to respond to the issue, precludes raising the issue on appeal before the Land Use Board of Appeals. Parties with standing may appeal this decision to the West Linn City Council pursuant to the provisions of Chapter 99 of the Community Development Code and any other applicable rules and statutes. Failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the city or its designee to respond to the issue precludes an action for damages in circuit court.

☒ I do not wish to speak; however, I would like to **have standing on CUP-25-02:**

☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: DAVID DODDS

Name of Organization (if applicable): _____

Address: 18931 Old River Da.

City: West Linn State Oregon Zip 97068

Email (optional): WLDGDCcomcast.net



CITY OF

West Linn

Planning Commission Request to Speak

**Any information provided may be considered a public record and subject to disclosure.
Each agenda item requires a separate testimony form.**

☐ I request to speak during **General Public Comments** – (3 minutes). Please specify topic (*required*):

☐ I request to testify on **CUP-25-02/DR-25-02/WAP-25-01 Proposal for New City of West Linn Operations Support Facility at the vacant parcel east of the Salamo Road/Greene Street intersection** (5 minutes for all speakers).

☐ In Support

☐ Neither for nor against

☒ In Opposition

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☐ I do not wish to speak; however, I would like to **have standing on CUP-25-02:**

☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name:

Beth Carr

Name of Organization (if applicable):

Address:

Hall Ct West Linn

City:

State

OR

Zip

97068

Email (optional):



CITY OF

West Linn

Planning Commission Request to Speak

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Michael Kapigian C.U.P. ORC center

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☒ Neither for nor against

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☐ I do not wish to speak; however, I would like to **have standing on CUP-25-02:**

☐ In Support

☐ Neither for nor against

☐ In Opposition

REQUIRED INFORMATION TO HAVE STANDING FOR CUP-25-02 PLEASE PRINT:

Name: Michael Kapigian

Name of Organization (if applicable): _____

Address: 19500 View DR.

City: West Linn State: OR Zip: 97068

Email (optional): _____



Agenda Bill 2021-07-12-05

Date Prepared: June 23, 2021

For Meeting Date: July 12, 2021

To: Jules Walters, Mayor
West Linn City Council

From: Morgan Coffie, Public Works Management Analyst

Through: Lance Calvert, PE, Public Works Director/City Engineer *LEC*
Jerry Gabrielatos, City Manager *JG*

Subject: Oregon Department of Transportation Surplus Property Acquisition

Purpose

To receive Council approval to acquire surplus property owned by the Oregon Department of Transportation (ODOT) to be used for future construction of a new Operations Facility.

Question(s) for Council:

Does Council wish to expend funds in order to acquire the ODOT property for the purpose of basic city utility operations?

Public Hearing Required:

None required.

Background & Discussion:

For decades, Public Works and Parks operations have been constrained by a lack of space for city maintenance activities. Over several years, staff researched any and all available opportunities for improved space for this type of use. A number of constraints limited options and resulted in the continued use of the existing 2.07 acre facility. This is by far the smallest and most decaying operations facility of any comparable city in the Portland metro area. The existing facility has not changed in size since it was original acquired in 1937 with structures well beyond their useful life, many of which don't meet current building and safety codes or requirements. In addition, none of the existing facilities are seismically resilient at all.

After considerable review and discussion with ODOT staff, the City began the process of acquiring unused ODOT/I-205 right of way for this future purpose. Following federal and state regulations/requirements, the City needed to come to agreement with ODOT on the details of the property, complete survey of the property, appraisal of the property, allow other state and federal agencies to consider their own potential use of the property, and finally purchase the property from ODOT after approval from FHWA due to adjacency to the interstate freeway. Once acquired from ODOT, the city will still need to go through the land use and regulatory process for future use of the property.